

Appendix C – Consistency with relevant strategic and statutory plans and policies

An assessment against relevant strategic plans and environmental planning instruments has been undertaken to satisfy Study Requirement 1.2 of the Cherrybrook Station SSP Study Requirements. This assessment has considered the consistency of the proposed planning framework with the following plans and policies:

- The Greater Sydney Region Plan - A Metropolis of Three Cities (Greater Sydney Commission, 2018)
- The North District Plan (Greater Sydney Commission, 2018)
- The Hornsby Local Strategic Planning Statement (Hornsby Shire Council, 2019)
- State Environmental Planning Policy (Biodiversity and Conservation) 2021
- State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004
- State Environmental Planning Policy (Precincts—Central River City) 2021
- State Environmental Planning Policy (Housing) 2021
- State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development
- State Environmental Planning Policy (Planning Systems) 2021
- State Environmental Planning Policy (Resilience and Hazards) 2021
- State Environmental Planning Policy (Transport and Infrastructure) 2021.
- Hornsby Local Environmental Plan 2013.

1.1 Greater Sydney Region Plan

The following table provides an assessment of the proposal's consistency with the relevant objectives of the Greater Sydney Region Plan.

Table 1: Consistency with Greater Sydney Region Plan Planning Directions

Greater Sydney Region Plan Objectives	Cherrybrook Station SSP Response	Consistency
Objective 1: Infrastructure aligns with forecast growth – growth infrastructure compact	<p>Cherrybrook Station is a key driver for the renewal of Cherrybrook Station SSP. Sydney Metro Northwest is a city-shaping transport infrastructure project that creates new opportunities for integrated station precincts that deliver new homes, jobs, amenities and services in a highly accessible and high amenity location.</p> <p>Renewal of Cherrybrook Station SSP will deliver approximately 390 dwellings, with 5% being for the purposes of affordable housing. This new housing will leverage off the new station to provide growth aligned with the provision of city-shaping infrastructure.</p>	Yes

Greater Sydney Region Plan Objectives	Cherrybrook Station SSP Response	Consistency
Objective 4: Infrastructure use is optimised	The proposed amendments to the planning framework will support the provision of new homes and services in proximity to Cherrybrook Station, encouraging the use of public and active transport. Through implementation of best practice design and a site-specific design guide, active and public transport will be encouraged through the provision of appropriate pedestrian and cycling infrastructure for any future developments at Cherrybrook Station SSP, contributing to the optimisation of infrastructure.	Yes
Objective 5: Benefits of growth realised by collaboration of governments, community and business	<p>The Reference Scheme prepared by SJB and Aspect Studios (refer Appendix D) and proposed planning framework of the SSP Study is the result of extensive collaboration between stakeholders and the community. This included both targeted and opt-in consultation activities for the general Cherrybrook community, Aboriginal community representatives including Aboriginal Land Councils and Government stakeholders at both State and local level. In addition, there has been ongoing communication about the consultation process through the project webpage, electronic direct mail, local community group emails, social media and letter box drop.</p> <p>Furthermore, a Project Working Group (PWG) was set up to establish a collaborative working arrangement between DPE, Hornsby Shire Council, The Hills Shire Council and TfNSW to guide the planning investigations for the Cherrybrook Station SSP. The role of the PWG is guided by a terms of reference, issued by DPE. As part of their role, the PWG has reviewed and provided comments on materials submitted by Landcom, including deliverables for key stages of the SSP process.</p> <p>A Community Consultation Outcomes Report has been prepared by Landcom to present the consultation process undertaken for the proposal (refer to Appendix U). This process considers the preferences, views and aspirations of local residents, businesses and community groups for the future Cherrybrook SSP which has been an important factor in shaping the work that has contributed to the Reference Scheme and proposed amendments to the planning framework, as part of this SSP Study.</p>	Yes
Objective 6: Services and infrastructure meet communities' changing needs	<p>A Social Infrastructure Needs Assessment (refer to Appendix F) identified a need for one multi-purpose community facility and a park of a minimum 3,000sqm. The multi-purpose community facility will mostly cater to demand generated by the development of the broader Cherrybrook Station Precinct.</p> <p>The proposed planning framework responds to these identified needs and requires a minimum of 3,000 sqm of publicly accessible open space, and 1,300 sqm of community floor space, which forms part of the Reference Scheme. In addition, the northern portion of the Cherrybrook Station SSP is proposed to be zoned as RE1 Public Recreation, and is intended to deliver an approximately 8,450sqm Environmental Space, which will support a stormwater detention function while enabling opportunities for passive recreation.</p>	Yes

Greater Sydney Region Plan Objectives	Cherrybrook Station SSP Response	Consistency
Objective 7: Communities are healthy, resilient and socially connected	<p>Future development in accordance with the proposed planning framework will deliver 5% of total dwellings delivered as affordable housing, along with employment generating uses and community services. Combined with significant amount of open space, an active transport network and access to the new metro station, Cherrybrook Station SSP will be a healthy, resilient and socially connected diverse community.</p> <p>The proposal will also support the daily needs of residents and visitors with greater access to fresh food, retail and services (i.e. supermarkets, cafes, restaurants, and community services) within walking distance.</p>	Yes
Objective 8: Greater Sydney's communities are culturally rich with diverse neighbourhoods		Yes
Objective 10: Greater housing supply	<p>The area surrounding the Cherrybrook SSP contains mostly low density residential housing typologies, which lacks diversity and provides little housing choice for future residents. The proposed planning framework for Cherrybrook Station SSP has the potential to deliver approximately 390 new dwellings in the form of medium-high density apartment units. Of these dwellings, 5% will be affordable housing. Overall, this will directly generate more housing supply and provide diverse and affordable dwellings that will give effect to these objectives.</p>	Yes
Objective 11: Housing is more diverse and affordable		Yes
Objective 12: Great places that bring people together	<p>In designing the Cherrybrook Station SSP and developing its future planning framework, the needs of the existing and future community have been built into the planning controls, including:</p> <ul style="list-style-type: none"> • appropriate zoning and site-specific provisions to preserve recreational areas such as the proposed Environmental Space and Community Open Space • height limits that minimise adverse environmental impacts, • requirements to provide sufficient levels of urban tree canopy and pedestrian/cyclist infrastructure • minimum floorspace requirements for a community facility contained within the draft design guide • requirements for retail uses to edge the Community Open Space. <p>Together, the proposed higher density housing caters to a range of households, along with retail and community land uses, all provided in proximity to Cherrybrook Station will contribute toward making Cherrybrook Precinct a great place.</p>	Yes
Objective 13: Environmental heritage is identified, conserved and enhanced	<p>This SSP Study is accompanied by a Heritage Impact Statement (Appendix I) that confirms the outcomes based on the proposed Reference Scheme will have an acceptable response to environmental heritage subject to a range of recommended measures being adopted. These recommended measures have been translated into measures in the draft design guide prepared for Cherrybrook Station SSP (refer to Appendix B)</p>	Yes

Greater Sydney Region Plan Objectives	Cherrybrook Station SSP Response	Consistency
Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities	<p>Cherrybrook Station is a catalyst for new development and rezoning in the area, in particular for Cherrybrook Station SSP which bounds the station. The proposed planning framework will allow for private market and affordable housing, as well as employment and community services to be located in proximity to a metro station with connections to the rest of Sydney, including key employment centres, such as Norwest and Macquarie Park.</p> <p>Furthermore, the draft design guide proposes measures which promote walking, cycling and public transport use, with the proposed delivery of bicycle parking stands in the public domain and more restrictive car parking rates reflecting its position around a metro station.</p>	Yes
Objective 15: The Eastern, GOP and Western Economic Corridors are better connected and more competitive	Cherrybrook Station SSP will provide housing with excellent access to employment centres, including Norwest and strategic centres along the Eastern Economic Corridor via the Sydney Metro. This will provide direct connections for workers who will live in Cherrybrook Station SSP to their place of work. By providing approximately 390 dwellings, more people have access to the strategic centres along the Eastern Economic Corridor, strengthening their role and competitiveness in the global economy.	Yes
Objective 18: Harbour CBD is stronger and more competitive		Yes
Objective 30: Urban tree canopy cover is increased	A tree canopy target of 25% for the private domain and 30% for the public domain (subject to a bushfire risk assessment) has been adopted by the draft design guide (refer to Appendix B), representing an increase in tree canopy for the Cherrybrook Station SSP from 10%. This will support Objective 30 to increase urban tree canopy cover and is aligned with the draft Greener Places Design Guide's indicative place-based target of >25% for tree canopy cover in medium to high density environments.	Yes
Objective 31: Public open space is accessible, protected and enhanced	The proposed planning framework requires the Cherrybrook Station SSP to deliver over 1 hectare of new public open space which includes approximately 8,450 sqm Environmental Space and a minimum 3,000sqm of community open space, creating an open space corridor between Cherrybrook Station with the Blue Gum High Forest. The proposed design guide requires open space to be accessible and protect and enhance the Environmental Space area which contains the existing Blue Gum High Forest and the stormwater detention basin. This will function to support the recreational needs of the future population of the Cherrybrook Station SSP and broader community.	Yes

Greater Sydney Region Plan Objectives	Cherrybrook Station SSP Response	Consistency
Objective 33: A low-carbon city contributes to net-zero emissions by 2050 and mitigates climate change	<p>As transit-oriented development, the proposal reduces reliance on private motor vehicles to get around.</p> <p>As such, it is an inherently lower carbon form of development.</p> <p>In addition, the DCP requires a range of other measures intended to deliver on low carbon, net zero emissions and climate change. This includes:</p> <ul style="list-style-type: none"> • requiring that development applications demonstrate how the Climate Adaptation Plan included in the 'Climate Resilience Assessment' (AECOM, April 2022) has been considered • requiring exceedance of minimum BASIX energy ratings • encouraging exceedance of minimum BASIX water ratings • maximising resource recovery, including for operational and construction and demolition waste. 	Yes
Objective 36: People and places adapt to climate change and future shocks and stresses	<p>Changes to temperature and rainfall patterns have been analysed and considered in the planning for Cherrybrook Station SSP. A sensitivity analysis was performed and a number of climate risks identified in the Climate Resilience Assessment (refer to Appendix M).</p> <p>The draft DCP has adopted a number of sustainability measures which will contribute to climate change adaptation. Key to this are tree canopy targets for the public domain (30% minimum) and the private domain (25%) minimum.</p>	Yes

1.2 North District Plan

The following table provides an assessment of the proposal's consistency with the relevant planning priorities for the North District.

Table 2: Consistency with North District Plan Planning Priorities

Planning Priority	Cherrybrook Station SSP Response	Consistency
Planning Priority N1. Planning for a city supported by infrastructure	<p>The Cherrybrook Station is a key driver for the renewal of Cherrybrook Station SSP. Sydney Metro Northwest is a city-shaping transport infrastructure project that creates new opportunities for integrated station precincts that deliver new homes, jobs, amenities and services in a highly accessible and high amenity location.</p> <p>Renewal of Cherrybrook Station SSP will deliver approximately 390 dwellings, with 5% being for the purposes of affordable housing. This new housing will leverage off the new station to provide growth aligned with the provision of city-shaping infrastructure.</p>	Yes
Priority N2. Working through collaboration	<p>The Reference Scheme prepared by SJB and Aspect Studios (refer Appendix D) and proposed planning framework of the SSP Study is the result of extensive collaboration between stakeholders and the community. This included both targeted and opt-in consultation activities for the general Cherrybrook community, Aboriginal community representatives including Aboriginal Land Councils and Government stakeholders at both State and local level. Targeted activities included approaching a range of stakeholder groups, community census-representative research and the recruitment of a community census-representative group to provide feedback on the proposal. In addition, there has been ongoing communication about the consultation process through the project webpage, electronic direct mail, local community group emails, social media and letter box drop.</p> <p>Furthermore, a Project Working Group (PWG) was set up to establish a collaborative working arrangement between DPE, Hornsby Shire Council, The Hills Shire Council and TfNSW to guide the planning investigations for the Cherrybrook Station SSP. The role of the PWG is guided by a terms of reference, issued by DPE. As part of their role, the PWG has reviewed and provided comments on materials submitted by Landcom, including deliverables for key stages of the SSP process.</p> <p>A Community Consultation Outcomes Report has been prepared by Landcom to present the consultation process undertaken for the proposal (refer to Appendix U). This process considers the preferences, views and aspirations of local residents, businesses and community groups for the future Cherrybrook SSP which has been an important factor in shaping the work that has contributed to the Reference scheme and proposed amendments to the planning framework, as part of this SSP Study.</p>	Yes

Planning Priority	Cherrybrook Station SSP Response	Consistency
Planning Priority N3. Providing services and social infrastructure to meet people's changing needs	<p>A Social Infrastructure Needs Assessment (refer to Appendix F) identified a need for one multi-purpose community facility and a park of a minimum 0.3ha. The Reference Scheme and proposed planning framework for Cherrybrook Station SSP has been designed in response to this identified need and will provide over 3,000 sqm of publicly accessible open space and 1,300 sqm of GFA for the purposes of community floor space.</p> <p>In addition, an Environmental Space of approximately 8,450 sqm will be delivered on the north portion of the Cherrybrook Station SSP, which will support a stormwater detention function while enabling opportunities for passive recreation. See also previous comments relating to infrastructure for communities in Objective 6 in Section 1.1.</p>	Yes
Planning Priority N4. Fostering healthy, creative, culturally rich and socially connected communities	<p>Future development in accordance with the proposed planning framework will deliver 5% of total dwellings delivered as affordable housing, along with employment generating uses and community services. Combined with significant amount of open space, an active transport network and access to the new metro station, Cherrybrook Station SSP will be a healthy, resilient and socially connected diverse community.</p>	Yes
Planning Priority N5. Providing housing supply, choice and affordability, with access to jobs, services and public transport	<p>The proposed planning framework for Cherrybrook Station SSP has the potential to deliver approximately 390 new dwellings. Of these dwellings, 5% will be affordable housing. This will allow for private market and affordable housing, as well as employment and community services to be located directly adjacent to a metro station with connections to the rest of Sydney, including key employment centres, such as Norwest and Macquarie Park.</p>	Yes
Planning Priority N6. Creating and renewing great places and local centres, and respecting the District's heritage	<p>In designing the Reference Scheme for Cherrybrook Station SSP, the needs of the existing and future community have been built into the planning controls, including:</p> <ul style="list-style-type: none"> • appropriate zoning and site-specific provisions to preserve recreational areas such as the proposed Environmental Space and Community Open Space; • height limits that minimise adverse environmental impacts; • requirements to provide sufficient levels of urban tree canopy and pedestrian/cyclist infrastructure. <p>Furthermore, the proposed higher density housing catering to a range of households, along with retail and community land uses, all provided in proximity to Cherrybrook Station, will bring people together. Together these holistic considerations of the planning and design process will contribute toward making Cherrybrook Precinct a great place.</p>	Yes
Planning Priority N8. Eastern Economic Corridor is better connected and more competitive	<p>Cherrybrook Station SSP will provide housing with excellent access to employment centres, including Norwest and strategic centres along the Eastern Economic Corridor via the Sydney Metro. This will provide direct connections for workers who will live in Cherrybrook Station SSP to their place of work. By providing approximately 390 dwellings, more people have access to the strategic centres along the Eastern Economic Corridor, strengthening their role and competitiveness in the global economy.</p>	Yes

Planning Priority	Cherrybrook Station SSP Response	Consistency
Planning Priority N12. Delivering integrated land use and transport planning and a 30-minute city	<p>Cherrybrook Station is a catalyst for new development and rezoning in the area, in particular for Cherrybrook Station SSP which bounds the station. The proposed planning framework will allow for private market and affordable housing, as well as employment and community services to be located in proximity to a metro station with connections to the rest of Sydney, including key employment centres, such as Norwest and Macquarie Park.</p> <p>Furthermore, the draft design guide proposes measure which promote walking, cycling and public transport use, with the proposed delivery of bicycle parking stands in the public domain and more restrictive car parking rates reflecting its position around a metro station.</p>	Yes
Planning Priority N15. Protecting and improving the health and enjoyment of Sydney Harbour and the District's waterways	<p>A Stormwater Management and Flood Risk Assessment was prepared for Royal Haskoning DHV (refer to Appendix N) to develop a preliminary stormwater management plan for future development within the Cherrybrook Station SSP. Based on the recommendations of this assessment, measures have been included into the draft design guide (refer to Appendix B) that incorporate water quality treatment targets for future development which go beyond existing stormwater quality targets set by the Hornsby DCP 2013. This will give effect to this planning priority to protect and improve the health of the District's waterways.</p>	Yes
Planning Priority N16. Protecting and enhancing bushland and biodiversity	<p>The biodiversity attributes of the site and surrounds have been assessed in detail in the BDAR (refer to Appendix J). No vegetation or areas of the threatened ecological community will be removed as part of any future proposed development. Additionally, no indirect impacts are predicted to occur to these biodiversity values. Further, the proposed design guide requires open space to be accessible and to protect and enhance the Environmental Space area which contains the existing Blue Gum High Forest and the stormwater detention basin. As such, no potential for serious and irreversible impacts on biodiversity values have been recorded or assessed as likely to occur as part of the proposal.</p> <p>Furthermore, future development of the subject land will be undertaken in accordance with the Hornsby LEP 2013 which contains provision relating to the protection of biodiversity, including threatened species.</p>	Yes
Planning Priority N17. Protecting and enhancing scenic and cultural landscapes	<p>An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Artefact Heritage (refer to Appendix V). The ACHAR outlines measures to mitigate cumulative impacts to the Aboriginal cultural landscape, which have been adopted into the draft design guide, including the following prescriptive measures:</p> <ul style="list-style-type: none"> the open space network includes areas that reflect the past landscape and provide opportunity to celebrate the relationship between the Darug and Awabakal cultural values and traditional land-use activities a Heritage Interpretation Strategy is to be prepared as part of the first development application which interprets Aboriginal ties to country and Aboriginal cultural landscape values, including the potential cultural landscape value of the Blue Gum High Forest 	Yes

Planning Priority	Cherrybrook Station SSP Response	Consistency
Planning Priority N19. Increasing urban tree canopy cover and delivering Green Grid connections	A tree canopy target of 25% for the private domain and 30% for the public domain for Cherrybrook Station SSP has been adopted by the draft design guide (refer to Appendix B), representing an increase in tree canopy for the site from 10%. This will support this planning priority to increase urban tree canopy cover and is aligned with the draft Greener Places Design Guide's indicative place-based target of >25% for tree canopy cover in medium to high density environments.	Yes
Planning Priority N20. Delivering high quality open space	<p>Cherrybrook Station SSP will provide over 1 hectare of new high quality public open space including an 8,450sqm Environmental Space and a 3,000sqm publicly accessible open space corridor between Cherrybrook Station with the Blue Gum High Forest. The draft design guide outlines a number of prescriptive measures to ensure these open spaces are of a high quality through:</p> <ul style="list-style-type: none"> • providing visual and physical access from the Cherrybrook Station entrance to the Blue Gum High Forest and the proposed community facility • a variety of seating and gathering zones to support passive recreation and socialising of its users • the incorporation of landscaping to provide tree canopy coverage and enhancing the visual amenity of these open spaces • the incorporation of facilities catering for youth, including play space for children • being bordered from active frontages from adjacent buildings that will ensure these spaces are activated • opportunities to interpret Aboriginal ties to country and Aboriginal cultural landscape values through public art installations • the integration of WSUD measures to manage the quality of stormwater being discharged. 	Yes
Planning Priority N21. Reducing carbon emissions and managing energy, water and waste efficiently	<p>As transit-oriented development, the proposal reduces reliance on private motor vehicles to get around. As such, it is an inherently lower carbon form of development.</p> <p>In addition, the DCP requires a range of other measures intended to deliver on low carbon, net zero emissions and climate change. This includes:</p> <ul style="list-style-type: none"> • requiring that development applications demonstrate how the Climate Adaptation Plan included in the 'Climate Resilience Assessment' (AECOM, April 2022) has been considered • requiring exceedance of minimum BASIX energy ratings • encouraging exceedance of minimum BASIX water ratings • maximising resource recovery, including for operational and construction and demolition waste 	Yes

Planning Priority	Cherrybrook Station SSP Response	Consistency
Planning Priority N22. Adapting to the impacts of urban and natural hazards and climate change	<p>Changes to temperature and rainfall patterns have been analysed and considered in the planning for Cherrybrook Station SSP. A sensitivity analysis was performed and a number of climate risks identified as part of a Climate Resilience Assessment prepared by AECOM (refer to Appendix M).</p> <p>A number of adaptation and mitigation measures adopted into the draft design guide (refer to Appendix B) include stormwater management and WSUD initiatives, 25% tree canopy coverage for the private domain and 30% for the public domain to provide shade and reduce urban heat island effects and setting commitments and targets for net-zero emissions by 2050. The combination of these measures will ensure future development at Cherrybrook Station SSP will adapt to the impacts of urban and natural hazards and climate change.</p> <p>See also previous comments relating to climate change adaptation in Objective 36 in Section 1.1.</p>	Yes

1.3 Hornsby Local Strategic Planning Statement (LSPS)

The following table provides an assessment of the proposal's consistency with the relevant priorities of the Hornsby LSPS.

Table 3: Consistency with Hornsby LSPS Priorities

Priority	Cherrybrook Station SSP Response	Consistency
LP1. Protecting the character of our low density neighbourhoods	<p>Council has adopted a precinct-based approach to concentrate housing in certain areas to protect the environmentally sensitive areas of the Shire and the character of lower density suburbs. These have typically been focused close to public transport and commercial centres.</p> <p>With the operation of the new Cherrybrook Station, adopting a similar approach to concentrate housing in this location would be consistent with this. The Hornsby LSPS acknowledges the current planning for the broader Cherrybrook Station Precinct and potential for this to contribute to longer term targets.</p>	Yes
LP2. Promoting design excellence for new housing	Current design excellence provisions of the Hornsby LEP 2013 will apply to the Cherrybrook Station SSP, ensuring design excellence is promoted as part of any future development.	Yes
LP3. Supporting the development of community and cultural facilities that will adequately service our current and future community	<p>A Social Infrastructure Needs Assessment (refer to Appendix F) identified a need for one multi-purpose community facility and a park of a minimum 0.3ha. The proposed planning framework for Cherrybrook Station SSP responds to this identified need and is to provide over 3,000 sqm of publicly accessible open space and 1,300 sqm of GFA for the purposes of community floor space.</p> <p>In addition, an Environmental Space of approximately 8,450 sqm will be delivered on the north portion of the Cherrybrook Station SSP, which will support a stormwater detention function while enabling opportunities for passive recreation.</p> <p>See also previous comments relating to community facilities in Objective 6 and Planning Priority N3 in Section 1.1 and 1.2 respectively.</p>	Yes
LP4. Aligning the delivery of local infrastructure and public domain improvements with current and future growth	<p>A Social Infrastructure Needs Assessment (refer to Appendix F) identified a need for one multi-purpose community facility and a park of a minimum 0.3ha. The Reference Scheme and proposed planning framework for Cherrybrook Station SSP has been designed in response to this identified need and will provide over 3,000 sqm of publicly accessible open space and 1,300 sqm of GFA for the purposes of community floor space.</p> <p>To ensure the delivery of local infrastructure is aligned with future growth in Cherrybrook Station SSP, Sydney Metro and Landcom intend to negotiate a planning agreement with Council. Such an agreement would require the infrastructure to be provided either by Landcom (or assigned by agreement with the Council to another future developer), in exchange for the offset of a section 7.11 monetary contributions.</p> <p>See also previous comments relating to infrastructure for communities in Objective 6 and Planning Priority N3 in Section 1.1 and 1.2 respectively.</p>	Yes

Priority	Cherrybrook Station SSP Response	Consistency
LP5. Protecting, conserving and promoting our natural, built and cultural heritage	<p>This SSP Study is accompanied by a Heritage Impact Statement (Appendix I) that confirms the outcomes based on the Reference Scheme will have an acceptable response to environmental heritage subject to a range of recommended measures being adopted. These recommended measures have been translated into prescriptive measures of the draft design guide prepared for Cherrybrook Station SSP (refer to Appendix B).</p> <p>An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Artefact Heritage (refer to Appendix V). The ACHAR outlines measures to mitigate cumulative impacts to the Aboriginal cultural landscape. See also previous comments relating to conserving Aboriginal cultural heritage in Planning Priority N17 in Section 1.2 above.</p>	Yes
LP6. Providing housing in the right locations that meets the needs of our community with regard to housing type and mix, design, sustainability, affordability and safety	The proposed planning framework for Cherrybrook Station SSP has the potential to deliver approximately 390 new dwellings. Of these dwellings, 5% will be affordable housing. Overall, this will directly generate more housing supply and provide diverse and affordable dwellings that will give effect to these objectives. These new dwellings are to be in a highly accessible location, close to public transport linking the Cherrybrook SSP with local and regional retail and employment centres which in turns promote sustainable transport through an increase in public transport use and active transport measures.	Yes
<p>SP1. Improving the overall health of our natural environment and ecosystem</p> <p>SP2. Protecting and increasing the extent and quality of natural areas in Hornsby Shire</p>	<p>The biodiversity attributes of the site and surrounds have been assessed in detail in the BDAR (refer to Appendix J). No vegetation or areas of the threatened ecological community will be removed as part of any future proposed development. Additionally, no indirect impacts are predicted to occur to these biodiversity values. As such, no potential for serious and irreversible impacts on biodiversity values have been recorded or assessed as likely to occur as part of the proposal.</p> <p>Furthermore, future development of the subject land will be undertaken in accordance with the Hornsby LEP 2013 which contains provision relating to the protection of biodiversity, including threatened species.</p> <p>The extent and quality of natural areas in the Cherrybrook SSP will be improved with an increase in tree canopy cover to 25% for the private domain and 30% for the public domain (subject to a bushfire risk assessment) and the delivery of 8,450 sqm (approx.) Environmental Space, which will support a stormwater detention function while enabling opportunities for passive recreation. This provides a natural asset function for passive recreation whilst enhancing the quality of natural areas within the Cherrybrook SSP.</p>	Yes
SP4. Improving connectivity between natural areas	A key design response of the Cherrybrook SSP is the creation of a central open space corridor that connects the Blue Gum High Forest located to the north of the site. The layout of the Reference Scheme will also provide for direct physical and visual connectivity to this future open space, drawing the surrounding landscape into the Cherrybrook Station SSP and providing for a new view corridor between the metro station and the endangered Blue Gum High Forest.	Yes

Priority	Cherrybrook Station SSP Response	Consistency
SP6. Increasing urban tree canopy cover, develop cooler, greener places and strengthen connections to the Green Grid.	A tree canopy target of 25% for the private domain and 30% for the public domain for Cherrybrook Station SSP (subject to a bushfire risk assessment) has been adopted by the draft design guide (refer to Appendix B), representing an increase in tree canopy for the site from 10%. This will support this objective to increase urban tree canopy cover.	Yes
SP7. Mitigating the effects of urban heat.		
SP11. Providing healthy, connected and inclusive infrastructure and facilities.	<p>The needs of the existing and future community have been built into the planning controls, including:</p> <ul style="list-style-type: none"> • appropriate zoning and site-specific provisions to preserve recreational areas such as the proposed Environmental Space and Community Open Space • height limits that minimise adverse environmental impacts, and • requirements to provide sufficient levels of urban tree canopy and pedestrian/cyclist infrastructure • minimum floorspace requirements for a community facility contained within the draft design guide • requirements for retail uses to edge the Community Open Space. <p>Together, the proposed higher density housing catering to a range of households, along with retail and community land uses, all provided in proximity to Cherrybrook Station will contribute toward making the broader Cherrybrook Precinct a healthy, connected and inclusive place.</p>	Yes
SP3. Protecting and improving the health of catchments and waterways and deliver well planned and designed local water infrastructure solutions	<p>An ESD Plan (refer to Appendix Q) outlines specific sustainability targets responding to climate change and a pathway toward net-zero emissions for Cherrybrook Station SSP by 2050 along with measures to reduce energy, water and waste. These targets have been adopted into the draft design guide (refer to Appendix B) to ensure future development considers an approach toward net zero emissions by 2050.</p> <p>Furthermore, a Stormwater Management and Flood Risk Assessment was prepared for Royal HaskoningDHV (refer to Appendix N) to develop a preliminary stormwater management plan for future development within the Cherrybrook Station SSP. Based on the recommendations of this assessment, measures have been included into the draft design guide (refer to Appendix B) that incorporate water quality treatment targets for future development which go beyond existing stormwater quality targets set by the Hornsby DCP 2013. This will give effect to this planning priority to protect and improve the health of the District's waterways.</p> <p>A sensitivity analysis was performed and a number of climate risks identified in the Climate Resilience Assessment (refer to Appendix M).</p>	Yes
SP9. Reducing carbon emissions and managing energy, water and waste efficiently.		
SP12. Mitigating and adapting to the impacts of urban and natural climate change		
SP13. Reducing carbon emissions and air pollution, and managing energy water and waste efficiently		

Priority	Cherrybrook Station SSP Response	Consistency
SP14. Improving our community and corporate use of energy and water	The draft design guide has adopted a number of sustainability measures which will contribute to climate change adaptation and mitigation. These include WSUD initiatives, a 25% increase in tree canopy coverage to provide shade and reduce urban heat island effects and setting commitments and targets for net-zero emissions by 2050.	
SP15. Protecting our community from natural hazards	<p>A Bushfire Protection Assessment has been prepared by Eco Logical Australia in accordance with the requirements of Planning for Bushfire Protection (PBP) 2019 (refer to Appendix P). As there is no bushfire hazard within 140m of the subject land, no APZs are required for this development so long as future development complies with the specifications and requirements of 'Planning for Bush Fire Protection 2019' (PBP) (Rural Fire Service, 2019). The recommendations of this assessment have informed the draft design guide, in particular with regard to minimising bushfire risk associated with the proposed increase to tree canopy coverage in the Cherrybrook Station SSP.</p> <p>Furthermore, a Stormwater Management and Flood Risk Assessment was prepared for Royal HaskoningDHV (refer to Appendix N) to develop a preliminary stormwater management plan for future development within the Cherrybrook Station SSP. Based on the recommendations of this assessment, measures have been included into the draft design guide (refer to Appendix B), including providing sufficient stormwater detention storage capacity to ensure peak flows from the site do not increase and cause increased flooding to neighbouring/downstream properties.</p>	Yes
PP5. Prioritising local employment opportunities, and improvements to services, amenities, and infrastructure to support the future population.	<p>The proposed planning framework will support new local employment opportunities, services, amenities, and infrastructure to support the future population. In particular, the needs of the existing and future community have been built into the planning controls, including:</p> <ul style="list-style-type: none"> • appropriate zoning and site-specific provisions to preserve recreational areas such as the proposed Environmental Space and Community Open Space • height limits that minimise adverse environmental impacts, and • requirements to provide sufficient levels of urban tree canopy and pedestrian/cyclist infrastructure • minimum floorspace requirements for a community facility contained within the draft design guide • requirements for retail uses to edge the Community Open Space, which will encourage local employment opportunities. 	Yes

Priority	Cherrybrook Station SSP Response	Consistency
CP1. Resolving the local and regional infrastructure issues facing Cherrybrook and surrounding areas as a result of the opening of Cherrybrook Metro Station.	<p>This SSP Study provides the framework for the delivery of these outcomes to resolve these infrastructure issues identified by Council.</p> <p>The SSP Study has considered the growth of the broader precinct (Cherrybrook Station Precinct) in understanding infrastructure needs, in particular regarding regional traffic and social infrastructure. This involved the preparation of a Social Infrastructure Needs Assessment (refer to Appendix F) which identified the needs of the broader Cherrybrook Station Precinct (assumed growth of 7,360 people), including:</p> <ul style="list-style-type: none"> • a 1,200 sqm multi-purpose community facility; • 1 local park of 0.3ha to 2ha; and • a double playing field <p>Of this, the proposed planning framework for the Cherrybrook Station SSP will provide over 3,000 sqm of publicly accessible open space and 1,300 sqm of GFA for the purposes of community floor space. Sydney Metro and Landcom intend to negotiate a planning agreement with Council. Such an agreement would require the infrastructure to be provided either by Landcom (or assigned by agreement with the Council to another future developer), in exchange for the offset of a section 7.11 monetary contributions.</p> <p>The Traffic and Transport Assessment (TTA) (Appendix E) analysed the cumulative impacts of the SSP site and other land uses changes in the vicinity of the SSP site such as the Place Strategy and other planning proposals. The use of the Strategic Travel Model (STM) also means the analysis reflects regional land use changes as well as the benefits of the opening of the Metro North West. Line The TTA makes recommendations on future upgrades required to support future growth of the precinct, noting however that the SSP does not trigger the requirement for upgrades.</p>	Yes
CP3. Delivering substantial improvements to the function, design and accessibility of State infrastructure assets within town centres throughout the Shire.	<p>The proposed amendments to the planning framework will support the provision of new homes and services in proximity to Cherrybrook Station, encouraging the use of public and active transport. Through implementation of best practice design and the draft design guide, active and public transport will be encouraged through the provision of appropriate pedestrian and cycling infrastructure for any future developments at Cherrybrook Station SSP, contributing to the optimisation of this State infrastructure.</p>	Yes

Priority	Cherrybrook Station SSP Response	Consistency
CP4. Partnering with HATSICC to improve planning outcomes for our Aboriginal community	<p>As detailed in the Aboriginal Cultural Heritage Assessment Report (ACHAR) prepared by Artefact Heritage (refer to Appendix V), consultation has been carried out with the Hornsby Aboriginal and Torres Strait Islander Consultative Committee (HATSICC). The ACHAR was also provided to Registered Aboriginal Parties (RAPs) together with an explanatory letter setting out the reason for consultation in order to retrieve any feedback by these parties.</p> <p>The ACHAR outlines measures to mitigate cumulative impacts to the Aboriginal cultural landscape, which have been adopted into the draft design guide, including the following prescriptive measures:</p> <ul style="list-style-type: none"> • the open space network includes areas that reflect the past landscape and provide opportunity to celebrate the relationship between the Darug and Awabakal cultural values and traditional land-use activities • a Heritage Interpretation Strategy is to be prepared as part of the first development application which interprets Aboriginal ties to country and Aboriginal cultural landscape values, including the potential cultural landscape value of the Blue Gum High Forest 	Yes

1.4 State Environmental Planning Policies

The following table provides an assessment of the proposal's consistency with applicable State Environmental Planning Policies (SEPPs).

Table 4: Consistency with SEPPs

SEPP	Cherrybrook Station SSP Response	Consistency
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	The proposal is capable of complying with the provisions of the SEPP. Detailed assessment, including the imposition of any conditions of development consent, will be undertaken as part of the subsequent DA process.	Yes
State Environmental Planning Policy (Biodiversity and Conservation) 2021	<p>The proposed planning framework does not seek to amend the SEPP. This SEPP may still apply should there be any proposal to clear native vegetation in any non-rural area, including land at Cherrybrook Station SSP.</p> <p>Cherrybrook Station SSP is located within the catchment area of the Hawkesbury River. Any potential impacts as a result of future development at Cherrybrook Station SSP, such as stormwater runoff, will be considered and addressed appropriately at the DA stage.</p>	N/A
State Environmental Planning Policy (Precincts—Central River City) 2021	The proposal seeks to amend the SEPP by establishing the State as the consent authority for development with a CIV over \$30 million. This is consistent with the intent of streamlining development of State significant sites to deliver on a number of key State government planning policy outcomes, in particular the delivery of a greater amount and choice of homes in an accessible, high amenity location	N/A
State Environmental Planning Policy (Housing) 2021	The proposed planning framework does not seek to amend the SEPP. However, as the proposed outcome for the Cherrybrook Station SSP is to deliver 5% of the total residential dwellings as affordable housing, the SEPP definition of 'affordable housing' will be used to determine rents of dedicated affordable housing.	N/A
State Environmental Planning Policy No. 65 Design Quality of Residential Apartment Development (SEPP 65)	<p>SEPP 65 aims to improve the design quality of residential apartments through nine (9) design quality principles and the Apartment Design Guide (ADG). This will be a key consideration as part of the assessment of any future development applications for residential flat buildings and shop top housing within Cherrybrook Station SSP.</p> <p>The Reference Scheme has considered key elements of the Apartment Design Guide to demonstrate that future development will be capable of compliance.</p>	Yes
State Environmental Planning Policy (Planning Systems) 2021	<p>The site is currently not identified as a State significant development site nor a State significant infrastructure site under this SEPP.</p> <p>The proposed planning framework seeks to amend the SEPP to specify certain development at Cherrybrook Station SSP as State significant development to ensure a state-led, consistent and transparent planning pathway for the development of government land at Cherrybrook Station SSP. The proposed drafting of this amendment is provided at Appendix A.</p>	Yes

SEPP	Cherrybrook Station SSP Response	Consistency
State Environmental Planning Policy (Resilience and Hazards) 2021	<p>A Preliminary Site Investigation (PSI) has been prepared by JBS&G (refer to Appendix K). This PSI aims to provide a preliminary assessment of site contamination to evaluate whether the SSP is, or can be made suitable for the proposed rezoning. The PSI concludes that there are no significant indications of gross and/or widespread contamination within the SSP. However, there are a number of potentially contaminating activities currently being undertaken, or that have previously been undertaken, at the SSP that carry a low potential to have introduced localised contamination within areas of the Cherrybrook Station SSP.</p> <p>The SEPP requires that contamination and remediation be considered in determining a future Development Application at Cherrybrook Station SSP. As such a Stage 2 Detailed Site Investigation is not required at this stage given that the PSI concludes that the site is able to be made suitable from a contamination and remediation perspective for the proposed rezoning.</p>	<p>Yes</p>
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p>While not having a direct relationship to a specific matter in the SEPP, the proposal does nonetheless promote its aim of 'allowing for the efficient development, redevelopment or disposal of surplus government owned land'.</p>	

1.5 Hornsby Local Environmental Plan 2013 (LEP 2013)

The following table provides an assessment of the proposal's consistency with the aims of the Hornsby LEP 2013 and the relevant land use zones and development standard objectives.

Table 5: Consistency with Hornsby LEP 2013

LEP Provision	Cherrybrook Station SSP Response	Consistency
1.2 Aims of Plan		
(a) to facilitate development that creates— (i) progressive town centres, thriving rural areas and abundant recreation spaces connected by efficient infrastructure and transport systems	The proposed planning framework of this SSP Study seeks to establish a town centre environment featuring vibrant public spaces and community services to be located directly adjacent to a metro station with connections to the rest of Sydney, including key employment centres, such as Norwest and Macquarie Park.	Yes
(ii) a well-planned area with managed growth to provide for the needs of future generations and people enriched by diversity of cultures, the beauty of the environment and a strong economy	Cherrybrook Station is a catalyst for new development and rezoning in the area, in particular for Cherrybrook Station SSP which bounds the station. The proposed planning framework will allow for private market and affordable housing, as well as employment and community services. Furthermore, a Social Infrastructure Needs Assessment (refer to Appendix F) has been prepared to inform this SSP Study, which identifies the need for one multi-purpose community facility and a park of a minimum 0.3ha. The proposed planning framework requires the Cherrybrook Station SSP to deliver over 1 hectare of new public open space which includes approximately 8,450 sqm Environmental Space and a minimum 3,000 sqm of community open space, creating an open space corridor between Cherrybrook Station with the Blue Gum High Forest. The proposed design guide requires open space to be accessible and protect and enhance the Environmental Space area which contains the existing Blue Gum High Forest and the stormwater detention basin. This will function to support the recreational needs of the future population of the Cherrybrook Station SSP and broader community.	Yes
(b) to guide the orderly and sustainable development of Hornsby, balancing its economic, environmental and social needs	A number of adaptation and sustainability measures are included in the draft design guide (refer to Appendix B). These include WSUD initiatives, a requirement for 25% tree canopy coverage for the private domain and 30% tree canopy coverage for the public domain (subject to bushfire risk assessment) to provide shade and reduce urban heat island effects and setting commitments and targets for net-zero emissions by 2050. In addition, the Reference Scheme and proposed planning framework for Cherrybrook Station SSP has been designed in response to the identified needs outlined by the Social Infrastructure Needs Assessment (refer to Appendix F) and will provide over 3,000 sqm of publicly accessible open space and 1,300 sqm of GFA for the purposes of community floor space.	Yes

LEP Provision	Cherrybrook Station SSP Response	Consistency
(c) to permit a mix of housing types that provide for the future housing needs of the community near employment centres, transport nodes and services	The housing stock anticipated to be provided as a result of this rezoning involve high density residential typologies, which are largely uncommon in Cherrybrook and neighbouring West Pennant Hills. The provision of high density housing in close proximity to established metro rail infrastructure and essential services is an example of best practice transit oriented development.	Yes
(d) to permit business and industrial development that meets the needs of the community near housing, transport and services, and is consistent with and reinforces the role of centres within the subregional commercial centres hierarchy	Economic analysis indicates that the site can support 3,500 sqm to 5,000 sqm of commercial / retail floorspace. To ensure an adequate amount of commercial and retail floor space, the draft DCP requires a minimum provision of 3,000sqm of commercial GFA. While no maximum GFA is set, the corresponding performance criteria requires that the site function as a local centre within the centres hierarchy. Furthermore, development will be required to satisfy other relevant provisions such as traffic and transport matters, which will likely limit the amount of such floorspace achieved.	Yes
(e) to maintain and protect rural activities, resource lands, rural landscapes and biodiversity values of rural areas	Not applicable. The site is not located on rural zoned land.	N/A
(f) to provide a range of quality passive and active recreational areas and facilities that meet the leisure needs of both the local and regional community	The proposed planning framework requires the Cherrybrook Station SSP to deliver over 1 hectare of new public open space which includes approximately 8,450 sqm Environmental Space and a minimum 3,000 sqm of community open space, creating an open space corridor between Cherrybrook Station with the Blue Gum High Forest. The proposed design guide requires open space to be accessible and protect and enhance the Environmental Space area which contains the existing Blue Gum High Forest and the stormwater detention basin. This will function to support the recreational needs of the future population of the Cherrybrook Station SSP and broader community.	Yes
(g) to facilitate the equitable provision of community services and cultural opportunities to promote the wellbeing of the population of Hornsby	Informed by the Social Infrastructure Needs Assessment (refer to Appendix F), a 1,300 sqm community facility will be delivered as part of the future renewal of the Cherrybrook Station SSP. This area will be directly accessible from the future community open space, and is located 400m from Cherrybrook station and is therefore highly accessible. This will serve cultural and community needs by functioning as a central gathering focal point for the broader Cherrybrook community	Yes

LEP Provision	Cherrybrook Station SSP Response	Consistency
(h) to protect and enhance the scenic and biodiversity values of environmentally sensitive land, including bushland, river settlements, river catchments, wetlands and waterways	<p>The biodiversity attributes of the site and surrounds have been assessed in detail in the BDAR (refer to Appendix J). No vegetation or areas of the threatened ecological community will be removed as part of any future proposed development. Additionally, no indirect impacts are predicted to occur to these biodiversity values. As such, no potential for serious and irreversible impacts on biodiversity values have been recorded or assessed as likely to occur as part of the proposal.</p> <p>Furthermore, future development of the subject land will be undertaken in accordance with the Hornsby LEP 2013 which contains provision relating to the protection of biodiversity, including threatened species.</p> <p>Blue Gum High Forest species that currently exist toward the northern portion of Cherrybrook Station SSP are to be retained. To support the protection and enhance the value of this endangered vegetation, the proposed planning framework of this SSP Study seeks to designate the Environmental Space containing a portion of Blue Gum High Forest as a new local park. The layout of the Cherrybrook Station SSP will provide for direct physical and visual connectivity to this potential future park, drawing the surrounding landscape into the Cherrybrook Station SSP and providing for a new view corridor between the metro station and the endangered Blue Gum High Forest.</p> <p>The draft design guide will also require future landscaping to manage public access and facilitate wayfinding to the Blue Gum High Forest such as through the introduction of signage and formalised pathways (i.e. boardwalks).</p>	Yes
(i) to protect and enhance the heritage of Hornsby, including places of historic, aesthetic, architectural, natural, cultural and Aboriginal significance	<p>This SSP Study is accompanied by a Non-Aboriginal Heritage Impact Statement (Appendix I) that confirms the outcomes based on the proposed Reference Scheme will have an acceptable response to environmental heritage subject to a range of recommended measures being adopted. Furthermore, an Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Artefact Heritage (refer to Appendix V), which also outlines measures to mitigate cumulative impacts to the Aboriginal cultural landscape.</p> <p>These recommended measures have been translated into measures in the draft design guide prepared for Cherrybrook Station SSP (refer to Appendix B)</p>	Yes

LEP Provision	Cherrybrook Station SSP Response	Consistency
(j) to minimise risk to the community in areas subject to environmental hazards, including flooding and bush fires	<p>Various assessments relating to bushfire and flooding which include assessment of the resilience of the SSP against future, more severe climate change events.</p> <p>A number of adaptation and mitigation measures adopted into the draft design guide (refer to Appendix B) include WSUD initiatives, a minimum of 25% tree canopy coverage for the private domain and 30% tree canopy coverage for the public domain (subject to detailed bushfire risk assessment) to provide shade and reduce urban heat island effects and setting commitments and targets for net-zero emissions by 2050.</p> <p>A Bushfire Protection Assessment has been prepared by Eco Logical Australia in accordance with the requirements of Planning for Bushfire Protection (PBP) 2019 (refer to Appendix P). As there is no bushfire hazard within 140m of the subject land, no APZs are required for this development so long as future development complies with the specifications and requirements of 'Planning for Bush Fire Protection 2019' (PBP) (Rural Fire Service, 2019).</p>	Yes

HLEP 2013 Land Use Table Zone Objectives

R4 zone objectives

To provide for the housing needs of the community within a high density residential environment	The proposal for Cherrybrook Station SSP seeks to provide a variety of apartment stock to meet the future housing needs of the Hornsby LGA, which will include 5% of affordable housing for low to medium income households. The proposed application of the R4 zone will support this outcome with residential flat buildings being a permissible use that will enable the creation of a high density environment around a metro station.	Yes
To provide a variety of housing types within a high density residential environment	The proposed application of the R4 zone will support this outcome with residential flat buildings being a permissible use, with the Apartment Design Guide requiring the delivery of a mix of bedroom types and adaptable dwellings that will support a range of household structures and allow for ageing in place at Cherrybrook Station SSP.	Yes
To enable other land uses that provide facilities or services to meet the day to day needs of residents	The R4 High Density Residential zone permits centre-based child care centres, community facilities and smaller forms of retail premises, such as neighbourhood shops. Given Cherrybrook Station SSP's position around a metro station and its proposed transition to a higher density residential environment, enabling the delivery of these land uses to support the day to day needs of residents is considered appropriate.	Yes

B4 zone objectives

To provide a mixture of compatible land uses	The Reference Scheme proposes for a range of active ground floor retail and community uses to bound the future community open space located centrally within Cherrybrook Station SSP.	Yes
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LEP Provision	Cherrybrook Station SSP Response	Consistency
To integrate suitable business, office, residential, retail and other development in accessible locations so as to maximise public transport patronage and encourage walking and cycling	This aims to create a central focal point of activity within the centre for residents, workers and visitors to connect. This will also support the provision of new homes and services in proximity to Cherrybrook Station, encouraging the use of public and active transport. With residential, retail premises, business services and community facilities being permitted uses within the B4 zone, this will support this desired outcome for the Cherrybrook Station SSP.	
RE1 zone objectives		
To enable land to be used for public open space or recreational purposes	To support the protection and enhance the value of Blue Gum High Forest located north of the Cherrybrook Station SSP, the proposed planning framework seeks to designate an RE1 zone directly south of the Blue Gum High Forest. This will serve as an Environmental Space that will primarily be used for passive recreation, capable of accommodating seating and picnic facilities overlooking the pond / natural water feature and will serve as a natural buffer to future development to the south.	Yes
To provide a range of recreational settings and activities and compatible land uses	The draft design guide also outlines the proposed layout of the public domain of the Cherrybrook Station SSP which will create a direct physical and visual connection between the metro station and the endangered Blue Gum High Forest.	Yes
To protect and enhance the natural environment for recreational purposes	The design guide enables future through-site links to the broader area from the Environmental Space, which will improve the accessibility of the public open spaces within the SSP and connection to the metro station.	Yes
To protect and maintain areas of bushland that have ecological value		Yes
HOB standard objective		
To permit a height of buildings that is appropriate for the site constraints, development potential and infrastructure capacity of the locality	<p>The proposed amendments to the maximum building height under the Hornsby LEP 2013 aim to facilitate the proposed redevelopment of the Cherrybrook Station SSP. These amendments are focused on areas intended to accommodate future buildings, with the tallest height at 22 metres (equivalent to 5 commercial and residential storeys with the potential for a lower ground floor storey to the north of the precinct) in the central portion of the Cherrybrook Station SSP, where a B4 Mixed Use zone is proposed to apply. The maximum buildings heights come down to 18.5 metres (equivalent to 5 residential storeys) along the frame areas to allow for a transition in scale to the surrounding lower scale areas surrounding the Cherrybrook Station SSP.</p> <p>These proposed maximum building heights have largely been derived from SJB's Reference Scheme which considered analysis of the matters listed in clause 4.3 Height of the Hornsby LEP 2013, in particular site constraints. Further justification is provided in the planning report and Urban Design Study in Appendix D.</p>	Yes
FSR standard objective		

LEP Provision	Cherrybrook Station SSP Response	Consistency
To permit development of a bulk and scale that is appropriate for the site constraints, development potential and infrastructure capacity of the locality	<p>The proposed amendments to the Hornsby LEP 2013 seek to apply a floor space ratio of 1.25:1 to the block north of Bradfield Parade and 1:1 to the block south of Bradfield Parade.</p> <p>The proposed application of FSRs has sought to avoid 'locking in' FSR on a building envelope basis. Rather, this has been applied largely on a block basis. The intent of the maximum FSR control, working in combination with the maximum Height of Buildings control, is to provide some flexibility in the design of street blocks and public domain, with the gross floor area permitted by the maximum FSR able to be distributed across the block to suit the best design outcome while remaining appropriate for the site constraints, development potential and infrastructure capacity of the locality.</p>	Yes