

**Item:** CCL127-16 Planning Proposal to amend Hurstville Local Environmental Plan 2012 - Nos 108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville

**Author:** Coordinator Strategic Planning, Rita Vella

**Directorate:** Environment and Planning

**Matter Type:** Environment and Planning

### Recommendation

- (a) That Council endorse the forwarding of the Planning Proposal to the NSW Department of Planning and Environment to request a Gateway Approval for an amendment to the Hurstville Local Environmental Plan 2012 in relation to Nos. 108, 112 and 124 Forest Road and Nos 1 and 3 Wright Street, Hurstville to:
- Amend the Land Zoning Map (LZM ) to rezone Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre Zone to B4 – Mixed Use Zone;
  - Amend the Land Zoning Map (LZM) to rezone Nos 1 - 3 Wright Street, Hurstville from R3 - Medium Density Residential Zone to B4 - Mixed Use Zone;
  - Amend the Height of Building map (HOB) to increase the height of buildings for Nos 108 and 112 Forest Road and 1 and 3 Wright Street, Hurstville to 34.5m;
  - Amend the Height of Buildings map (HOB) to increase the height of buildings for No 124 Forest Road, Hurstville to 46.5m;
  - Amend the floor space ratio map (FSR) to increase the maximum floor space ratio for Nos 108 and 112 Forest Road and Nos 1 and 3 Wright Street, Hurstville to 4:1; and
  - Amend the Lot Size Map (Sheet LSZ\_008) to remove Nos. 1 and 3 Wright Street Hurstville from its application and consistent with the B4 - Mixed Use zone; and
  - Amend Clause 4.4A of HLEP 2012 to include the a provision relating to the subject site stating that development consent must not be granted for development unless the non –residential floor space is at least 0.5:1.
- (b) That Council also note the IHAP resolution to support the following:
- (i) The preparation of an amendment to the *Hurstville Section 94 Development Contributions Plan 2012* to include 108 Forest Road, 112 Forest Road and 1 and 3 Wright Street in the boundaries of the Hurstville City Centre to reflect the proposed B4 Mixed Use zoning of the land; and
  - (ii) The preparation of an amendment to the *Hurstville Development Control Plan No. 2 - Hurstville City Centre (Amendment No. 6)* to include the subject site within the

boundary of the Hurstville City Centre and site specific provisions including (but not limited to), setbacks to the adjoining residential development, street activation provisions and vehicular access points, building massing and form as well as provisions to upgrades to public domain, provide deep soil landscaped areas and through site connections and linkages.

## Executive Summary

1. The Independent Hearing and Assessment Panel (IHAP), at its meeting on 24 November 2016 considered a report on a Planning Proposal for Nos 108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville as identified in Figure 1 below:



Figure 1 – Aerial of the subject site

2. Specifically, the Planning Proposal proposes the following changes to Hurstville LEP 2012:
  - Rezoning Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre to B4 – Mixed Use zone
  - Rezoning Nos 1 - 3 Wright Street, Hurstville R3 - Medium Density Residential zone to B4 - Mixed Use zone
  - Retain the existing B4 - Mixed Use zone for 124 Forest Road, Hurstville;
  - Increasing the maximum building height for 108 and 112 Forest Road and 1 and 3 Wright Street Hurstville from 9m and 12m to **34.5m (10 storeys)**
  - Increasing the maximum building height for 124 Forest Road from 23m to **46.5m (14 storeys)**; and
  - Increasing the maximum floor space ratio for 108 and 112 Forest Road and 1 and 3 Wright Street Hurstville from 1:1 and 1.5:1 respectively to **4:1** and retaining the maximum floor space ratio for 124 Forest Road Hurstville of **4:1**.

3. As a result of the meeting, the IHAP resolved that the Planning Proposal should be forwarded to Council for endorsement to proceed to the NSW Department of Planning & Environment for a Gateway Determination

## Background

4. The Independent Hearing and Assessment Panel (IHAP), at its meeting on 24 November 2016 considered a report on a Planning Proposal for Nos 108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville that proposed the following changes to Hurstville LEP 2012:
  - Rezoning Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre to B4 – Mixed Use zone
  - Rezoning Nos 1 - 3 Wright Street, Hurstville R3 - Medium Density Residential zone to B4 - Mixed Use zone
  - Retain the existing B4 - Mixed Use zone for 124 Forest Road, Hurstville;
  - Increasing the maximum building height for 108 and 112 Forest Road and 1 and 3 Wright Street Hurstville from 9m and 12m to **34.5m (10 storeys)**
  - Increasing the maximum building height for 124 Forest Road from 23m to **46.5m (14 storeys)**; and
  - Increasing the maximum floor space ratio for 108 and 112 Forest Road and 1 and 3 Wright Street Hurstville from 1:1 and 1.5:1 respectively to 4:1 and retaining the maximum floor space ratio for 124 Forest Road Hurstville of 4:1.
5. A copy of the report to the IHAP and the associated annexures is included at **Appendix 1**.
6. As a result of the meeting the IHAP resolved the following with respect to the Planning Proposal:

*That a report to Council be prepared to advise of the IHAP recommendations and request that Council consider forwarding the Planning Proposal to the NSW Department of Planning and Environment to request a Gateway Approval for an amendment to the Hurstville Local Environmental Plan 2012 in relation to Nos. 108, 112 and 124 Forest Road and Nos 1 and 3 Wright Street, Hurstville to:*

- *Amend the Land Zoning Map (LZM ) to rezone Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre Zone to B4 – Mixed Use Zone;*
- *Amend the Land Zoning Map (LZM) to rezone Nos 1 - 3 Wright Street, Hurstville from R3 - Medium Density Residential Zone to B4 - Mixed Use Zone;*
- *Amend the Height of Building map (HOB) to increase the height of buildings for Nos 108 and 112 Forest Road and 1 and 3 Wright Street, Hurstville to 34.5m;*
- *Amend the Height of Buildings map (HOB) to increase the height of buildings for No 124 Forest Road, Hurstville to 46.5m;*

- *Amend the floor space ratio map (FSR) to increase the maximum floor space ratio for Nos 108 and 112 Forest Road and Nos 1 and 3 Wright Street, Hurstville to 4:1; and*
- *Amend the Lot Size Map (Sheet LSZ\_008) to remove Nos. 1 and 3 Wright Street Hurstville from its application and consistent with the B4 - Mixed Use zone; and*
- *Amend Clause 4.4A of HLEP 2012 to include the a provision relating to the subject site stating that development consent must not be granted for development unless the non –residential floor space is at least 0.5:1.*

*THAT the Georges River IHAP also support the following:*

- (a) *The preparation of an amendment to the Hurstville Section 94 Development Contributions Plan 2012 to include 108 Forest Road, 112 Forest Road and 1 and 3 Wright Street in the boundaries of the Hurstville City Centre to reflect the proposed B4 Mixed Use zoning of the land; and*
- (b) *The preparation of an amendment to the Hurstville Development Control Plan No. 2 - Hurstville City Centre (Amendment No. 6) to include the subject site within the boundary of the Hurstville City Centre and site specific provisions including (but not limited to), setbacks to the adjoining residential development, street activation provisions and vehicular access points, building massing and form as well as provisions to upgrades to public domain, provide deep soil landscaped areas and through site connections and linkages.*

## **Summary of the Proposed Changes to Hurstville LEP 2012**

7. The following summarises the intended outcomes of the Planning Proposal to amend Hurstville LEP 2012 in relation to the subject site, as follows:
  - Amend the Land Zoning Map (LZM ) to rezone Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre to B4 – Mixed Use zone (Figure 2)
  - Amend the Land Zoning Map (LZM) to rezone Nos 1 - 3 Wright Street, Hurstville from R3 - Medium Density Residential zone to B4 - Mixed Use zone (Figure 2)

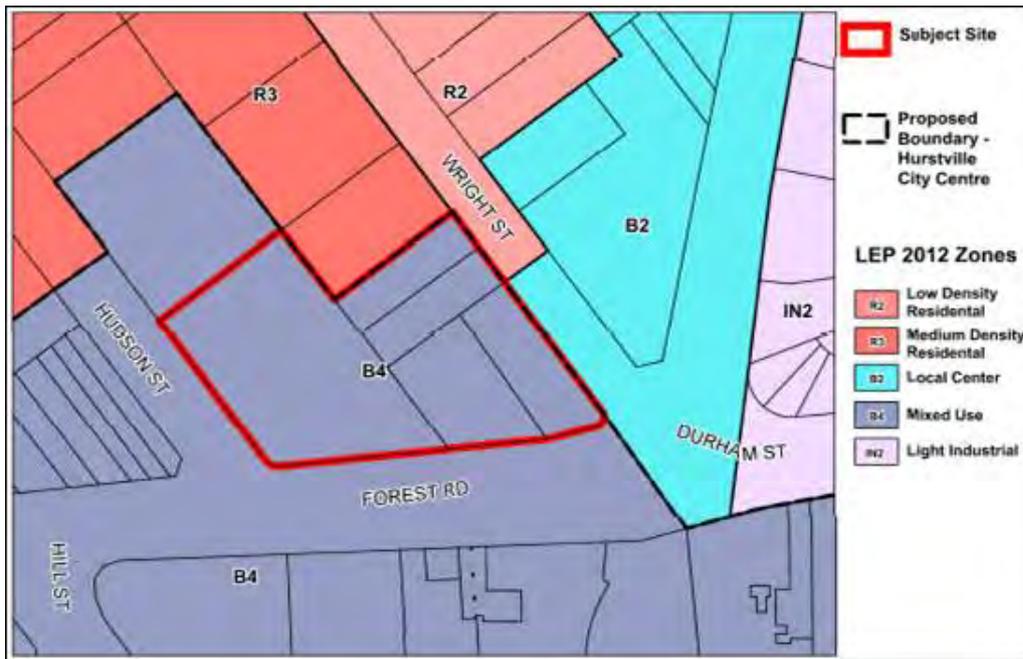


Figure 2 – Amendment to LZM - B4 Mixed Use zone – HLEP 2012

- Amend the height of building map (HOB) to increase the height of buildings for Nos 108 and 112 Forest Road and 1 and 3 Wright Street, Hurstville from 9m and 12m to 34.5m (Figure 3)
- Amend the height of buildings map (HOB) to increase the height of buildings for No 124 Forest Road, Hurstville from 23m to 46.5m (Figure 3); and

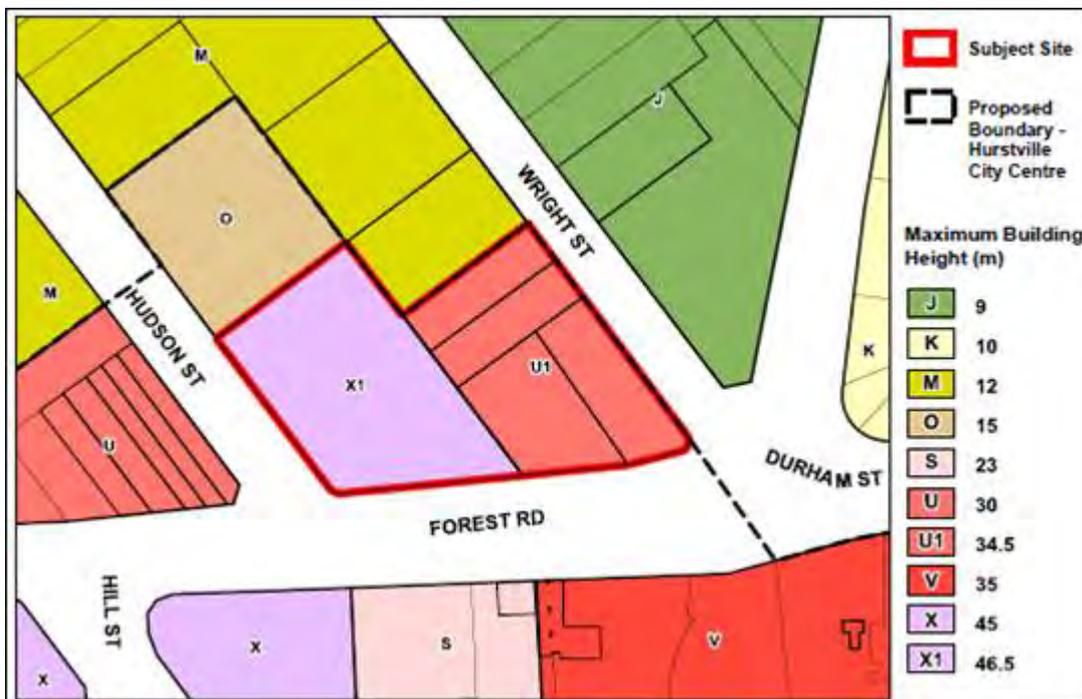


Figure 3 – Amendment to HOB Map – HLEP 2012

- Amend the floor space ratio map (FSR) to increase the maximum floor space ratio for Nos 108 and 112 Forest Road and Nos 1 and 3 Wright Street, Hurstville from 1:1 and 1.5:1 respectively to 4:1 (Figure 4).



Figure 4 – Amendment to FSR Map – HLEP 2012

- Amend the Lot Size Map (Sheet LSZ\_008) to remove Nos. 1 and 3 Wright Street Hurstville from its application (Figure 5).



Figure 5 – Amendment to LSZ Map – HELP 2012

- It is also proposed to amend Clause 4.4A to require a minimum non-residential FSR of 0.5:1 for the subject site

**Offer to Enter into a Voluntary Planning Agreement (VPA)**

- As part of the Planning Proposal, the applicant has submitted an offer to enter into a Planning Agreement with Council in accordance with section 93F of the *Environmental Planning and Assessment Act 1979*. A Heads of Agreement to enter into a Voluntary

Planning Agreement is attached to the offer and outlines the additional public benefits to be provided.

10. A VPA is a mechanism which allows for negotiation and agreement between planning authorities and developers to extract public benefits from the planning process and ensure that development produces targeted public benefits over and above measures to address the impact of development on the public domain.
11. The VPA offer provides for the following public benefits:
  - A monetary contribution, which is consistent with other monetary contributions negotiated within the Hurstville City Centre Precinct; and
  - Land dedication along the Forest Road frontage of the subject site to provide for road widening.

It is proposed that the monetary contribution and land dedication are over and above the section 94 contributions that would be payable by the proposed development.

12. The offer to enter into a Planning Agreement and Heads of Agreement are presented in a separate report at this meeting. If supported by Council and subject to the Planning Proposal also being supported by Council and receiving a Gateway, public notice of the proposed Planning Agreement will be undertaken in accordance with the legislation and Council's Policy on Planning Agreements.

### **Community Consultation**

13. Should Council resolve to support the Planning Proposal it will be forwarded NSW Department of Planning and Environment for a Gateway Determination.
14. If a Gateway Determination is issued, and subject to its conditions, it is anticipated that the Planning Proposal will be exhibited for a period of twenty eight (28) days in accordance with the provisions of the Environmental Planning and Assessment Act, 1979 and Regulation, 2000 and any requirements of the Gateway Determination.
15. Exhibition material, including explanatory information, land to which the Planning Proposal applies, description of the objectives and intended outcomes, copy of the Planning Proposal and relevant maps will be available for viewing during the exhibition period on Council's website and hard copies available at Council service centres.
16. Notification of the public exhibition is proposed as follows:
  - Newspaper advertisement in The St George and Sutherland Shire Leader;
  - Exhibition notice on Council's website;
  - Notices in Council service centres (Kogarah and Hurstville
  - Letters to State and Commonwealth Government agencies, as identified in the Gateway Determination;
  - Letters to all landowners in the subject site; and
  - Letters to adjoining landowners (in accordance with Council's Notification Procedures).
  - Drop in Sessions, manned by Strategic Planning staff. This will allow the community the opportunity to discuss the Planning Proposal with staff and make comments/feedback.

17. The anticipated project timeline for completion of the Planning Proposal is shown in Table 1 below:

**Table 1: Timeframe for Community Engagement**

<b>Task</b>	<b>Anticipated Timeframe</b>
Submission of revised Planning Proposal (subject of this assessment)	11 March 2016
Reporting to IHAP on Planning Proposal	24 November 2016
Report to Council	5 December 2016
Anticipated commencement date (date of Gateway determination)	February 2017
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	March 2017
Commencement and completion dates for public exhibition period (twenty eight (28) days)	Completed early May 2017
Dates for public hearing (if required)	N/A
Timeframe for consideration of submissions	June 2017
Timeframe for the consideration by Council of the planning proposal post-exhibition	August 2017
Date of submission to the Department to finalise the LEP	August 2017

## **Conclusion**

18. It is recommended that Council now endorse the forwarding of the Planning Proposal to the NSW Department of Planning and Environment to request a Gateway Determination for an amendment to the Hurstville Local Environmental Plan 2012 for the changes as outlined in the body of the report.

## **Financial Implications**

19. In accordance with Council's adopted Fees and Charges, the advertising of the Planning Proposal and costs associated with the notification of the Planning Proposal will be borne by the applicant. As a result the project is within budget allocation.

## **File Reference**

## **ATTACHMENTS**

- Attachment 1 IHAP Report - 24 Nov 2016
- Attachment 2 Planning Proposal Request - Revision 6
- Attachment 3 Urban Design Peer Review & SEPP 65 Assessment Report - GMU
- Attachment 4 Traffic Study Confirmation (March 2016)

Attachment 5 Economic Impact Assessment (March 2016)

**REPORT TO GEORGES RIVER COUNCIL  
IHAP MEETING OF THURSDAY, 24 NOVEMBER 2016**

<b>IHAP Report No</b>	<b>3.2</b>	<b>Development Application No</b>	<b>PP2014/0004</b>
<b>Site Address &amp; Ward Locality</b>	108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville - Planning Proposal to amend Hurstville Local Environmental Plan (HLEP) 2012 Hurstville Ward		
<b>Proposal</b>	Planning Proposal		
<b>Report Author/s</b>	Coordinator Strategic Planning, Rita Vella		
<b>Owners</b>	Slh 108 Pty Ltd (108, 112 Forest Road and 1 Wright Street), Shanghai Lihua Hurstville Pty Ltd (124 Forest Road), The Estate of Mrs E M Gehringer (3 Wright Street)		
<b>Applicant</b>	Mr Tony Polvere		
<b>Zoning</b>	Zone B4 – Mixed Use Zone; Zone B2 – Local Centre Zone; R3 – Medium Density Residential Zone		
<b>Date Of Lodgement</b>	4/12/2014		
<b>Submissions</b>	N/A		
<b>Cost of Works</b>	N/A		
<b>Reason for Referral to IHAP</b>	In accordance with IHAP Charter		

<b>Recommendation</b>	<p>THAT the Georges River IHAP support the forwarding of the Planning Proposal to the NSW Department of Planning and Environment to request a Gateway Approval for an amendment to the Hurstville Local Environmental Plan 2012 in relation to Nos. 108, 112 and 124 Forest Road and Nos 1 and 3 Wright Street, Hurstville to:</p> <ul style="list-style-type: none"> <li>▪ Amend the Land Zoning Map (LZM) to rezone Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre Zone to B4 – Mixed Use Zone;</li> <li>▪ Amend the Land Zoning Map (LZM) to rezone Nos 1 - 3 Wright Street, Hurstville from R3 - Medium Density Residential Zone to B4 - Mixed Use Zone;</li> <li>▪ Amend the Height of Building map (HOB) to increase the height of buildings for Nos 108 and 112 Forest Road and 1 and 3 Wright Street, Hurstville to 34m;</li> <li>▪ Amend the Height of Buildings map (HOB) to increase the height of buildings for No 124 Forest Road, Hurstville to 46.5m;</li> <li>▪ Amend the floor space ratio map (FSR) to increase the maximum floor space ratio for Nos 108 and 112 Forest Road and Nos 1 and 3 Wright Street, Hurstville to 4:1; and</li> </ul>
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	<ul style="list-style-type: none"><li>▪ Amend the Lot Size Map (Sheet LSZ_008) to remove Nos. 1 and 3 Wright Street Hurstville from its application and consistent with the B4 - Mixed Use zone; and</li><li>▪ Amend Clause 4.4A of HLEP 2012 to include the a provision relating to the subject site stating that development consent must not be granted for development unless the non – residential floor space is at least 0.5:1.</li></ul> <p>THAT the Georges River IHAP also support the following:</p> <ul style="list-style-type: none"><li>(a) The preparation of an amendment to the <i>Hurstville Section 94 Development Contributions Plan 2012</i> to include 108 Forest Road, 112 Forest Road and 1 and 3 Wright Street in the boundaries of the Hurstville City Centre to reflect the proposed B4 Mixed Use zoning of the land; and</li><li>(b) The preparation of an amendment to the <i>Hurstville Development Control Plan No. 2 - Hurstville City Centre (Amendment No. 6)</i> to include the subject site within the boundary of the Hurstville City Centre and site specific provisions including (but not limited to), setbacks to the adjoining residential development, street activation provisions and vehicular access points, building massing and form as well as provisions to upgrades to public domain, provide deep soil landscaped areas and through site connections and linkages.</li></ul>
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## EXECUTIVE SUMMARY

1. The former Hurstville City Council received the original Planning Proposal request (PP2014/0004) for Nos 108, 112 and 124 Forest Road, Hurstville, which is at the edge of the Hurstville City Centre on 4 December 2014.
2. The Planning Proposal has a long history with a number of revisions – this is as a result of a Council's resolution in May 2015 which requested that Council staff work with the applicant to deliver a mutually acceptable solution for the site.
3. The initial Planning Proposal requested the following:
  - Zoning change for part of the site from B2 - Local Centre to B4 - Mixed Use zone;
  - Increase in height from 9m and 23m to 42m and 60m; and
  - Increase in floor space ratio from 1.5:1 and 4:1 to 6.6:1.
4. On 6 May 2015, the former Hurstville City Council considered a report on the Planning Proposal request.
5. The Council officer's report recommended that the request for increased height and FSR not be supported as it represented an over-development of the site and lacked urban design justification.
6. Subsequently, Council at this meeting resolved the following:

*"THAT the matter be deferred for a period of 2 months and for the applicant to work with Officer's for a mutually acceptable solution."*

In July 2015, the applicant amended the Planning Proposal to include additional two (2) lots to the Planning Proposal (Nos 1 and 3 Wright Street, Hurstville), which are currently zoned R3 - Medium Density Residential (known as Revision 2).

7. Since 2015, Council's Strategic Planning officers have been working with the applicant to resolve the issues identified. A number of revisions to the Planning Proposal have been submitted and this report is the subject of **Revision 6** which was submitted to Council on 11 March 2016.
8. In summary, **Revision 6** proposes the following:

Amend Hurstville Local Environmental Plan (LEP) 2012 in relation to the subject site by:

- Rezoning Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre to B4 – Mixed Use zone
- Rezoning Nos 1 - 3 Wright Street, Hurstville R3 - Medium Density Residential zone to B4 - Mixed Use zone
- Retain the existing B4 - Mixed Use zone for 124 Forest Road, Hurstville;
- Increasing the maximum building height for 108 and 112 Forest Road and 1 and 3 Wright Street Hurstville from 9m and 12m to 34.5m
- Increasing the maximum building height for 124 Forest Road from 23m to 46.5m; and

- Increasing the maximum floor space ratio for 108 and 112 Forest Road and 1 and 3 Wright Street Hurstville from 1:1 and 1.5:1 respectively to 4:1 and retaining the maximum floor space ratio for 124 Forest Road Hurstville of 4:1.
9. **Revision 6** also includes an indicative development concept showing a mixed-use development varying in height from 10 to 14 storeys with 217 residential apartments and 1,150m<sup>2</sup> of retail floor space, which the report states will generate 113 jobs.
  10. The subject site currently accommodates 4707m<sup>2</sup> of retail/commercial floor space
  11. Various revisions of the Planning Proposal have been referred to the St George Design Review Panel (DRP), and it has been considered formally on three (3) occasions (2 August 2015, 19 November 2015 and 18 February 2016).
  12. **Revision 6** was considered by the DRP on 18 February 2016.
  13. The Planning Proposal has also been had an independent Urban Design Review, undertaken by GM Urban Design and Architecture Pty Ltd (GMU) and has been modelled in the former Hurstville Council's Traffic Model for the Hurstville City Centre ("TMAP").
  14. It is recommended, based on the assessment of **Revision 6** that the Planning Proposal be submitted to the NSW Department of Planning & Environment with the following changes:
    - Amend the Land Zoning Map (LZM) to rezone Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre to B4 – Mixed Use zone;
    - Amend the Land Zoning Map (LZM) to rezone Nos 1 - 3 Wright Street, Hurstville from R3 - Medium Density Residential zone to B4 - Mixed Use zone;
    - Amend the Height of Building map (HOB) to increase the height of buildings for Nos 108 and 112 Forest Road and 1 and 3 Wright Street, Hurstville to 34m;
    - Amend the Height of Buildings map (HOB) to increase the height of buildings for No 124 Forest Road, Hurstville to 46.5m;
    - Amend the floor space ratio map (FSR) to increase the maximum floor space ratio for Nos 108 and 112 Forest Road and Nos 1 and 3 Wright Street, Hurstville to 4:1; and
    - Amend the Lot Size Map (Sheet LSZ\_008) to remove Nos. 1 and 3 Wright Street Hurstville from its application and consistent with the B4 - Mixed Use zone.
  15. **Revision 6** is also accompanied by a Voluntary Planning Agreement which is subject to a separate report

## REPORT IN FULL

### 1. INTRODUCTION

16. This report provides an assessment of a Planning Proposal request relating to Nos 108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville (the subject site) to amend Hurstville Local Environmental Plan (HLEP) 2012 by changing the zoning and increasing the maximum building height and floor space ratio.
17. The subject site has a total site area of 5,407m<sup>2</sup> and is situated on the northern side of Forest Road between Wright Street and Hudson Street, Hurstville (refer to Figure 1).
18. The applicant for the Planning Proposal request is Tony Polvere.
19. There have been six (6) revisions to the Planning Proposal since it was lodged in 2014. For the purposes of this report, the Planning Proposal will be referred to as **Revision 6**.
20. In summary, **Revision 6** was lodged on 11 March 2016 and requests the following:
  - Rezone Nos 108 and 112 Forest Road from B2 Local Centre and 1 and 3 Wright Street from R3 - Medium Density Residential zone to B4 - Mixed Use zone;
  - Increase the maximum building height of Nos 108, 112 and 124 Forest Road and 1 and 3 Wright Street from a range of 9m, 12m and 23m to **34.5m and 46.5m**;
  - Increase the maximum floor space ratio from 1:1(Nos 1 and 3 Wright Street) and 1.5:1 (Nos 108 and 112 Forest Road) to **4:1** and retain the maximum FSR of 4:1 for 124 Forest Road Hurstville
  - No change is proposed to the existing B4 - Mixed Use zone and maximum FSR of 4:1 for No 124 Forest Road, Hurstville.
21. **Revision 6** proposes a mixed-use development (predominantly residential) varying in height from 10 to 14 storeys with 217 residential apartments and 1,150m<sup>2</sup> of retail space.
22. The applicant's indicative development concept plans includes two (2) towers (10 storeys and 14 storeys) above a four (4) storey podium. The development is setback from the adjoining 3-4 storey residential flat buildings to the north and proposes a north facing communal open space.
23. The indicative development concept also provides for a 2m wide road dedication along the Forest Road frontage.
24. A copy of **Revision 6** and the supporting material, including the indicative concept plans is included in **Appendix 1**.

**2. SITE DESCRIPTION**

**2.1 The Subject Site**

- 25. The subject site fronts Forest Road, Wright Street and Hudson Street and is located on the eastern edge of the Hurstville City Centre.
- 26. It comprises five lots, being Nos 108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville as identified in Table 1- Site Description below. The subject site has a total area of approximately 5,407m<sup>2</sup> with the following frontages on three streets – Forest Road (90.6m), Hudson Street (49.3m) and Wright Street (70.9m).

**Table 1 – Site Description**

Property Address and current use	Lot/DP	Site Area (m <sup>2</sup> )
108 Forest Road Hurstville (Car mechanical repairs and tyre service)	Lot 1, DP78322	741
112 Forest Road Hurstville (Engineering and tool making)	Lot 1, DP75572	903
124 Forest Road Hurstville (Ground Floor includes a gym, Dick Smith and Bing Lee tenancies. First floor includes coaching schools and other commercial offices.)	Lot 531, DP777334	2,771
1 Wright Street Hurstville (Dwelling house)	Lot 55, DP78322	496
3 Wright Street Hurstville (Dwelling house)	Lot 54, DP78322	496
<b>Total Site Area</b>		<b>5,407m<sup>2</sup></b>

(Source: Planning Proposal - PPD Planning Consultants - Revision 6 - March 2016)



Hudson Street frontage



Forest Road frontage



Wright Street frontage

## 2.2 Site Context

27. No. 124 Forest Road, Hurstville is located in Hurstville City Centre while Nos. 1 and 3 Wright Street and 108 and 112 Forest Road, Hurstville are located on the edge of the area identified as Hurstville City Centre.
28. The subject site is situated approximately 530m from Allawah Station and 650m from Hurstville Railway Station. The site surrounds are described as follows:
  - **North:** To the north along Hudson Road and Wright Street are 3-4 storey residential flat buildings.
  - **South:** Opposite the subject site on the southern side of Forest Road is the East Quarter site. Stages 1 and 2 of this development are complete. A Planning Proposal for Stage 3 of the development of the site was supported by the former Hurstville Council at its meeting on 18 March 2015. A report on the East Quarter Site Planning Proposal is to be presented to the IHAP Meeting on 24 November 2016.

This Planning Proposal requests two towers - 30m (8 storeys) and 65m (20 storeys) high, 379 residential units and 4,735m<sup>2</sup> of commercial floor space on ground level, of which approximately 3600m<sup>2</sup> has been identified for a supermarket.
  - **East:** To the east of the subject site are industrial uses which are accommodated in one and two storey buildings between Forest Road and Durham Street. A

Planning Proposal on the industrial site was supported by the former Hurstville Council on 20 April 2016.

This Planning Proposal requested to rezone the site from part IN2 - Light Industrial zone and part R2 - Low Density Residential zone to B4 - Mixed Use zone and includes a range of heights from 25m to 65m. The Planning Proposal has been submitted to the Department of Planning and Environment for Gateway determination. A response has been received from the Department requesting additional information on the built form outcomes for the site.

- **West:** To the west of the subject site are two-storey shops and commercial offices.

### 2.3 Existing Planning Controls

29. The HLEP 2012 applies to the subject site and the following provisions are relevant to **Revision 6:**

HLEP 2012 Clause	Affectation
<b>Zoning</b>	The subject site is zoned part R3 - Medium Density Residential zone (1 and 3 Wright Road), B2 - Local Centre zone (108 and 112 Forest Road) and B4 - Mixed Use zone (124 Forest Road) as shown in <b>Figure 2</b> below.
<b>Clause 4.1 – Minimum subdivision lot sizes</b>	Nos. 1 and 3 Wright Street are currently zoned R3 - Medium Density Residential zone and have a minimum lot size of 450m <sup>2</sup> as shown in <b>Figure 7</b> below.
<b>Clause 4.3 - Height of Buildings (HOB)</b>	The subject site has a maximum building height of 9m, 12m and 23m as shown in <b>Figure 3</b> below.
<b>Clause 4.4 - Floorspace Ratio (FSR)</b>	The subject site has a maximum floor space ratio of 1:1, 1.5:1 and 4:1 as shown in <b>Figure 4</b> below.
<b>Clause 4.4A - Exceptions to floor space ratios for buildings on land in certain zones</b>	This provision currently applies to land in the B1 – Neighbourhood Centre zone and B2 – Local Centre zone and requires a non-residential floor space ratio of 0.5:1.  Council recently considered and endorsed an amendment to Clause 4.4A to reduce non-residential FSR in the B1 and B2 zone to 0.3:1.
<b>Clause 5.10 - Heritage</b>	Two heritage items are in the vicinity of the subject site - No 140-142 Forest Road, Hurstville (shop and residence) and No 144 Forest Road, Hurstville (St George Anglican Church) as shown in <b>Figure 5</b> below.
<b>Clause 6.6 - Active Street Frontage</b>	The subject site has active frontages along Forest Road and Hudson Street as shown in <b>Figure 6</b> below

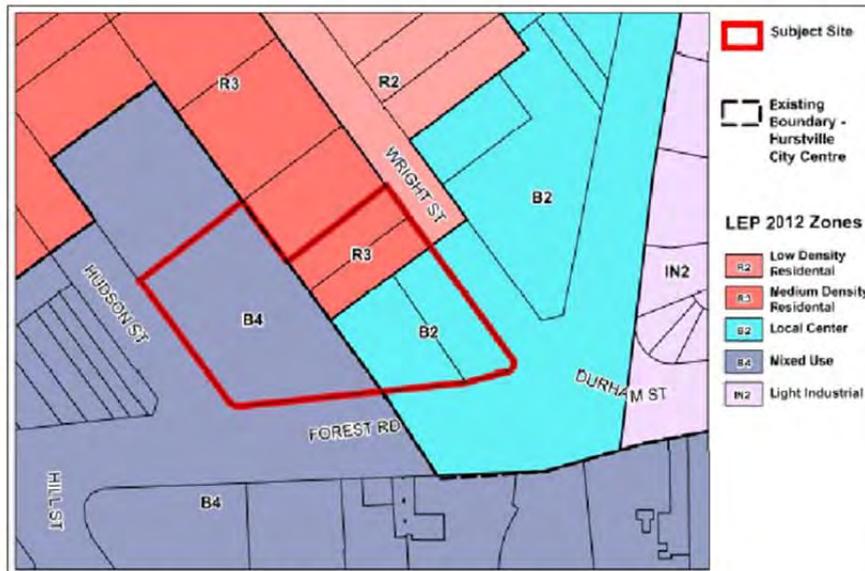


Figure 2: Land Zoning Map Extract adapted from Hurstville LEP 2012

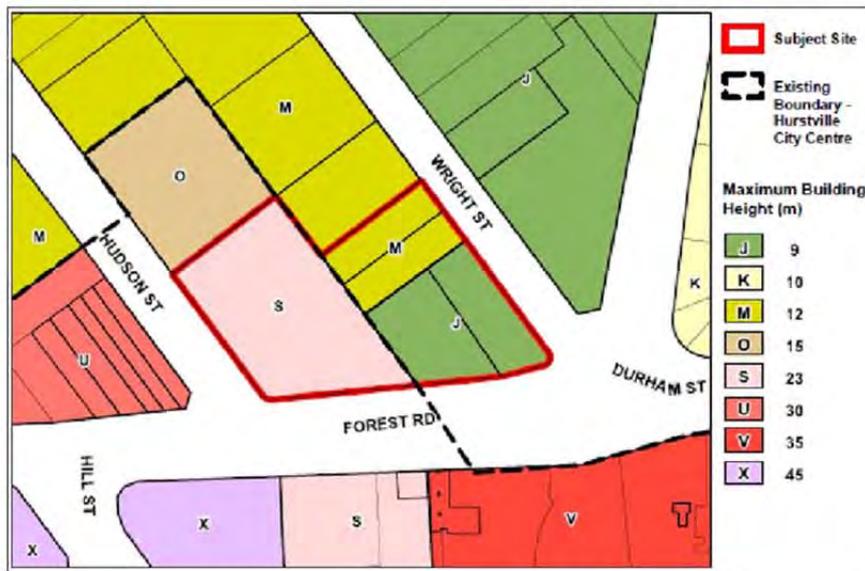


Figure 3: Height of Buildings Map Extract adapted from Hurstville LEP 2012

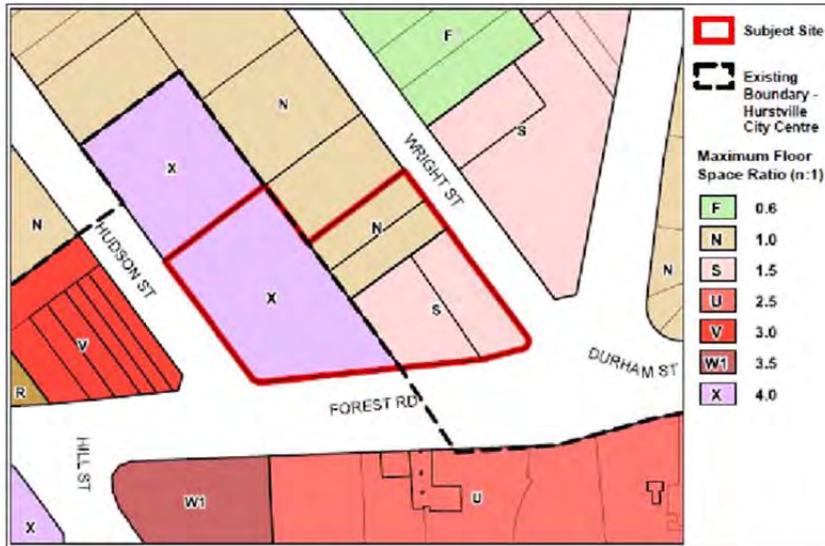


Figure 4: Floor Space Ratio Map Extract adapted from Hurstville LEP 2012



Figure 5: Heritage Map Extract adapted from Hurstville LEP 2012



Figure 6: Active Street Frontage Map Extract adapted from Hurstville LEP 2012



Figure 7: Lot Size Map Extract adapted from Hurstville LEP 2012

### 3. APPLICANT'S PLANNING PROPOSAL REQUEST

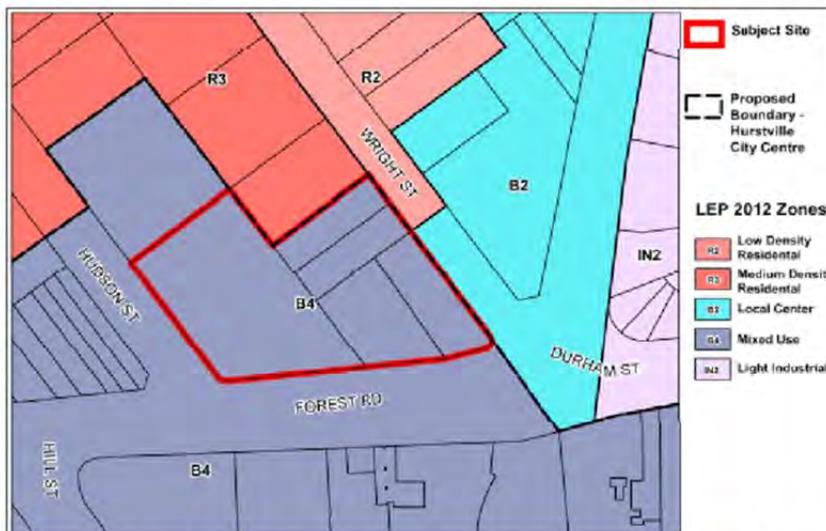
#### 3.1 Description of Planning Proposal Request

30. In summary, **Revision 6** requests an amendment to HLEP 2012 as outlined in Table 2 below:

Property	Current Controls in HLEP 2012	Planning Proposal request
108 & 112 Forest Road (1,644m <sup>2</sup> )	B2 Local Centre zone 9m (2 storeys) 1.5:1 (2,466m <sup>2</sup> )	B4 Mixed Use zone 34.5m (10 storeys) 4:1 (6,576m <sup>2</sup> )
1 and 3 Wright Street (992m <sup>2</sup> )	R3 Medium Density Residential zone 12m (3 storeys) 1:1 (992m <sup>2</sup> )	B4 Mixed Use zone 34.5m (10 storeys) 4:1 (3,968m <sup>2</sup> )
124 Forest Road (2,771m <sup>2</sup> )	B4 Mixed Use zone 23m (6 storeys) 4:1 (11,084m <sup>2</sup> )	B4 Mixed Use zone (No change) 46.5m (14 storeys) 4:1 (No change) (11,084m <sup>2</sup> )

**Table 2: Summary of Current Controls and controls in Planning Proposal request (Revision 6)**

31. The proposed amendments, as identified in Table 2 above are shown in Figures 8 – Figures 10 below:



**Figure 8: Planning Proposal request Land Zoning Map (Source: Planning Proposal, - PPD Planning Consultants - Revision 6 – 11 March 2016)**

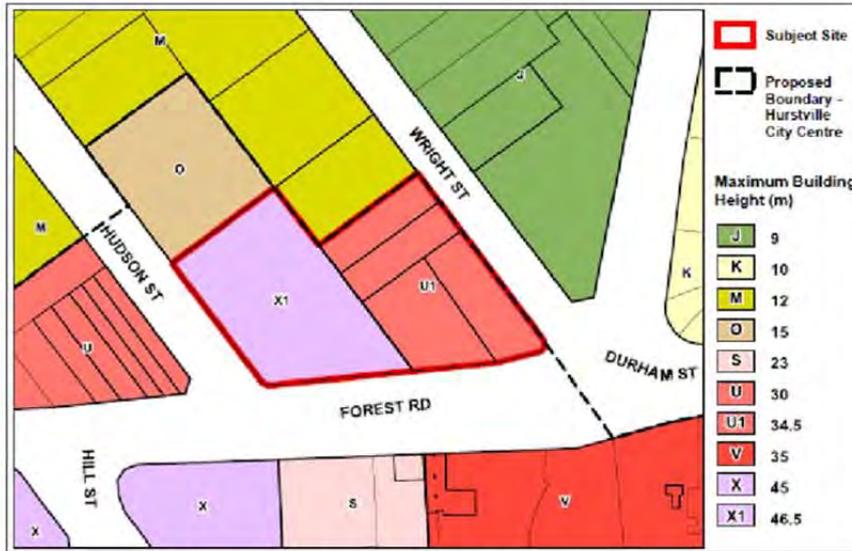


Figure 9: Planning Proposal request Maximum Building Height (Source: Planning Proposal - - PPD Planning Consultants - Revision 6 – 11 March 2016)

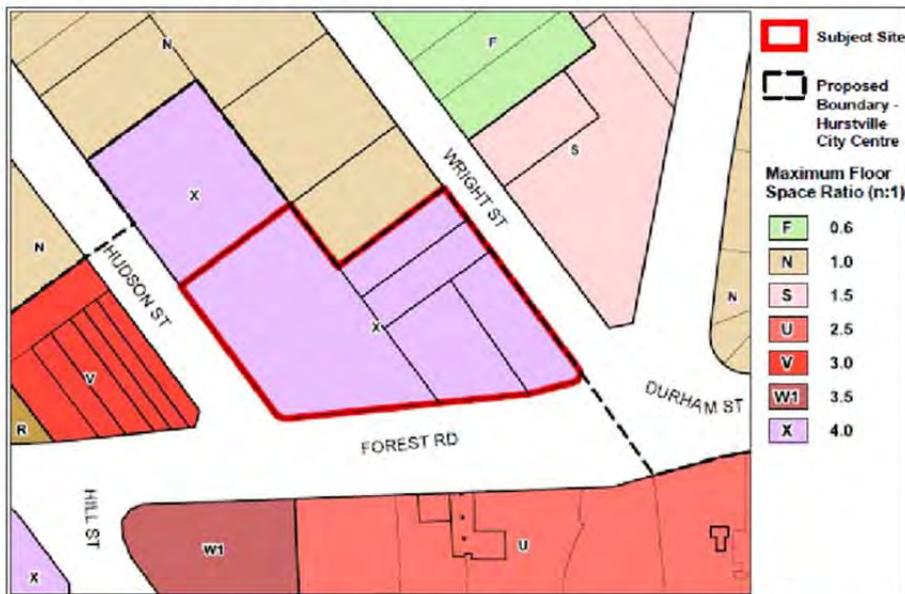


Figure 10: Planning Proposal request Maximum Floor Space Ratio (Source: Planning Proposal - - PPD Planning Consultants - Revision 6 – 11 March 2016)

32. **Revision 6** proposes a mixed-use development (predominantly residential development) with 21,628m<sup>2</sup> floor space comprising the following:

- A four-storey podium and two (2) tower buildings varying in height from 10 to 14 storeys.

- 1,150m<sup>2</sup> (5% of floor space) retail floor space provided on the ground level fronting the three streets and split in four parts. The nature of the proposed retail use is not clear.
  - 20,478m<sup>2</sup> (95% of floor space) accommodating 217 residential apartments on the upper levels within the two towers.
33. Under the current controls (HLEP 2012), the subject site can achieve a total floor space of 14,542m<sup>2</sup> or an overall FSR of 2.69:1
34. **Revision 6** proposes a FSR of 4:1 generates a floor space of 21,628m<sup>2</sup>.
35. The Planning Proposal was accompanied by an offer to enter into a Voluntary Planning Agreement (VPA). The VPA is being considered under separate cover and a report will be presented to Council. An overview of the VPA is discussed in Paragraph 144 of this report.
36. **Revision 6** is supported by the following documents and included as **Appendix 1** of this report:
- Architectural Report (George El Khouri - Revision 6 - March 2016), including Architectural Plans and Calculations, Solar Studies and 3D Images
  - Economic Impact Assessment (Urbis - March 2016)
  - Hurstville Traffic Modelling Report (GHD - November 2015)
  - Traffic Study Confirmation Study (GHD - March 2016)

#### 4. BACKGROUND TO THE CURRENT REVISION (REVISION 6)

37. The Planning Proposal request (PP2014/0004) and offer to enter into a Voluntary Planning Agreement (VPA) were lodged with the former Hurstville City Council on 4 December 2014.
38. Since the lodgement of the original Planning Proposal, there have been six (6) revisions, as well as revisions to the VPA.
39. An overview of the Planning Proposal requests (Revision 1 – 6) are summarised in Table 3 below.

Planning Proposal request	Planning Proposal details
<b>Revision 1 (4 December 2014)</b>	
Mixed-use development	Apartments: approx. 242
	Retail: 1,890m <sup>2</sup>
	Commercial: 3,885m <sup>2</sup>
	Height: two towers 27m (8 storeys) and 60m (19 storeys)
	FSR: 6.6:1
<b>Revision 2 (17 July 2015)</b>	
Mixed-use	Apartments: approx. 264

Planning Proposal request	Planning Proposal details
development	Retail: 1,100m <sup>2</sup>
	Commercial: Nil
	Height: two towers 42m (13 storeys) and 60m (19 storeys)
	FSR: 4.8:1
<b>Revision 3 (26 August 2015)</b>	
Mixed-use development	Apartments: approx. 260
	Retail: 1,700m <sup>2</sup>
	Commercial: 600m <sup>2</sup>
	Height: two towers 42m (13 storeys) and 60m (19 storeys)
	FSR: 4.8:1
<b>Revision 4 (12 October 2015)</b>	
Mixed-use development	Design concept same as Revision 3, only the urban design information was restructured
<b>Revision 5 (18 January 2016)</b>	
Mixed-use development	Apartments: approx. 217
	Retail: 1,170m <sup>2</sup>
	Commercial: 645m <sup>2</sup>
	Height: two towers 34m (10 storeys) and 43m (13storeys)
	FSR: 4:1
<b>Revision 6 (11 March 2016)</b>	
Mixed-use development	Apartments: approx. 217
	Retail: 1,150m <sup>2</sup>
	Commercial: Nil
	Height: two towers 34.5m (10 storeys) and 46.5m (14 storeys)
	FSR: 4:1
<i>Revision 6</i> is subject to the assessment of this Report.	

Table 3: Summary table of Planning Proposal request revisions

## 5. URBAN DESIGN REVIEW

40. Indicative development concept plans in form of 3D images were submitted with **Revision 6** that included colour coded building forms. These are indicated in Figures 11 – 13 below.
41. The white buildings represent the bulk and scale of buildings proposed by **Revision 6**, the purple buildings indicate other Planning Proposals, currently under assessment by Council and the grey/green buildings represent existing buildings (already constructed).

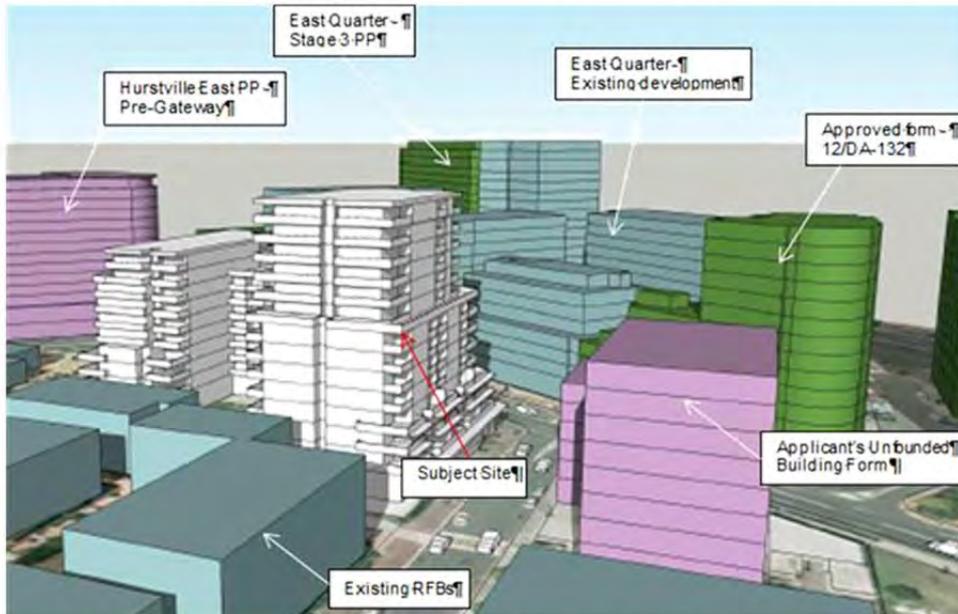


Figure 11: Planning Proposal Birds Eye View – Forest Road (Source: 3D Images - Planning Proposal Revision 6 – 11 March 2016)

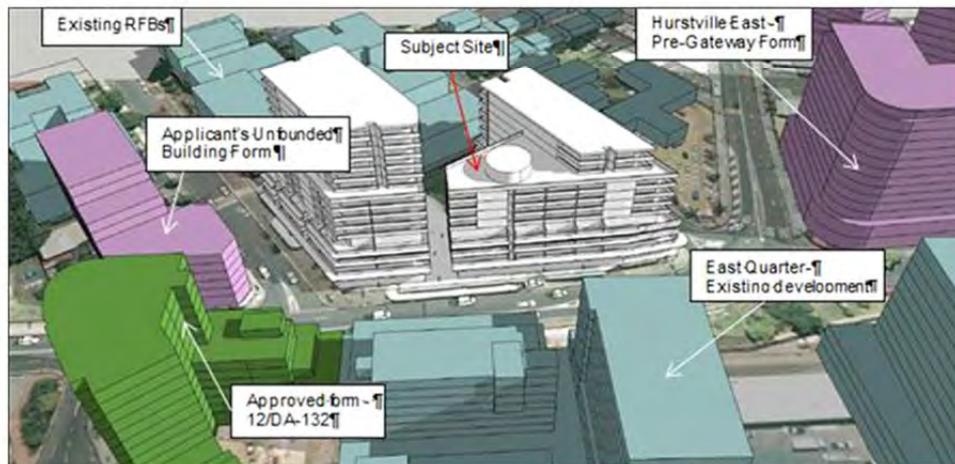


Figure 12: Planning Proposal Birds Eye View – Forest Road (Source: 3D Images - Planning Proposal Revision 6 – 11 March 2016)



Figure 13: 3D Images - Planning Proposal Birds Eye View – Corner Forest Road and Wright Street (Source: Planning Proposal Revision 6 – 11 March 2016)

**Note:** Purple coloured buildings in the figures do not represent current maximum building height and FSR controls under Hurstville LEP 2012.

42. Table 4 below provides the break-up of land uses within each of the two (2) towers proposed for the subject site and as detailed in the indicative development concept plans:

124 Forest Road Hurstville (Tower 1)	108 and 112 Forest Road and 1 and 3 Wright Street Hurstville (Tower 2)
14 storeys	10 storeys
4 storey podium	4 storey podium
Retail (Part of Ground floor - Level 1)*	Retail (Part of Ground floor - Level 1)*
Residential (Levels 2-14)	Residential (Levels 2-10)
<b>Total residential: 13 storeys</b>	<b>Total residential: 9 storeys</b>
<b>Total retail: 1 storey</b>	<b>Total retail: 1 storey</b>

Table 4: Break up of land uses within proposed towers on the Site (Source: Planning Proposal Revision 6 - 11 March 2016)

\*Overall 1,150m<sup>2</sup> proposed over the ground level for site area of 5,407m<sup>2</sup>

### 5.1 Independent Urban Design Peer Review

43. GM Urban Design and Architecture Pty Ltd (GMU) was commissioned by the former Hurstville Council in October 2015 to provide an independent urban design peer review of Revision 4 of the Planning Proposal, which proposed the following amendments to height and FSR:
- Building height – from 23m to 60m and from 9-12m to 42m
  - FSR – 4.8:1

44. DCP No 2 – Hurstville City Centre (Amendment No 6) divides the Hurstville Centre into 6 precincts. The subject site is within the **Eastern Bookend** precinct, the principles of which are summarised as follows:
- This precinct covers the area that is partially outside of the City Centre’s area
  - It is an eastern gateway to the centre
  - It is dominated by East Quarter buildings in a prominent position on the axis of Forest Road
  - The desired future character for this precinct is to define and create a sense of entry. This will be achieved through strong built form statements and feature public domain treatment. Residential use will dominate upper levels of development and optimise commanding views; and
  - To define and create a sense of entry – strong built form statements and feature public domain treatment with residential uses on the upper levels enjoying the views.
45. The key Land Use Principles for the **Eastern Bookend** are as follows. GMU in their assessment identified these principles and provided the following comments in response:

Key Land Use Principles	GMU Comment
<p><i>1. Defining entry to the City Centre – characterised by a higher intensity of built form with taller buildings on designated sites to define the entry to the centre. Buildings situated along sites identified with significant frontages are to respond to their gateway context. .</i></p> <p><i>Landmark architecture will define points of interest, especially its prominent position on the axis of Forest Road. All new development is to respond to the public realm, requiring building scale and form to retain a pedestrian scale at street level.</i></p>	<p>The proposal responds to this principle by providing a very strong architectural concept with sharp edges and greater scale than the rest of the sites. However, as it is not a designated site, it should retain a pedestrian scale and transition down from the identified higher intensity sites.</p>
<p><i>2. High Density Residential Land Uses</i></p>	<p>Mixed-use development will be promoted. This Precinct is to provide a transition between the City Centre and surrounding residential areas. Where land adjoins established residential areas, controls require that new development be suitably designed to maintain the amenity of adjoining residential and recreational land uses.</p> <p>Based on the above, the proposed Mixed Use zoning is appropriate for the site.</p>

46. A copy of the report prepared by GMU is included at **Appendix 2**. In summary, GMU concluded that the height and density as requested are not warranted by the site location and it is recommended that the applicant further amend the proposal to reduce the scale and density of the proposed development.

47. GMU in their report also provided two options for the applicant’s consideration:

Option 1	<p>Increased density and height in recognition of the corner’s role as the western edge of the gateway.</p> <p>The recommended heights and street wall could be as follows:</p> <ul style="list-style-type: none"> <li>• Total height applicable to the site to reflect the surrounding existing and allowable heights to corners which is in the range of 13-10 storeys (42m-33m);</li> <li>• FSR of approximately 3.6:1</li> </ul>
Option 2	<p>This option is driven by the principle of responding to the scale opposite the site in Forest Road and is as follows:</p> <ul style="list-style-type: none"> <li>• 10 storeys (33m) to the corner with a podium base and a maximum of 7 storeys (23m) along Forest Road.</li> <li>• Option 2 delivers an FSR of approximately 3.1:1.</li> </ul>

**5.3 St George Design Review Panel**

48. In accordance with the provisions of SEPP No.65 – Design Quality of Residential Apartment Development, the Planning Proposal was referred to the St George Design Review Panel (DRP) on three (3) occasions (12 August 2015, 19 November 2015 and 18 February 2016).
49. Each time the DRP considered different revisions of the Planning Proposal, which are summarised as follows:

Date/Revision	Proposal
12 August 2015 - Revision 2 (17 July 2015)	<ul style="list-style-type: none"> <li>▪ Rezone part of the subject site from B2 -Local Centre zone and R3 - Medium Density Residential zone to B4 Mixed Use zone</li> <li>▪ Increase maximum height of the buildings for the subject site to a range between 42m and 60m (currently 9m to 23m); and</li> <li>▪ Increase the maximum FSR for the whole site to 4.8:1 (currently 1.1 to 4:1).</li> </ul> <p>Accompanied by supporting reports (Economic Impact Assessment and Traffic).</p>
19 November 2015 - Revision 4 (12 October)	<ul style="list-style-type: none"> <li>▪ Included referral of the GMU Report.</li> <li>▪ No change to the controls or design concept for the</li> </ul>

Date/Revision	Proposal
2015)	Planning Proposal. The Planning Proposal was restructured to include urban design information.
18 February 2016 - Revision 5 (18 January 2016)	<ul style="list-style-type: none"> <li>▪ Rezoning part of the subject site from B2 - Local Centre zone and R3 - Medium Density Residential zone to B4 - Mixed Use zone,</li> <li>▪ Increased the maximum height of the buildings to a range between 34m and 43m (currently 9m to 23m); and</li> <li>▪ Increased the maximum the floor space ratio control for the whole site to 4:1 (currently 1.1 to 4:1).</li> <li>▪ Revision 5 also addressed a number of issues raised previously by the DRP, including:                             <ul style="list-style-type: none"> <li>▪ reducing the podium height to four storeys,</li> <li>▪ setting the towers back from the podium by 4m,</li> <li>▪ deleting the bridging element between the two towers,</li> <li>▪ providing retail uses on all three street frontages, and</li> <li>▪ reducing the maximum height and the FSR as compared to the earlier revisions</li> </ul> </li> </ul> <p>A copy of the comments of the DRP Meeting of 18 February 2016 is included in Appendix 3.</p>

50. The DRP, at its meeting on 18 February 2016 made the following conclusions with respect to Revision 5:

**Recommendation**

*The planning proposal cannot be supported in its present form. The issues raised above must be addressed before any increase in height and density could be supported.*

*Given the very recent gazettal of the present LEP statutory controls a very strong case would have to be presented to justify the significant variations proposed. It is not at issue that demand for additional residential accommodation in particular in Hurstville is likely to continue, but there are a variety of sites which could also be considered if zoning under the LEP is to be amended.*

*The Panel recommends that a detailed Urban Design study be carried out to justify variations to building height and FSR on the site within the surrounding context. It must also be demonstrated that options other than that presented have been fully explored. The design cannot be supported in its present form and should be amended as outlined above for reconsideration by the Panel and should be consistent with the recommendations of the Independent Urban Design Peer Review.*

**5.4 Council’s Response to GMU and DRP Comments**

51. A report was presented to the former Hurstville Council on 9 December 2015. This report provided a status update of the Planning Proposal and provided an overview of the comments provided by GMU and the DRP.

52. As a result of this report, Council resolved the following (Minute No 445):
- THAT the Applicant be requested to submit an amended Planning Proposal which responds to the recommendations of the independent Urban Design Peer Review and the comments of the St. George Design Review Panel by 18 January 2016.*
- THAT a full assessment report on the revised Planning Proposal and Voluntary Planning Agreement offer be presented to Council in early 2016 following the completion of the assessment and referrals on the amended Planning Proposal.*
53. Subsequent to Council's resolution on 9 December 2015, the applicant submitted a further revision to the Planning Proposal on 11 March 2016 (**Revision 6**)
54. As outlined above, **Revision 6** proposed the following:
- Rezoning Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre to B4 – Mixed Use zone
  - Rezoning Nos 1 - 3 Wright Street, Hurstville R3 - Medium Density Residential zone to B4 - Mixed Use zone
  - Retain the existing B4 - Mixed Use zone for 124 Forest Road, Hurstville;
  - Increasing the maximum building height for 108 and 112 Forest Road and 1 and 3 Wright Street Hurstville from 9m and 12m to **34.5m (10 storeys)**
  - Increasing the maximum building height for 124 Forest Road from 23m to **46.5m (14 storeys)**; and
  - Increasing the maximum floor space ratio for 108 and 112 Forest Road and 1 and 3 Wright Street Hurstville from 1:1 and 1.5:1 respectively to 4:1 and retaining the maximum floor space ratio for 124 Forest Road Hurstville of 4:1.
55. The subject site is situated across the road from the East Quarter development where building heights vary from 7 – 19 storeys. There is currently a Planning Proposal being considered for East Quarter that is seeking to increase the maximum height from 60m to 65m (approximately 21 storeys). This is the subject of a separate report to the IHAP.
56. Council is also in receipt of a Planning Proposal for the site bounded by site bounded by Forest Road, Durham Street and Roberts Lane, Hurstville (known as the East Hurstville or Landmark site).
57. Council, at its meeting on 20 April 2016 considered a report on the Planning Proposal for the Landmark site, which requested the following:
- Change of zoning from IN2 Light Industrial and part R2 Low Density Residential to B4 Mixed Use;
  - Increase in maximum building height to 65 metres (Site A) and 25 metres (Site B);
  - Increase in FSR to 3.5:1 (Site A) and 1.5:1 (Site B) and a bonus FSR incentive (1.5:1) for development including "hotel and motel accommodation" and a range of community and infrastructure uses.
58. Subsequent to the report, Council, at the meeting made changes to the Planning Proposal for the Landmark site. As a result the Planning Proposal is currently on hold for

further review. The Planning Proposal has been returned to Council following consideration by the Department of Planning for a Gateway Determination.

59. A review of Council's records also indicates that there are examples of other approvals in the Hurstville City Centre where a greater height has been permitted behind a lower/medium scale along the Forest Road frontage.
60. Approvals have also been issued by the Sydney East Joint Regional Planning Panel (JRPP) for a development opposite the East Quarter development, on the corner of Hill Street and Forest Road. The approval for this development has a 13 storey corner element with the remainder of the building stepping down to between 6-7 storeys.
61. As outlined above, the GMU report states that the proposal responds to the key Land Use Principles as identified in the DCP No 2. The proposal is seeking to have the greater height of 46.5m on the site fronting Forest Road and Hudson Street and steps down to 34.5m on the sites fronting Wright Street and Forest Road.
62. It is considered that in the context of the surrounding development adjacent to the proposal that the proposed maximum height of 46.5m (14 storeys) on the western portion of the subject site would not be out of context with the surrounding development and further design details around scale and massing can be developed through the development of specific DCP controls for the subject site.
63. The development of these specific provisions will take into account the provisions of the Apartment Design Guide (ADG) as well as identifying detailed controls for setbacks to the adjoining residential development, street activation provisions and vehicular access points, building massing and form as well as provisions to upgrade to public domain. Consideration will also be given to the provision of deep soil landscaped areas and through site connections.

## 6. TRAFFIC ANALYSIS

64. During the development of planning controls for the Hurstville City Centre, the former Hurstville Council was required by Transport for NSW (TfNSW) and the Roads and Maritime Services (RMS) to undertake a Transport Management and Accessibility Plan (TMAP).
65. Part of the subject site is outside the boundaries of the Hurstville City Centre however, it was included in the area considered by the TMAP.
66. The Hurstville City Centre TMAP (2013) prepared by GHD Pty Ltd is used to inform future planning controls and ensure that a coordinated and efficient approach is taken in the planning of land use and investing in transport infrastructure.
67. The purpose of the TMAP was to recommend the amount of additional Gross Floor Area (GFA) which can be developed in the Hurstville City Centre while giving consideration to potential accessibility and infrastructure implications. The TMAP was adopted by Council in June 2013 and informed the finalisation of planning controls for the Hurstville City Centre which were incorporated into HLEP 2012 on 10 July 2015.

68. The TMAP considered broad land use assumptions based upon the objectives of the respective land use zones for the modelling of Hurstville City Centre Masterplan precincts.
69. As part of the subject Planning Proposal, a Traffic Impact Assessment (GHD Pty Ltd, August 2014) (Revision 1) was submitted and referenced the TMAP. The Assessment demonstrated that the intersection of Hudson Street and Forest Road performed well under the current traffic situation (Level of Service A or very good), but is expected to deteriorate beyond acceptable limits in the future with expected traffic generation from the proposed development.
70. The Traffic Impact Assessment submitted with the Planning Proposal also proposed to signalise the intersection of Hudson Street and Forest Road.
71. An assessment of the proposed signalisation of this intersection was undertaken by Council's Traffic Engineers. They have advised that although it would provide safe pedestrian access across Forest Road for residents and visitors (retail/commercial) of the development, it would not assist in improving the traffic flow within the road network.
72. A further addendum to the traffic report was prepared by the applicant (GHD, July 2015) to examine the potential traffic and parking implications of Revision 2 of the Planning Proposal (264 apartments and 1,100m<sup>2</sup> retail floor space).
73. This Traffic Addendum notes that in accordance with the RMS rates in the *RTA Guide to Traffic Generating Developments (2002)*, the number of PM peak trips generated by Revision 2 is 175, which is less as compared to the total PM trips on the subject site of 222 in 2021 and 400 in 2036 (based on the assessment undertaken as part of the TMAP).
74. An updated traffic assessment for **Revision 6** has been undertaken.
75. **Revision 6** includes a Traffic Study Confirmation (March 2016) also prepared by GHD Pty Ltd (see **Appendix 3**). The Traffic Study Confirmation concludes that although the land use configuration for **Revision 6** has been modified since the Traffic Addendum (GHD, July 2015) to 217 apartments and 1,150m<sup>2</sup> retail floor space, the total expected peak hour trip generation is still the same.
76. **Revision 6** proposes a residential floorspace of 20,478m<sup>2</sup> (95%) and a retail floorspace of 1,150m<sup>2</sup> (5%). Although the proposal is inconsistent with the TMAP modelling assumptions, it is not considered that the configuration of the proposed development will result in significant impacts to the road traffic network.
77. Therefore, no further intersection analysis is required to assess the traffic impacts of the revised proposal (**Revision 6**).
78. The Traffic Study Confirmation also identified that a 2m dedication is proposed to be provided along the frontage of Forest Road between Hudson Road and Wright Street, to allow Council to implement a potential future widening of this section of Forest Road. The 2m dedication forms part of the VPA which is the subject of a separate report to Council.
79. With respect to the proposed land dedication for potential widening purposes, Council's Engineering Services have advised that what has been proposed is acceptable.

## 6.1 Transport Management and Accessibility Plan (“TMAP” 2013)

80. As outlined above, during the development of planning controls for the Hurstville City Centre, the former Hurstville Council was required to prepare a TMAP in response to the amount of floor space (1,141,000m<sup>2</sup>) initially contained within the draft City Centre LEP, the potential accessibility and infrastructure implications and the inconsistency with *S.117 Direction 3.4 - Integrating Land Use and Transport*.
81. The TMAP adopted by Council in June 2013 recommended that there is potential to develop 363,000m<sup>2</sup> additional GFA resulting in a total of approximately 861,354m<sup>2</sup> in the City Centre by 2036.
82. A level of inconsistency with Direction 3.4 currently exists because the total GFA allowed for by the planning controls adopted in the City Centre (and included in the HLEP 2012 - Amendment No. 3) is 1,091,000m<sup>2</sup> (the initial 1,141,00m<sup>2</sup> GFA figure was reduced to address inconsistencies with the TMAP analysis) which is 229,646m<sup>2</sup> more than recommended in the TMAP.
83. Since the gazettal of the HLEP 2012 - Amendment No 3 (July 2015), there has been a number of development approvals (Council, JRPP and PAC) well above the maximum building height and FSR in the HLEP 2012 and a number of Planning Proposals with significant increases in both height and FSR proposed.
84. The TMAP provides a number of key recommendations for road and traffic infrastructure in the City Centre. In particular it recommends policies with *“road infrastructure improvements which are targeted at increasing road capacity on rail crossings and network reliability on both regional roads and city centre access routes”* (RN1).
85. *Hurstville City Centre Action Plan (Table 52)* in the TMAP report provides a list of road network and intersection improvements along with other transport and land use works and actions required in the short, medium and long term to support the future planning of the City Centre and to provide an efficient road network.
86. Some of the key road works identified include the widening of The Avenue railway underpass, widening of the Lily Street rail overpass (currently under construction), upgrades to the Treacy Street overpass and the intersection of King Georges Road and Hillcrest Avenue.
87. In October/November 2015, Council commissioned GHD Pty Ltd to undertake traffic modelling analysis using the model developed for the TMAP. This work was to assess the cumulative impact on the local road network of the Planning Proposal request (Revision 3) along with a number of other major approvals and Planning Proposals in the vicinity of the subject site, including:
  - Planning Proposal for site bounded by Forest Road, Durham Street and Roberts Lane, Hurstville (PP2015/0001);
  - Planning Proposal for East Quarter Stage 3 at 93 Forest Road, Hurstville (PP2014/0002);
  - Development Application for 23-35 Treacy Street, Hurstville (Major Project under Part 3A of the EP&A Act); and
  - Development Application for 1-5 Treacy Street, Hurstville (DA2014/1083).

88. GHD Pty Ltd reviewed the Planning Proposal (Revision 3). The modelling found that a number of intersections will require additional upgrades above those previously included in the TMAP (2013) as a direct consequence of the cumulative impact of these Planning Proposals and Development Applications.
89. Specifically, the analysis identified that the intersection of Forest Road/ Wright Street/ Durham Street would operate over capacity, in particular for right turns from Forest Road into Durham Street. The recommendation of this is that the intersection of Forest Road/ Wright Street/ Durham Street must be signalised.

## 7. STRATEGIC PLANNING CONTEXT

### 7.1 A Plan for Growing Sydney (Metropolitan Strategy)

90. The Planning Proposal request is broadly consistent with the aims of *A Plan for Growing Sydney* (Metropolitan Strategy).
91. A Plan for Growing Sydney sets out 664,000 new homes and 689,000 jobs will be required in the Sydney Metropolitan Region by 2031. **Revision 6** will contribute toward housing and jobs in an area close to existing transport infrastructure and services.
92. As noted in the Metropolitan Strategy *“Locating jobs in around 30 to 40 large centres will provide greater benefits to the overall productivity of Sydney. Strategic centres are areas of intense, mixed economic and social activity that are built around the transport network and feature major public investment in services such as hospitals and education and sports facilities. Together, these centres form a network of transport-connected hubs that help to make Sydney a networked and multi-centred city.”*
93. The proposal will also contribute to reinforcing the status of Hurstville as a Strategic Centre. The proposal achieves the following relevant Goals and Directions of the Metropolitan Strategy:
- Goal 1: A competitive economy with world-class services and transport*
- Direction 1.7: Grow strategic centres – providing more jobs closer to home
94. It is recommended that a minimum non-residential floor space of 0.5:1 be included to ensure that potential employment floor space is retained on the subject site and within the Hurstville Centre.
95. The incorporation of the minimum non-residential floor space requirement of 0.5:1, will contribute towards achieving this Direction through providing employment floor space within the Hurstville Strategic Centre, on a site which benefits from its proximity to the commercial, retail and services within the Hurstville City Centre. This will also assist in delivering more investment and business activity and increased productivity.
96. It is recommended that Clause 4.4A of HLEP 2012 be amended to include a specific provision for the subject site requiring a minimum non-residential floor space ratio of 0.5:1. This will encourage the development of retail/commercial floorspace at ground floor level and ensure the activation of the street frontages.

*Goal 2: A city of housing choice, with homes that meet our needs and lifestyles*

- Direction 2.1: Accelerate housing supply across Sydney
- Direction 2.2: Accelerate urban renewal across Sydney – providing homes closer to jobs
- Direction 2.3: Improve housing choice to suit different needs and lifestyles

97. **Revision 6** will provide approximately 217 new dwellings in the form of a mix of apartments. The site is suitable for this increase in dwellings as it is located within the Hurstville Strategic Centre, close to jobs and public transport services (Illawarra Railway line and bus interchange) with frequent services.
98. Housing choice to suit the varying needs of residents will be provided through the development of the anticipated 217 new dwellings on the site, with a range of sizes provided to satisfy the *Principle 8: Housing diversity and social interaction* of SEPP 65.

*Goal 3: Sydney's great places to live*

- Direction 3.3: Create healthy built environments

99. **Revision 6** assists in encouraging healthy communities by creating mixed-use development that provides a convenient focus for daily activities and benefits from its proximity to the retail and services within the Hurstville City Centre. It is also in close proximity to Kemp Field, which provides a recreation area for the local community.

**Sydney South Subregion**

100. In relation to the priorities of the South Subregion, **Revision 6** provides housing supply and choice in a suitable location for housing intensification and urban renewal within the established Hurstville City Centre serviced by a key public transport corridor (Illawarra Railway Line).
101. **Revision 6** addresses the Hurstville Strategic Centre priorities of providing capacity for additional mixed use development in Hurstville including offices, retail, services and housing. It is also consistent with the "Planning Principles" for growth identified in the Metropolitan Strategy, including:
- Principle 1: Increasing housing choice around all centres through urban renewal in established areas
102. **Revision 6** will increase housing opportunities within Hurstville City Centre (with an estimated 217 new residential apartments) within walking distance from Hurstville Railway Station and bus interchange. The subject site is also in close proximity and has direct access to shops and services, is close to employment opportunities, which will reduce car dependency.
103. Increasing the variety of housing available will provide housing choice to suit different lifestyles, household sizes and affordability.

- Principle 2: Stronger economic development in strategic centres and transport gateways
104. A minimum non-residential FSR of 0.5:1 is recommended, equating to approximately 2,704m<sup>2</sup> of employment floor space, as compared with the 4,707m<sup>2</sup> of existing commercial/retail floorspace on the site.
105. It is anticipated that this floor space will provide for jobs and addresses Principle 2 through locating jobs within the strategic centre of Hurstville, an important hub for business and employment and one of Sydney's 'transport gateways'.

## 7.2 Draft South Subregional Strategy (2007)

106. The draft South Subregional Strategy includes key directions and strategies for economy and employment, centres and corridors, housing and transport and sets dwelling and employment targets for the South Subregion to 2031.
107. The Strategy identifies the Hurstville City Centre as a 'Major Centre'. The dwelling target for the Hurstville LGA to 2031 is 4,100 additional new dwellings and the employment target is 3,000 additional new jobs.
108. The draft South Subregional Strategy (2007) includes key directions and strategies for economy and employment, centres and corridors and housing which are relevant to this Planning Proposal.
109. In relation to economy and employment, the key relevant directions include:
- Retain strategic employment lands including those required for utilities and local services.
  - Strengthen the commercial centre of Hurstville.
110. In relation to centres and corridors, the key relevant directions include:
- Increase densities in centres whilst improving liveability
  - Ensure sufficient commercial office sites in strategic centres
111. In relation to housing, the key relevant directions include:
- Focus residential development around centres, town centres, villages and neighbourhood centres
112. It is noted that a new District Plan is under preparation for the South Subregion by the Greater Sydney Commission.

## 7.3 Hurstville City Centre Masterplan 2004

113. The former Hurstville Council in collaboration with the NSW Government Architect developed a Concept Master Plan for Hurstville City Centre, which was adopted in 2004.
114. The Concept Master Plan includes seven key principles to improve the public infrastructure and amenity in Hurstville City Centre. The Masterplan divides the City Centre into six precincts, each having unique characteristics.

115. Part of the subject site is situated within the Eastern Bookend precinct. The Masterplan notes that this precinct has the potential to form the eastern gateway to the City. It is considered that the Planning Proposal is consistent with the principles in the Masterplan.

#### **7.4 Hurstville Development Control Plan No.1 – LGA Wide**

116. Hurstville Development Control Plan No. 1 – LGA Wide (DCP No.1) applies to all land in the Peakhurst, Mortdale and Hurstville Wards of the Georges River LGA outside the Hurstville City Centre, and includes No 108 and 112 Forest Road, Hurstville (zoned B2 Local Centre) and Nos 1 and 3 Wright Street, Hurstville (zoned R3 Medium Density Residential).
117. Should the subject site be rezoned to B4 Mixed Use, it is recommended that the Hurstville City Centre boundary be amended to include No 108 and 112 Forest Road, Hurstville and Nos 1 and 3 Wright Street, Hurstville.
118. In this regard, the provisions of HDCP No 1 will no longer apply.

#### **7.5 Hurstville Development Control Plan No. 2 – Hurstville City Centre**

119. As outlined above, parts of the subject site zoned B2- Local Centre zone (Nos 108 and 112 Forest Road Hurstville) and R3 - Medium Density Residential (Nos 1 and 3 Wright Street Hurstville) are situated outside the boundaries of the Hurstville City Centre which means the provisions of HDCP No. 2 – Hurstville City Centre do not currently apply.
120. If the subject site is rezoned to B4 Mixed Use, it will be necessary to amend HDCP No. 2 by inserting a new Hurstville City Centre Land Application Map in Appendix 1 of the DCP to include the subject site within the boundaries of the Hurstville City Centre.
121. HDCP No. 2 applies to No 124 Forest Road Hurstville and this site is located in the Eastern Bookend precinct of the Hurstville City Centre.
122. As outlined above, it is recommended that the DCP also be amended to include specific development controls related to the subject site.
123. Such provisions would include, but not be limited to identifying detailed controls for setbacks to the adjoining residential development, street activation provisions and vehicular access points, building massing and form as well as provisions to upgrade to public domain, the provision of deep soil landscaped areas and through site connections and linkages.

#### **7.6 Draft Hurstville Employment Lands Study**

124. In 2014, the former Hurstville Council commissioned independent consultants Jones Lang LaSalle (JLL) and SJB Planning to prepare a draft Employment Lands Study to review all land zoned IN2 - Light Industrial and commercial centres (land zoned B1- Neighbourhood Centre and B2- Local Centre) under Hurstville LEP 2012.
125. The objectives of the draft Employment Lands Study include:
- A detailed land use survey and analysis of the strengths, weaknesses and opportunities of the employment lands;
  - A market assessment;
  - A review of the NSW State Government's employment targets; and

- A review of the effectiveness of the existing planning controls.
126. With the proclamation of Georges River Council in May 2016, the draft study is currently under review to expand consideration of the study area to include the former Kogarah Council LGA.

#### **7.7 Hurstville Section 94 Development Contributions Plan 2012**

127. The Hurstville Section 94 Development Contributions Plan 2012 applies to all land in the Hurstville LGA. As outlined above, should the subject site be rezoned to B4 - Mixed Use zone, it is recommended that the Section 94 Plan be amended to include the whole of the subject site within the Hurstville City Centre.
128. The Section 94 Plan includes specific provisions which levy development in the Hurstville City Centre for non-residential floor space and deficient car parking spaces. It is recommended that the Hurstville Section 94 Development Contributions Plan 2012 be amended by inserting a new Hurstville City Centre map which incorporates the subject site within the boundaries of the Hurstville City Centre. This will then allow Council to levy for non-residential floor space and any deficient car parking spaces as part of any development application.

#### **7.8 Economic Impact Assessment**

129. An Economic Impact Assessment (EIA) was prepared by Urbis (August 2014) for the Planning Proposal (Revision 1) which included an estimate of current employment floor space of 4,707m<sup>2</sup> and 175 jobs on the subject site. The Planning Proposal (Revision 1) also included a proposed estimate of 5,695m<sup>2</sup> of retail/commercial employment GFA and a total of 204 jobs.
130. Independent employment generation rates provided by SGS Economics and Planning have been utilised to assess the employment generation in the Planning Proposal.
131. As outlined in Table 5 below, **Revision 6** results in a reduction of employment floor space as compared to current employment on the subject site, as at December 2014.

**Table 5: Economic Impact Assessment – Employment Floor Space Assessment**

	Planning Proposal Estimates				Council Assessment
	Current Employment Floorspace (estimated December 2014)	Proposed Employment Floorspace (estimated December 2014 - Revision 1)	Current Employment Floorspace (estimated March 2016)	Proposed Employment Floorspace (estimated March 2016 - Revision 6)	Proposed Employment Floorspace (based on SGS rates)
Commercial Floor Space	3063sqm <sup>(1)</sup>	2490sqm <sup>(2)</sup>	1500sqm <sup>(3)</sup>	Not provided	Not provided
Retail Floor Space		1890sqm <sup>(4)</sup>	1600sqm <sup>(5)</sup>	1150 (1035sqm GLA) <sup>(6)</sup>	1150 (1035sqm GLA) <sup>(7)</sup>
Industrial Floor Space	1644sqm <sup>(8)</sup>	N/A	Floor space not included	Not provided	Not provided
Gym/ Fitness	N/A	1315sqm <sup>(9)</sup>	N/A	N/A	N/A
Total employment Floorspace	4,707sqm	5,695sqm	3,100sqm	1,150sqm	1,150sqm
Estimated total jobs	175 jobs	204 jobs	110 jobs	113 jobs	46 to 77 jobs

**Notes:**

- (1) Commercial estimated at one employee /20sqm
- (2) Commercial estimated at one employee / 67sqm
- (3) Commercial estimated at one employee / 22sqm
- (4) Retail estimated at one employee / 40sqm
- (5) Retail estimated at one employee / 69sqm
- (6) Retail estimated at one employee / 16.5sqm
- (7) Retail estimated at SGS rate of one employee / 15-25sqm
- (8) Industrial estimated at one employee/ 90sqm
- (9) Gym/fitness at one employee / 27sqm

132. A revised Economic Impact Assessment (EIA) was prepared by Urbis (March 2016) to accompany **Revision 6**.
133. The EIA (March 2016) included a total current employment of 3100m<sup>2</sup> of retail/commercial GFA (the EIA appears to have excluded Nos. 108 and 112 Forest Road from the total figure) estimating 110 jobs currently on the subject site. The EIA (March 2016) is included in **Appendix 4**.
134. The EIA (March 2016) also estimates the proposed number of employees in the development resulting from **Revision 6** at 113 retail employees on the 1150m<sup>2</sup> proposed retail (estimate based on approximately 16.5 jobs/m<sup>2</sup>).
135. In relation to the removal of the commercial space component in an earlier version of the Planning Proposal (Revision 5), the EIA (March 2016) notes that “demand for traditional

*office space is subdued, with surplus capacity in the market able to accommodate future employment growth”*

136. The EIA (March 2016) also noted that the revised proposal will not have an adverse economic impact on the Hurstville Centre or its capacity to achieve its 2031 employment targets. The proposed development will increase the housing supply in a market where population growth is expected to exceed its existing development and affordability is an issue.
137. It is noted from Table 5 above that the existing commercial/retail GFA on the subject site is 4,707m<sup>2</sup> (an approximate FSR of 0.9:1), while **Revision 6** provides for 1150m<sup>2</sup> (an approximate FSR 0.2:1). This represents a reduction in the future employment floor space on the subject site.
138. The employment (job) numbers proposed in **Revision 6** have been reviewed with independent employment rate/m<sup>2</sup> estimates provided by SGS Economics and Planning Pty Ltd (SGS) as follows:
- Retail (speciality food) – ranging between 15-25m<sup>2</sup>/job
  - Retail (including personal goods/services/other retail/ clothing and soft goods) - Ranging between 25-35 m<sup>2</sup>/job
  - Commercial - Ranging between 20-30 m<sup>2</sup>/job
  - Industrial - 90 m<sup>2</sup>/job
139. Based on the proposed retail floor space in **Revision 6** and employment generation rates provided by SGS, the proposed employment (job) numbers on the subject site varies between 46 - 77 employees. This is a reduction of between 98 – 129 jobs, which currently exist on the subject site.
140. *A Plan for Growing Sydney* identifies that a commercial core in Hurstville is to be retained, as required, for long-term employment growth and that capacity be provided for additional mixed-use development in Hurstville including offices, retail, services and housing.
141. Although **Revision 6** proposes a loss of jobs, it is considered that due to the location of the site within the City Centre, that this is not critical, however it is considered that any future development must include some commercial/retail floor space to ensure that services can be provided to both current and future residents, on and around the site and also to ensure ground floor activation of all of the street frontages.
142. To ensure that this does occur, it is proposed to amend Clause 4.4A of HLEP 2012 to include a minimum non-residential FSR of 0.5:1. This would aim to provide for up to 2,704m<sup>2</sup> of employment floor space and depending on the employment generating use, between 77 - 108 jobs.

## 6. OFFER TO ENTER INTO A VOLUNTARY PLANNING AGREEMENT (VPA)

143. As part of **Revision 6**, the applicant on 11 March 2016 has submitted an amended offer to enter into a Planning Agreement with Council in accordance with section 93F of the *Environmental Planning and Assessment Act 1979*.

144. A VPA is a mechanism which allows for negotiation and agreement between planning authorities and developers to extract public benefits from the planning process and ensure that development produces targeted public benefits over and above measures to address the impact of development on the public domain.
145. The VPA offer provides for the following public benefits:
- A monetary contribution, which is consistent with other monetary contributions negotiated within the Hurstville City Centre Precinct; and
  - Land dedication along the Forest Road frontage to provide for road widening and other road works
146. The Heads of Agreement are currently being finalised and the offer to enter into a Planning Agreement will be considered as future report to Council.

## 7. THE PLANNING PROPOSAL

147. **Revision 6** has been assessed under the relevant sections of the *Environmental Planning and Assessment Act, 1979* and *Regulation, 2000* and the following advisory documents prepared by the Department of Planning and Environment:
- "A guide to preparing planning proposals" (August 2016) and
  - "A guide to preparing local environmental plans" (August 2016)
148. The following summarises the intended outcomes of the Planning Proposal to amend HLEP 2012 in relation to the subject site, as follows:
- Amend the Land Zoning Map (LZM) to rezone Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre to B4 – Mixed Use zone (Figure 14)
  - Amend the Land Zoning Map (LZM) to rezone Nos 1 - 3 Wright Street, Hurstville from R3 - Medium Density Residential zone to B4 - Mixed Use zone (Figure 14)

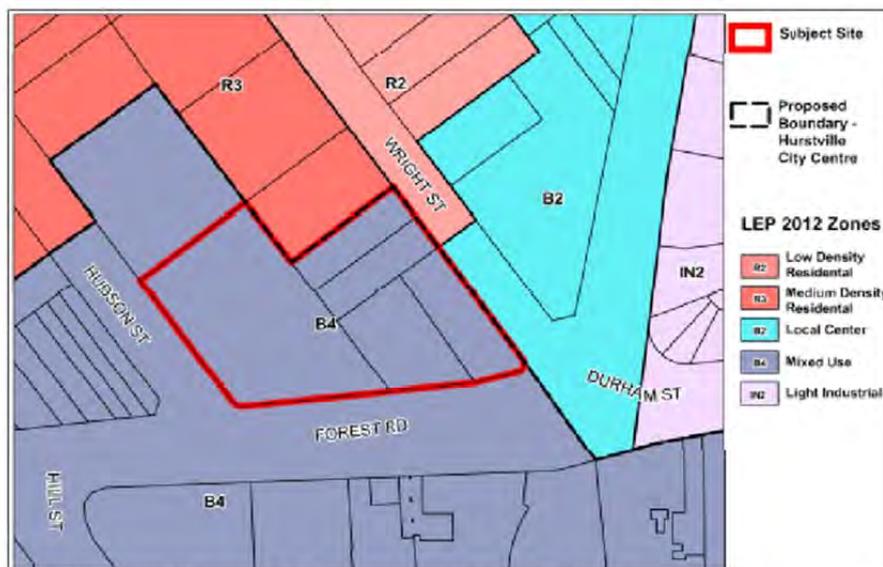


Figure 14 – Amendment to LZM - B4 Mixed Use zone – HLEP 2012

- Amend the height of building map (HOB) to increase the height of buildings for Nos 108 and 112 Forest Road and 1 and 3 Wright Street, Hurstville to 34m (Figure 15)
- Amend the height of buildings map (HOB) to increase the height of buildings for No 124 Forest Road, Hurstville to 46.5m (Figure 15); and

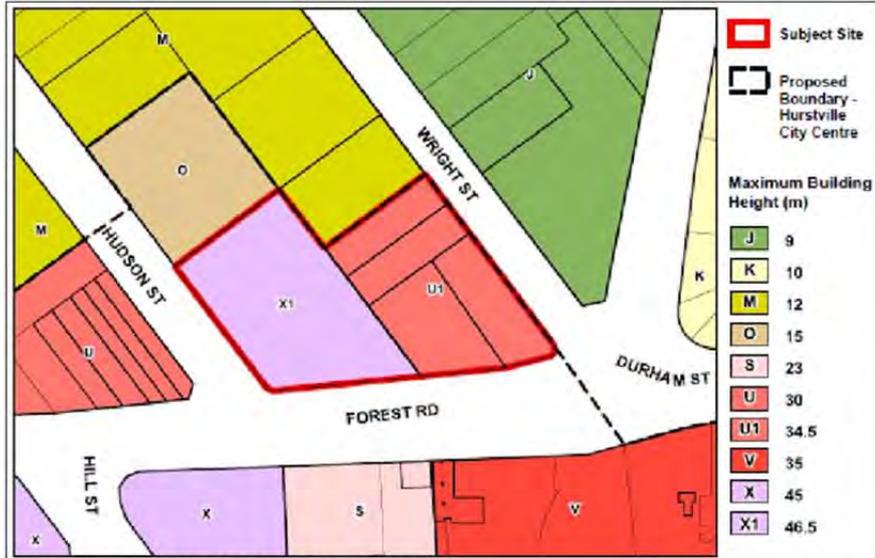


Figure 15 – Amendment to HOB Map – HLEP 2012

- Amend the floor space ratio map (FSR) to increase the maximum floor space ratio for Nos 108 and 112 Forest Road and Nos 1 and 3 Wright Street, Hurstville to 4:1 (Figure 16).



Figure 16 – Amendment to FSR Map – HLEP 2012

- Amend the Lot Size Map (Sheet LSZ\_008) to remove Nos. 1 and 3 Wright Street Hurstville from its application (Figure 17).



Figure 17 – Amendment to LSZ Map – HELP 2012

149. It is also proposed, as discussed above to amend Clause 4.4A to require a minimum non-residential FSR of 0.5:1 for the subject site

## 8. COMMUNITY CONSULTATION

150. Should **Revision 6** be supported it will be forwarded NSW Department of Planning and Environment for a Gateway Determination.
151. If a Gateway Determination is issued, and subject to its conditions, it is anticipated that the Planning Proposal will be exhibited for a period of twenty eight (28) days in accordance with the provisions of the Environmental Planning and Assessment Act, 1979 and Regulation, 2000 and any requirements of the Gateway Determination.
152. Exhibition material, including explanatory information, land to which the Planning Proposal applies, description of the objectives and intended outcomes, copy of the Planning Proposal and relevant maps will be available for viewing during the exhibition period on Council's website and hard copies available at Council service centres.
153. Notification of the public exhibition is proposed as follows:
- Newspaper advertisement in The St George and Sutherland Shire Leader;
  - Exhibition notice on Council's website;
  - Notices in Council service centres (Kogarah and Hurstville);
  - Letters to State and Commonwealth Government agencies, as identified in the Gateway Determination;
  - Letters to all landowners in the subject site; and
  - Letters to adjoining landowners (in accordance with Council's Notification Procedures).

- Drop in Sessions, manned by Strategic Planning staff. This will allow the community the opportunity to discuss the Planning Proposal with staff and make comments/feedback.

154. The anticipated project timeline for completion of the Planning Proposal is shown in Table 6 below:

**Table 6: Timeframe for Community Engagement**

Task	Anticipated Timeframe
Submission of revised Planning Proposal (subject of this assessment)	11 March 2016
Reporting to IHAP on Planning Proposal	24 November 2016
Report to Council	5 December 2016
Anticipated commencement date (date of Gateway determination)	February 2017
Timeframe for government agency consultation (pre and post exhibition as required by Gateway determination)	March 2017
Commencement and completion dates for public exhibition period (twenty eight (28) days)	Completed early May 2017
Dates for public hearing (if required)	N/A
Timeframe for consideration of submissions	June 2017
Timeframe for the consideration by Council of the planning proposal post-exhibition	August 2017
Date of submission to the Department to finalise the LEP	August 2017

## CONCLUSION

155. Should IHAP resolve to support the Planning Proposal, it is recommended that the Planning Proposal be considered at the next available Council meeting for endorsement to submit to the NSW Department of Planning.
156. Once endorsed by Council (the Administrator), the Planning Proposal document would be forwarded to the Department of Planning and Environment for a Gateway determination in accordance with Section 56 of the Environmental Planning and Assessment Act 1979.
157. With respect to the public exhibition of the Planning Proposal, if the Gateway is issued by the Department, it will specify the extent of consultation that Council must undertake, along with any additional conditions that may be imposed by the Gateway Determination.

## Operational Plan Budget

158. Within budget allocation.

**ATTACHMENTS**

- Attachment 1 Planning Proposal Request - Revision 6
- Attachment 2 Urban Design Peer Review & SEPP 65 Assessment Report - GMU
- Attachment 3 Traffic Study Confirmation (March 2016)
- Attachment 4 Economic Impact Assessment (March 2016)



## **Planning Proposal**

108, 112 & 124 Forest Road and 1-3 Wright Street, Hurstville

March 2016 (Revision D)

## ppd pty ltd

407, 5 Warayama Place  
Rozelle NSW 2039  
W 02 9818 6856  
T 0403 242 926

### **Disclaimer:**

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■ Planning Proposal – 108, 112 & 124 Forest Road & 1 & 3 Wright Street, Hurstville

# 1 Introduction

Hurstville City Council is requested to exercise its functions under Division 4 of Part 3 of the EPA Act and prepare a planning proposal to amend *Hurstville Local Environmental Plan (HELP) 2012* in relation to lands identified as 108, 112 and 124 Forest Road and 1-3 Wright Street, Hurstville (the 'subject site').

PP+D Pty Ltd has prepared this request on behalf of Shanghai Lihua Australia Pty Ltd (SLA Developments).

This request is structured in two parts. The first part, Sections 2-7, contains information about the site and its context and provides support and presents a case for making changes to the local environmental plan.

The second part, Section 8, contains the draft Planning Proposal prepared in accordance with the NSW Planning and Environment guidelines *A Guide to Preparing Local Environmental Plans* and *A Guide to Preparing Planning Proposals* dated October 2012.

## 2 Background

Following the initial purchase of the site at 124 Forest Road St in June 2013, Shanghai Lihua Australia (SLA) Pty Ltd purchased adjoining sites at 108 and 112 Forest Road and 1 Wright Street.

SLA has had discussions with the NSW Trustee and Guardian regarding the purchase 3 Wright Street. The Public Trustee is currently acting as Executor in the deceased estate and is expected to finalise the estate, which includes the property at 3 Wright Street, in the coming months.

The 'subject site' for this proposal has a consolidated area of 5,407 sm and comprises five (5) individual adjoining sites at 108, 112 and 124 Forest Road and 1-3 Wright Street.

SLA Developments vision for this site is to:

- Create a landmark high-quality mixed-use residential development that provides a sculptured gateway to the 'Bookend Precinct' of Hurstville Town Centre.
- Promote an active street culture of retail activity that is supported by high-density residential living.
- Provide improved pedestrian accessibility and amenity.

The Planning Proposal for this site has been revised and considered by Hurstville Council on a number of occasions.

The most recent proposal considered by Council (submitted on 26 August 2015) requested changes to Hurstville Local Environmental Plan (LEP) 2012 by:

1. amending the height of the buildings for the site to a range between 42m and 60m (currently 9m to 23m),
2. amending the floor space ratio control to 4.8:1 (currently 1.1 to 4:1) and
3. rezone parts of the Site from B2 Local Centre and R3 Medium Density Residential to B4 Mixed Use.

This Planning Proposal offers a mixed-use development varying in height from 13 to 19 storeys with approximately 260 residential units, 1,700m<sup>2</sup> of retail floor space on ground and basement levels and 600m<sup>2</sup> of commercial floor space on first and second floor levels.

Following consideration of this proposal Council engaged an independent urban design consultant to undertake an Urban Design Peer Review of the revised Planning Proposal. The Urban Design Peer Review does not support the Planning Proposal in its current form based upon the overall height and bulk, setback and separation distances between the properties to the north, higher street wall heights and the proposed density. The Urban Design Peer Review recommends that the applicant further amend the proposal to address the design issues.

The Urban Design Peer Review was referred to the St George Design Review Panel (DRP). The DRP has recommended that the Planning Proposal be amended in accordance with the recommendations of the

■ Planning Proposal – 108, 112 & 124 Forest Road & 1-3 Wright Street, Hurstville

Urban Design Peer Review and be presented for reconsideration by the Panel.

The revised Planning Proposal has also been assessed and modelled in Council's Traffic Model. The Traffic Modelling Report has recommended a number of mitigation measures including the signalisation of the Forest Road and Hudson Street intersection.

A revised Planning Proposal that included three (3) built form options and was presented to the DRP for consideration. The DRP provided a report, dated 18 February 2016, summarising their findings and recommendations having due regard to the previous recommendations of the Urban Design Peer Review.

This amended proposal has been prepared having due regard to the recommendations of the DRP and the key outcomes are detailed below.

Key Outcomes	Planning Proposal	Revised Planning Proposal
Height	60m (19-storey) 42m (13-storey)	46.5m (14-storey) 34.5m (10-storey)
FSR	4.8:1	4.0:1
Retail Space	1,700m <sup>2</sup>	1,150m <sup>2</sup>
Commercial Space	600m <sup>2</sup>	
Residential Units	260	217

■ PLANNING PROPOSAL – 108, 112 & 124 FOREST ROAD & 1-3 WRIGHT STREET, HURSTVILLE

### 3 Context and Site Details

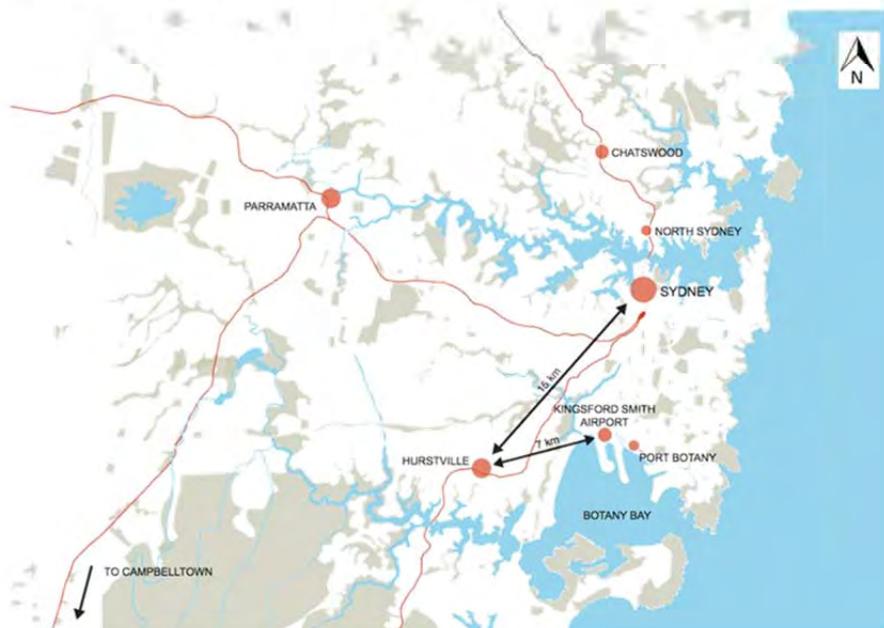
#### Regional Context

The site is located in the south Sydney suburb of Hurstville in the City of Hurstville Local Government Area (LGA). Hurstville is located 15km southwest of Sydney and is the main regional centre of southern Sydney (refer Figure 1). It sits at the southern end of the global arc that begins at Macquarie University and ranges over the CBD and Sydney Airport to Hurstville.

Hurstville has close access to the M5 and is 7km away from Sydney Airport and Port Botany. Two major railway lines—the Illawarra and the East Hills Lines—transect the area. Hurstville Station is the major hub on the Illawarra Line; all suburban and most interurban trains on the line stop there. The station is 20 minutes from Sydney Central station on the express service. Hurstville is also a major bus interchange location, with high volume services departing from Forest Road and Ormande Parade.

Hurstville contains a broad mix of residential development, including low-density housing, medium-density flats and high-density apartment buildings.

Figure 1: Regional Context

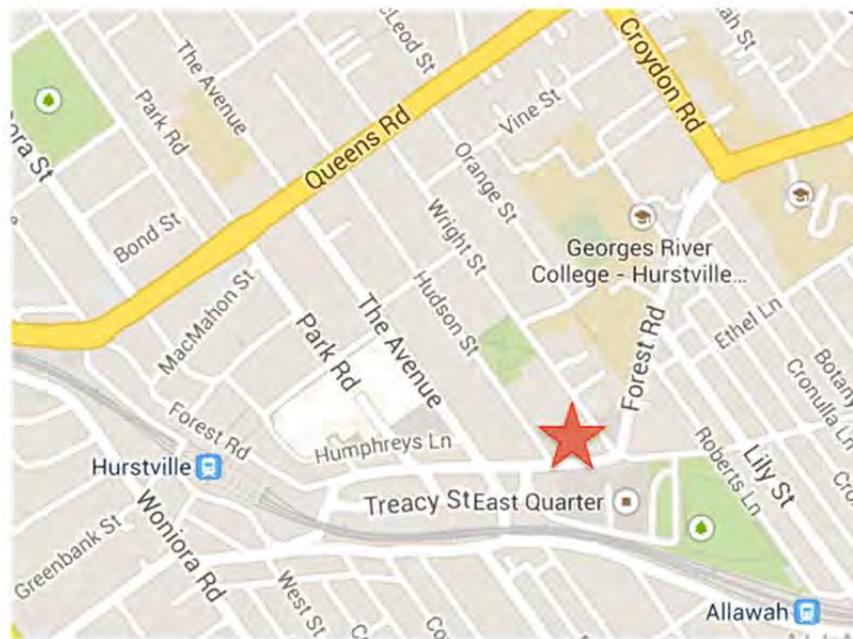


■ PLANNING PROPOSAL – 108, 112 & 124 FOREST ROAD & 1-3 WRIGHT STREET, HURSTVILLE

## Local Context

Within Hurstville, the subject site sits on the east end of the CBD area—on the north side of Forest Road between Wright Street and Hudson Street (refer Figures 2 & 3).

Figure 2. Local Context (star indicates site location)



The Hurstville CBD area is an elongated east-west shape with the Hurstville Railway Station and retail hub at its centre. Most of the CBD area is located within a 5-minute walk (with the edges of the city centre within a 10-minute walk) from the railway station and major bus route stops.

Forest Road, the area's traditional main street, runs parallel to the railway line. The street is lined with 2-3 storey buildings with shops on street level. Westfield Hurstville lies in a valley to the north of the railway station and has a number of pedestrian paths in the form of arcades and laneways leading through the central retail area to the shopping centre.

The centre's urban form is characterised by its hill top location, the clear street grid and the traditional main street with retail and other commercial uses.

All the major public open spaces in Hurstville are located outside the CBD area. Hurstville Oval, Penshurst Park, Woodville Park, Croot Park and Kempt Field lie outside the boundary of the CBD and are within a 10-minute walking distance. Within the city centre there are very few public squares or parks.

Many local schools are located close to the Hurstville city centre. They are Penshurst Girls High, Danebank School, St Declans Catholic Primary School,

■ PLANNING PROPOSAL – 108, 112 & 124 FOREST ROAD & 1-3 WRIGHT STREET, HURSTVILLE

Hurstville Boys High, Hurstville Public School (350m from subject site), Bethany College and Hurstville Technical High (650m from subject site).

Figure 3. Local Context



### Site Details

The subject site is located on Forest Road, Hurstville between Hudson Street and Wright Street. The site comprises five (5) distinct properties as outlined in red in Figure 4 and detailed in Table 1.

The subject site has a total area of 5,407 sm with a 90.6m frontage to Forest Road, 70.9m frontage to Wright Street and 49.3m frontage to Hudson Street.

The Urban Design Report that forms part of this proposal provides further detailed analysis of the site.

■ PLANNING PROPOSAL – 108, 112 & 124 FOREST ROAD & 1-3 WRIGHT STREET, HURSTVILLE

Figure 4. Aerial View of Subject Site



Table 1. Site Details

Address	Lot/DP	Current Use	Area (sm)
108 Forest Road	Lot 1 DP78322	Auspeed Pty Ltd (car mechanical repairs and tyre service).	741
112 Forest Road	Lot 1 DP75572	Hawleys Engineering (engineering & tool making)	903
124 Forest Road	Lot 4 DP421391	Ground Floor Dick Smith, Gym, Bing Lee Electricals Ideal Store First Floor English Live, Superhelp Australia Pty Ltd Ace Coaching Pty Ltd, First Base Training Mortgage Choice, Information Exchange Pty Ltd, York Coaching Hunter, Neuronworks Consulting Pty Ltd, Skyland Property Group AA Technology Services Pty Ltd and Australian Building Development Group	2,771
1 Wright Street	Lot 55 DP78322	Dwelling house	496
3 Wright Street	Lot 54 DP78322	Dwelling house	496

■ PLANNING PROPOSAL – 1/16, 112 & 124 FOREST ROAD & 1-3 WRIGHT STREET, HURSTVILLE

## Key Opportunities

The location and amalgamation of the sites provide an exceptional opportunity for future development. The key opportunities are summarised as follows:

### **Transport Orientated Development**

The site is 650m from the major Hurstville railway station and 530m from the Allawah railway station—an 8 and 6-minute walk, respectively. This location provides the opportunity to utilise Transport Orientated Development (TOD) principles to promote high quality mixed-use development.

### **Vibrant Streetscape and Increased Pedestrian Activity**

Since the site is strategically located within walking distance to shops, schools, parks and public transport, dense redevelopment will boost pedestrian activity in the area. Redevelopment also provides the opportunity to create a more vibrant streetscape by activating Forest Road with ground floor retail space.

Pedestrian flow across Forest Road can be enhanced. East Quarter has set up a potential link from the village square to Kempt Field to Allawah Station, per the intentions of council in its Masterplan.

### **Public Domain**

Redevelopment provides an opportunity to improve the public domain through provision of public plaza, pedestrian linkages, attractive landscaping, public art and footpath upgrades.

### **Gateway to Hurstville City Centre**

Redevelopment provides an opportunity to strengthen the site's function as the eastern gateway to the City Centre.

### **Development Feasibility Through Increased Height**

There is an opportunity to increase the height of buildings on the site without unduly impacting upon the views and solar access of existing and future residential dwellings or existing and planned areas of open space.

## Key Challenges

The key challenges for any future development on the subject site are summarised as follows:

### **Local Traffic Network**

A key principle of the Hurstville City Centre Concept Masterplan 2004 is "a simplified traffic system including rationalisation of traffic flows on key streets and enhanced integration of alternate traffic modes".

### **Pedestrian Activity**

Pedestrian activity in the area is constrained by limited safe pedestrian crossings on Forest Road.

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**Maintaining Views and Solar Access**

It is recognised that the location and height of revised building envelopes are constrained by a desire to maintain, as far as practicable, adequate solar access to existing and future residential developments, and a desire to maintain, as far as practicable, views that would not be lost if the development sites were developed in accordance with existing controls.

**Adjoining medium density residential development**

Existing residential development to the north of the subject site is generally characterised by 3-4 storey residential flat buildings.

**Heritage**

There are a number of locally significant heritage items identified within the generally locality of the subject site. These items are along Forest Road and The Avenue.

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## 4 Statutory Context

The *Hurstville Local Environmental Plan (HELP) 2012* applies to the subject site. More recently the draft *Hurstville City Centre LEP* was made as an amendment to *HELP 2012* and is known as *HELP 2012 (Amendment No 3)*.

Table 2 below provides a summary of the current zoning and key development control standards for the lands that make up the subject site.

Table 2. Zoning and development control standards

Address	Zone	Height (m)	FSR
108 Forest Road	B2 Local Centre	9	1.5:1
112 Forest Road	B2 Local Centre	9	1.5:1
124 Forest Road	B4 Mixed Use	23	4:1
1 Wright Street	R3 Medium Density Residential	12	1:1
3 Wright Street	R3 Medium Density Residential	12	1:1

Under the current controls the site can achieve a floor space of 14,542m<sup>2</sup> or an overall FSR of 2.7:1.

The objectives of the B2 zone are:

1. To provide a range of retail, business, entertainment and community uses that serve the needs of people who live in, work in and visit the local area.
2. To encourage employment opportunities in accessible locations.
3. To maximise public transport patronage and encourage walking and cycling.
4. To maintain a commercial and retail focus for larger scale commercial precincts.

The B2 zone allows for a range of compatible land uses, including:

*Boarding houses; Child care centres; Commercial premises; Community facilities; Educational establishments; Entertainment facilities; Function centres; Home industries; Information and education facilities; Medical centres; Passenger transport facilities; Recreation facilities (indoor); Registered clubs; Respite day care centres; Restricted premises; Roads; Service stations; Shop top housing; Signage; Tourist and visitor accommodation; Water recycling facilities.*

The objectives of the B4 zone are:

1. To provide a mixture of compatible land uses.

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2. 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.
3. To allow for residential development in the Hurstville City Centre while maintaining active retail, business or other non-residential uses at street level.

**The B4 zone allows for a range of compatible land uses, including:**

Boarding houses; Car Parks; Child care centres; Commercial premises; Community facilities; Dual Occupancies; Educational establishments; Entertainment facilities; Function centres; Hostels; Hotel or motel accommodation; Information and education facilities; Medical centres; Mortuaries; Multi Dwelling Housing; Passenger transport facilities; Places of Public Worship; Recreation Areas; Recreation facilities (indoor); Registered clubs; Residential Flat Buildings; Respite day care centres; Restricted premises; Roads; Seniors housing; Service Stations; Shop top housing; Signage; Tourist and visitor accommodation; Veterinary Hospitals.

**The objectives of the R3 zone are:**

1. To provide for the housing needs of the community within a medium density residential environment.
2. To provide a variety of housing types within a medium density residential environment.
3. To enable other land uses that provides facilities or services to meet the day-to-day needs of residents.
4. To ensure that a high level of residential amenity is achieved and maintained.
5. To provide for a range of home business activities, where such activities are not likely to adversely affect the surrounding residential amenity.

**The R3 zone allows for a range of compatible land uses, including:**

Animal boarding or training establishments; Attached dwellings; Bed and breakfast accommodation; Boarding houses; Building Identification signs; Business identification signs; Car parks; Child care centres; Community facilities; Dual occupancies; Dwelling houses; Environmental protection works; Exhibition homes; Exhibition villages; Flood mitigation works; Group homes; Home-based child care; Home businesses; Home industries; Multi dwelling housing; Neighbourhood shops; Places of public worship; Recreation areas; Recreation facilities (indoor); Residential flat buildings; Respite day care centres; Roads; Secondary dwellings; Semi-detached dwellings; Seniors housing; Shop top housing; Water recycling facilities; Water reticulation systems

## 5 Strategic Planning Context

The following provides a summary of the strategic planning documents considered to be most relevant to this proposal.

### 2014 NSW Population and Dwelling Projections

The population of Hurstville LGA is projected to increase by 22,150 for the period 2011-2031. This equates to a need for an additional 9,300 new dwellings.

Amendment No. 3 to Hurstville LEP 2012 was made in July 2015. It is estimated that this amended LEP creates capacity for an additional 4,000 new dwellings post 2036. This is a significant shortfall on the 9,300 new dwellings required for the Hurstville LGA by 2031.

Hurstville Council needs to plan for additional dwellings to cater for projected population growth.

### NSW 2021—State Plan

NSW 2021 replaces the NSW State Plan as the government's ten-year strategic business plan setting priorities for action and guiding resource allocation. The key objectives of NSW 2021 are to:

- Rebuild the economy
- Provide quality services
- Renovate infrastructure
- Restore government accountability
- Strengthen the local environment and communities.

### A Plan for Growing Sydney

A Plan for Growing Sydney (the Sydney metropolitan strategy) is the NSW Government's 20-year plan for the Sydney Metropolitan Area. It provides direction for Sydney's productivity, environmental management, and liveability; and for the location of housing, employment, infrastructure and open space.

The recognised key drivers to preparing this new strategy are:

- Sydney's population is now expected to rise by more than 1.4 million by 2031 and this additional population will require 545,000 more homes and 625,000 more jobs.
- Our population will change by 2031, with 900,000 people over the age of 65 which is nearly twice as many people over that age today. There will also be more than one million people under 15 years of age.
- Over the past decade there has been insufficient provision of housing and the infrastructure needed to meet our growth

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challenges that has resulted in housing affordability and transport problems across the metropolitan area.

The strategy sets targets for an additional 664,000 homes and 689,000 jobs by 2031.

Goals, Directions and Actions identified in the strategy that are relevant to this Planning Proposal are as follows:

**Goal 1: A competitive economy with world-class services and transport**

1. Direction 1.7: Grow Strategic Centres—providing more jobs closer to home.

1. Action 1.7.1: Invest in strategic centres across Sydney to grow jobs and housing and create vibrant hubs of activity

**Goal 2: A city of housing choice, with homes that meet our needs and lifestyles**

2. Direction 2.1: Accelerate housing supply across Sydney

1. Action 2.1.1: Accelerate housing supply and local housing choices

3. Direction 2.2: Accelerate urban renewal across Sydney – providing jobs closer to home.

1. Action 2.2.2: Undertake urban renewal in transport corridors, which are being transformed by investment, and around strategic centres

4. Direction 2.3: Improve housing choice to suit different needs and lifestyles

1. Action 2.3.3: Deliver more opportunities for affordable housing

**Goal 3: A great place to live with communities that are strong, healthy and well connected**

1. Direction 3.1 Revitalise existing suburbs

2. Direction 3.3: Create healthy built environments

3. Direction 3.4: Promote Sydney's heritage, arts and culture

1. Action 3.4.4: Identify and re-use heritage sites, including private sector re-use through the Priority Precincts program

**South Subregion**

The strategy has divided Sydney into six (6) subregions with priorities identified for each subregion. Hurstville LGA is in the South Subregion.

Relevant priorities that will be considered and addressed in subregional planning for the South subregion are:

1. A competitive economy
2. Accelerate housing supply, choice and affordability and build great places to live
3. Protect the natural environment and promote its sustainability and resilience

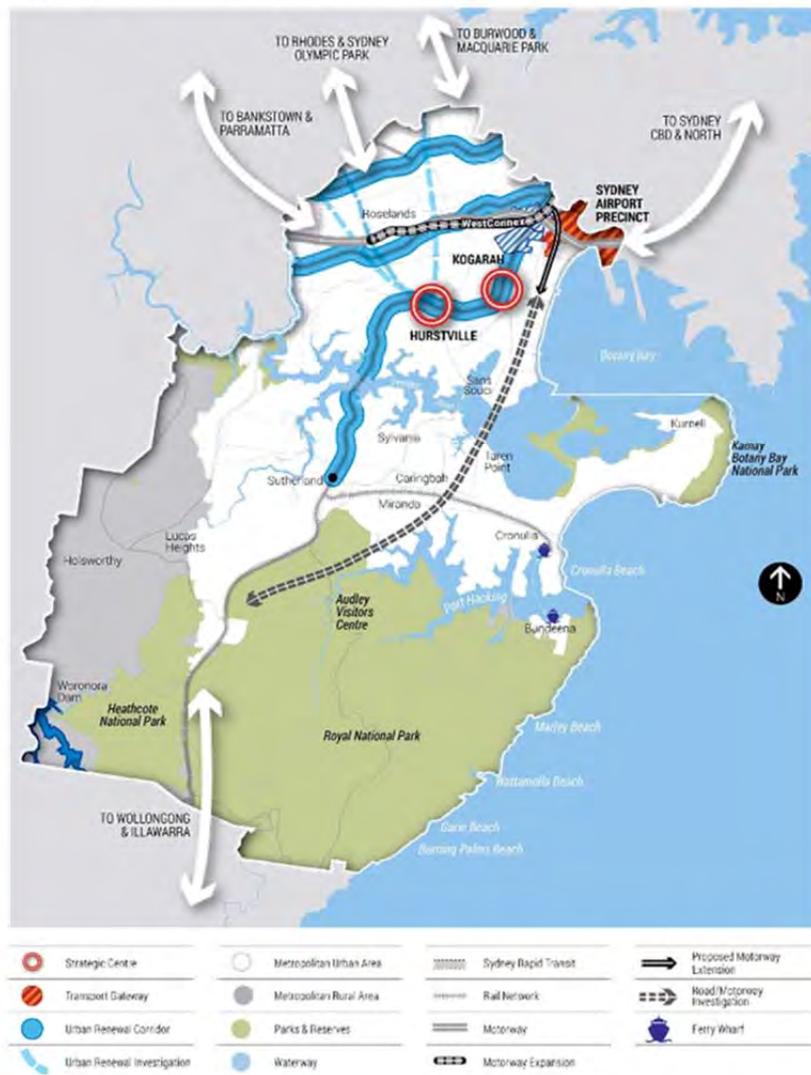
Priorities for Hurstville strategic centre are:

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1. retain a commercial core in Hurstville, as required, for long-term employment growth; and
2. provide capacity for additional mixed- use development in Hurstville including offices, retail, services and housing.

The plan for the South Subregion (refer Figure 5) details how Hurstville is identified as a strategic centre located on the rail network that is an urban renewal corridor.

Figure 5. Metropolitan Priorities for South Subregion



Source: A Plan for Growing Sydney

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## Hurstville Community Strategic Plan 2021

The Community Strategic Plan is a primary document that sets clear strategic directions and provides a blueprint for building the future of Hurstville.

The Plan has been written to align with a Quadruple Bottom Line:

1. Social and Cultural Development
2. Environmental Sustainability
3. Economic Prosperity
4. Civic Leadership

## Hurstville City Centre Concept Master Plan 2004

The Hurstville City Centre Concept Master Plan is a 10-point strategy to improve public infrastructure and amenity in Hurstville CBD and uphold the City's status as southern Sydney's regional centre. It includes:

1. Building our City to Protect our Suburbs—Council is committed to improving the City Centre and attracting high quality commercial and retail ventures that will create additional jobs and services for our community.
2. A New Bus Interchange—A new bus interchange will enable seamless coordination of local bus services and regional buses that are expected to travel through the City in future.
3. A New Civic Precinct—Creation of a new Civic Precinct on the current Council Civic Centre block will provide new public spaces, entertainment and community facilities and commercial buildings.
4. Better North-South Connections—Improved connections across the railway line to link the Forest Road and Ormonde Parade precincts in our City Centre.
5. Improved Railway Station Access—Improved access to the railway station including a new entry near the bus interchange, along with improved escalator and lift access
6. More Open Space—Establishment of a series of public spaces throughout the City Centre to provide community space and better pedestrian access.
7. Greening the City Centre—A program of sustainability and amenity improvements including the planting of street trees and landscaping of key gateway sites and public spaces, and the encouragement of environmentally friendly buildings in Hurstville CBD.
8. Improved traffic flow and additional public parking—Review of the traffic system to make vehicular movements more efficient and the City Centre easier to navigate, and to identify future locations for additional public parking.
9. Increased employment—Encourage more employment opportunities through increased commercial development in the City Centre.

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The Master Plan continues to provide the backdrop for guiding the future planning and development in the Hurstville City Centre and its principles are considered to remain relevant. The Master Plan, along with further background studies informed the preparation of Hurstville Local Environmental Plan 2012 (Amendment No 3) and Draft DCP No. 2.

To be more consistent with Council's long term vision for Hurstville City Centre becoming a Subregional Centre, some of the development densities in Hurstville Local Environmental Plan 2012 (Amendment No 3) are beyond those envisaged in the Masterplan.

### Transport Management and Accessibility Plan (TMAP) 2013

The Transport Management and Accessibility Plan (TMAP) is a tool that is used to inform the preparation of future planning controls including Draft LEP for Hurstville City Centre (DHCCLEP). The TMAP process establishes an action plan for managing travel and shaping growth in and around the Hurstville City Centre.

Six land use scenarios were tested as part of the TMAP assessment process, ranging between 0m<sup>2</sup> and 655,000m<sup>2</sup> of new additional Gross Floor Area (GFA) in the draft LEP. The additional development would potentially serve between 7,000 and 17,000 jobs (Metropolitan Plan for Sydney 2036) and accommodate a residential population of between 4,500 and 14,000 people to 2036. The planning horizon for the TMAP is set to 2036, with recognition that some of the development potential may be realised beyond this date.

The key findings relevant to this Planning Proposal obtained from the land use and transport assessments and modelling appraisals that were used to inform the strategy development process and identify appropriate improvement plans for supporting growth and improving Hurstville City Centre's transport network are:

1. The preferred land use arrangement is land use test scenario 5, which provides for 363,000m<sup>2</sup> of additional GFA.
2. The adoption of additional floor space under land use test scenario 5 has the potential to accommodate a total employment base of between 11,000 and 14,000 jobs, and a residential population of approximately 9,500 people in the city centre.
3. New land uses identified in Land Use Test Scenario 5 allow for a highly desirable mix of growth in employment (55%) and residential land uses (104%) within the city centre, which constitutes a total growth profile of 73%.
4. The key precincts identified to accommodate a high proportion of the growth planned in the city centre are the Eastern and Western Bookmarks (City Centre gateways) and City Centre North.
5. All three precincts are situated on the boundaries to the city centre and can be accessed from the Queens Road and Forest Road corridors. Furthermore, the precincts offer opportunities to support corridors identified for future urban renewal investigations.

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6. Planned growth in the city centre supports the proposed rail and bus network improvements identified in the NSW Long Term Transport Master Plan and Sydney Rail Future planning documents and aligns with planned investigation of urban renewal corridors between Hurstville and Parramatta (west) or Macquarie Park (north).
7. Future planned growth in regional traffic will impact on the performance of King Georges Road corridor. This growth needs to be better managed by encouraging growth in centres to ensure that Sydney Metropolitan planning objectives are achieved.
8. Business as usual' road network improvements are required to support regional traffic growth and committed growth under Hurstville City Centre existing planning controls.
9. Overall the public transport system serving Hurstville City Centre is of a high quality and has the potential to accommodate additional passengers without comprising its service quality in the short term.
10. The ability of the future Sydney Train network to offer a high quality service for an increasing number of passengers will also play a key role in managing growth, which is predicted to increase by an additional 3,100 to 3,500 passengers during weekday peak periods under a conservative 'Preferred' transport test scenario.
11. Pedestrian infrastructure is currently suitable for commuter peak periods and needs to be adapted and refined to support the planned level of growth in Hurstville City Centre.
12. Walking plays a major role in how people travel to and from Hurstville City Centre and will continue to support a high proportion of demand in the future under the 'Preferred' land use scenario.
13. Walking will be the main form of travel for accessing Hurstville rail station and bus interchanges and plays a significant role in supporting access from planned residential development situated in the periphery city centre precincts.

### Employment Lands Study

We have been informed that Council has commenced its Employment Lands Study that covers part of the subject site zoned B2 Local Centre (108 and 112 Forest Road, Hurstville). Council has indicated that this Study will provide recommendations on the future zoning and planning controls for these sites.

As part of the original Planning Proposal an assessment of the economic impact of the redevelopment of the subject site as a mixed-use residential/retail development has been undertaken.

The report provides an analysis of existing and future employment within the Hurstville Major Centre and Hurstville LGA, considers the employment impacts associated with the proposed development and identifies the direct and indirect economic benefits that can be generated by the proposed development. Although the report has been undertaken having consideration of the preferred design concept detailed in the original Planning Proposal, the background investigations and key outcomes are considered to be still relevant and pertinent to this amended proposal.

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It is considered that this Planning Proposal can proceed without having further consideration of any future Employment Lands Study because:

1. Support provided in the findings of the Economic Impact Assessment;
2. Uncertainty with the timing and adoption of any recommendations from Council's Study; and
3. The small scale of land holdings under consideration (1.644sm) and their isolation from the remaining B2 zoned lands.

## 6 Revitalisation: A Case for Change

### Gateway Site

The *Hurstville City Centre Concept Masterplan 2004* divided the Hurstville City Centre area into six precincts defined geographically and by land use function. The subject site is identified as being in the Eastern Bookend Precinct.

Council's *Draft DCP No. 2 Hurstville City Centre* outlines each precinct's Key Characteristics, Desired Future Character and Key Land Use Principles that are to be addressed by future development within the precinct.

The Draft DCP specifies the desired future character for the Eastern Bookend precinct "is to define and create a sense of entry" to the City Centre. This is to be achieved through:

1. strong built form statements;
2. feature public domain treatment; and
3. residential use dominating upper levels of development and optimise commanding views.

The key land use principles for the Eastern Bookend Precinct are summarised as follows:

1. Precinct will be characterised by a higher intensity of built form, allowing for taller buildings on designated sites to define the eastern entry to the City Centre.
2. Buildings situated along sites identified with significant frontages are to respond to their gateway context.
3. Buildings and public domain will delineate entry to the City through innovative design.
4. Landmark architecture will define points of interest, especially its prominent position on the axis of Forest Road.
5. All new development is to respond to the public realm, requiring building scale and form to retain a pedestrian scale at street level.
6. Mixed-use development will be promoted.

**The planning proposal will facilitate development on the subject site that will meet the desired future character for the precinct and enhance the desired eastern gateway to Hurstville City Centre.**

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## Changing Face of Hurstville

Table 3 provides a summary of the most recent approvals and proposals for mixed-use developments in Hurstville City Centre. These approvals show that the city centre is currently undergoing physical change characterised by much taller residential towers.

Table 3. Proposed and approved mixed-use development sites

Address	Height
95 Forest Road, (East Quarter)	7-19 storeys
21-35 Treacy Street	16 storeys
105 Forest Road	7-13 storey
458 Forest Road	9-14 storeys
9 Dora Street	13-14 storeys
13-17 Woodville Road	19 storeys

As a result, development of these sites will begin significantly transforming the way Hurstville 'looks and feels' by:

- Creating a centre that has taller towers to provide more visual interest when approaching from all directions; and
- Reinforcing Hurstville City Centre as the main shopping, business and civic centre for the subregion.

**The Planning Proposal will provide for development that integrates with the changing nature of built form and facilitate Hurstville City Centre operating as the capital of the subregion and being recognised in the future as a regional city.**

## Site Specific Urban Design Analysis

Significant urban design analysis has been undertaken for the subject site. This urban design analysis was undertaken to establish appropriate site-specific building envelope controls with increased building height and building separations following consideration of the comments/views of the St George Design Review Panel. The Panel

The key elements of the analysis include

- **Streetscape and Site** analysis to better understand the site and immediate surrounds.
- **Contextual Analysis** to determine key influences on an appropriate urban form.

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- **Opportunities and Constraints** informed by the contextual analysis.
- **Siting and Layout** studies to develop the optimum layout in terms of interaction with the surrounding neighbourhood.
- **View Analysis** of design concept from adjoining and proposed buildings.

The analysis has resulted in the development of a Design Concept for the subject site that has been tested to ensure that future development of the subject site as a result of this Planning Proposal will not adversely impact on the amenity of the locality in relation to:

- View sharing between the site and the adjacent developments.
- The ability of new built form to achieve solar access and maintain reasonable solar access to existing public spaces and nearby residential developments.
- The built form of the site and its built context.
- Consideration of appropriate building setbacks and building separations in conjunction with both SEPP 65 and the objectives of Hurstville City Centre DCP.

The Design Concept was then reviewed by the St George Design Review Panel (DRP) whose role is to provide independent, expert, advice on the design quality of development in Hurstville. The DRP review is supported by an independent Urban Design Peer Review.

The Design Concept has then been amended further having due regard to the recommendations of the DRP.

**The Planning Proposal will provide for development that does not detrimentally impact on the amenity of the locality, particularly in relation to overshadowing, overlooking and character of the locality.**

## Economic Benefit

An assessment of the economic impact associated with the redevelopment of the subject site as a mixed-use residential/retail development has been undertaken for the Planning Proposal and forms part of this application.

Although the Study has been undertaken having consideration of the preferred design concept detailed in the original Planning Proposal, the Study has been amended to reflect the amendments in the current proposal.

The amended report provides an analysis of existing and future employment within the Hurstville Major Centre and Hurstville LGA, considers the employment impacts associated with the proposed development, identifies the direct and indirect economic benefits that can be generated by the proposed development and considers the future demand for housing within a defined residential catchment.

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The report concludes:

- Demand for traditional office space is subdued, with surplus capacity in the market able to accommodate future employment growth
- While the LGA has a jobs gap deficit in all industry sectors, journey to work data indicates that local workers are employed in accessible nearby centres – indicating that local residents have sufficient access to employment
- The proposed 1,150sq.m of retail GFA space is considered an appropriate level of non-residential floor space, considering the vacant capacity within the Hurstville office market
- Hurstville is becoming a more attractive residential location for both local residents and overseas migrants
- There is strong underlying demand for infill residential development, compatible with the demographic profile of market catchment residents, and evidenced by strong capital and rental growth, strong sales rates for competing developments and ongoing population growth
- The 'adaptable housing' component of the proposed development residential units align with the catchment's ageing population demand for more specialised housing
- Based on the affordability analysis first home buyer households the median price for apartments within the market catchment is \$510,000 (as outlined in Section 5.5.1), which is above the affordable range for first home buyers (FHBs) with average household incomes. Adding additional housing supply to the catchment will assist in alleviating affordability constraints.
- Between 2013 and 2016 the housing deficit is estimated at approximately 3,400 dwellings, which is expected to increase further in 2016-2021 to a housing deficit of over 7,500 dwellings
- A housing deficit will decrease access to housing for lower income groups in the catchment area, exacerbating affordability issues for FHBs on average household incomes
- The development will generate total of 63 direct one year equivalent construction jobs and 50 ongoing jobs
- In addition to the direct employment, there will 195 indirect one-year equivalent jobs created during the construction phase of the project and 307 indirect ongoing jobs.

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The proposed development will not have an adverse economic impact on the Hurstville Major Centre or its capacity to achieve its 2031 employment targets.

The proposed development will increase the housing supply in a market where population growth is expected to exceed its existing development pipeline and affordability is an issue.

## Public Benefit

### 1. Increased aged care housing

Approximately 36% of the proposed apartments will be marketed to aged persons in the broader community. The design of the individual units and common areas will achieve a platinum rating as in the guidelines of "Liveable Housing Australia" and endorsed by aged care living associations.

The strata management will be set up to provide support services and close links with regional professionals, hospitals, Medical Practitioners and aged care Assessment Teams to ensure that persons in residence are aware of the range of support services available to them.

With 36% of the accommodation designed to allow adaptability in design to create accessible housing the development introduces longevity of purpose. This will offer the potential for a broad cross-section of the community to live in intergenerational settings, within close proximity to a major CBD with convenience of transport, shopping and importantly the capacity for its residence to remain in their home of choice as needs for care and support increase.

### 2. Road Widening

A 2-metre frontage to Forest Road will be dedicated to Hurstville Council to facilitate the widening of Forest Road and improvements to the intersection of Forest Road and Durham Street, Hurstville. The public will benefit significantly from the widening of Forest Road and the improved traffic conditions.

### 3. Voluntary Planning Agreement

It is proposed that a Voluntary Planning Agreement (VPA) be entered into with Hurstville Council to ensure the delivery of public benefits that are identified as exceeding the benefits derived from measures that would normally be expected to address the impacts of the development on neighbours or the wider community.

The VPA comprises the following:

1. \$2,280,000 cash contribution to Council; and
2. Land dedication for road widening (monetary value subject to formal valuation).

It is expected that the final value of the VPA will exceed \$3,000,000.

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**There are a number key public benefits that will accrue from increased development potential from the subject site. A Voluntary Planning Agreement will ensure the delivery of additional public benefit from development of the site.**

## 7 Design Concept

This amended Planning Proposal seeks to facilitate a design concept that has given due consideration to the recommendations of the St George Design Review Panel (DRP) in relation to a previous revised Planning Proposal that included three (3) built form options. The DRP recommendations have been informed by an independent Urban Design Peer Review commissioned by Council. Where there is any perceived inconsistency between the DRP recommendations and the recommendations of the Peer Review, the DRP recommendations are considered to prevail because it is the Panel's role to provide the independent expert advice to Council on this matter and the peer review provides support to the Panel in making their recommendations.

The DRP Report provides comments on how the previous revised proposal responds to the 10 Design Quality Principles contained in State Environmental Planning Policy 65 - Design Quality. Table 4 provides a summary of how this amended Planning Proposal addresses the DRP comments.

Table 4. Summary of Response to DRP Comments

SEPP 65 – Design Quality Principles	DRP Comments	Response
<b>Context and Neighbouring Character</b>	<p>The Urban Design Peer Review has subsequently been completed and has informed a revision of this proposal. It is the Panel's view that some areas remain unresolved. These include</p> <ul style="list-style-type: none"> <li>• The extent of three (3) - four (4) storey podium as opposed to eight (8) storey podium actually proposed.</li> <li>• The extent and location of lower buildings, setbacks and precise heights.</li> <li>• The necessity for bridging element between buildings.</li> <li>• The most appropriate treatment of the public domain interface to accommodate street tree</li> </ul>	<p>These unresolved issues are best dealt with through a site-specific DCP. It is proposed that a SSDCP be prepared and placed on public exhibition with the Planning Proposal. This SSDCP will address each unresolved issue identified by the DRP.</p>

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	planting along Forest Road.	
<b>Built Form and Scale</b>	<p>There has been substantial improvement in relation to public and private amenity, character of open spaces, streetscape, etc.</p> <p>The location of ground level communal open space has been satisfactorily resolved.</p> <p>The Peer Review information has largely been adopted but some very significant details remain unresolved, in particular the podium is not acceptable as proposed and the tower setbacks are inadequate.</p> <p>In summary the Panel recommends:</p> <ul style="list-style-type: none"> <li>• The four (4) storey podium be retained, brought forward to the street property alignment, and very desirably also be continued along the street alignments in both Wright and Hudson Streets providing this alignment allows for a desirable streetscape. See further discussion in 'Landscape' below.</li> <li>• Continuous commercial uses be provided at street level along the three (3) frontages (rather than the residential as indicated in the submission on the two (2) side streets).</li> <li>• The general arrangement of the central courtyard as proposed be maintained, and critically it be developed as either a communal space for residents with necessary security, etc, OR as an activated and safe public space or as a combination</li> </ul>	<p>The comments in relation to the substantial improvements and the location of ground level communal open space are welcomed and noted.</p> <p>Tower heights have been amended to be in the 7-14 storey range. The Design Concept has been tested to show there will be no unacceptable overshadowing impacts on residential development or the East Quarter plaza.</p> <p>Issues relating to the final configuration of setbacks and podiums etc are best dealt with in a SSDCP.</p>

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of the two (2) with careful consideration of interfaces.

- Awnings be provided to commercial frontages along all three (3) streets, rather than colonnades, provided that Council's policy in relation to street trees and other items can be accommodated.
- The additional five (5) slightly setback podium levels above the lower four (4) as proposed in the submission be deleted.
- There should be two (2) residential towers setback from the podium frontages by at least 4m.
- Tower heights could be in the seven (7) - fourteen (14) storey range provided they do not cause any unacceptable overshadowing impacts on residential development or the East Quarter plaza. At least 2hrs mid-winter sunlight must be maintained to existing or potential new residential units on nearby sites

**Density**

The proponent argued that a density of 4:1 was essential for commercial reasons. The Panel would be comfortable with an FSR of this order but is not persuaded that it could necessarily be achieved whilst still satisfying a range of concerns in relation to built form and amenity as expressed in the Peer Review and fully supported by the Panel.

The Planning Proposal proposes a density of 4:1 that is in keeping with the DRP comments.

The height and SSD CP controls will ultimately determine the achievable density on the site. Our preliminary design concept is the only detailed work undertaken that can provide a reasonable indication of what density can be achieved on the subject site. Our

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		<p>work indicates that a FSR up to 4:1 is achievable and only final detailed development application will determine the final figure.</p> <p>A FSR range up to 4:1 provides a reasonable degree of flexibility that includes providing winter gardens that are included in FSR calculations.</p>
<b>Sustainability</b>	To be further addressed at a later stage.	Agree
<b>Landscape</b>	<p>The siting of open space has been much improved however it has not yet been demonstrated how this space will be successfully designed and activated via a considered program of use, circulation patterns, connections with public areas, appropriate planting and activation of adjacent building frontages, etc. The preparation of a site specific DCP is essential for this site.</p> <p>The need to provide a transition in character through to the surrounding low-density areas has substantially been addressed. Some areas of deep soil will require a minimum dimension of 10m x 10m to support large tree planting.</p> <p>It is imperative that the cross section through Forest Road and the built form fronting Forest Road allow the development of Council's public domain ambitions for Forest Road's character including street tree planting (medium size trees), banners and other street furniture elements. This may have</p>	<p>Design and activation of open space will be addressed through a SSDCP as recommended by the DRP.</p> <p>Noted</p> <p>This can be adequately addressed through a SSDCP.</p>

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	impacts for setbacks, colonnades and/or awnings. See Hurstville City Council's Public Domain Plan 2007 that sets out specific requirements.	
<b>Amenity</b>	Appears satisfactory amenity could be achieved with the scheme amended as recommended in this report.	Noted
<b>Safety</b>	The central open space is potentially very attractive but it will be critical to resolve safety issues and determine whether the space is to be communal, public or private.	To be addressed through a SSDCP
<b>Housing Diversity and Social Interaction</b>	These issues remain to be resolved.	The amount of retail and commercial floor space can be addressed in a SSDCP.
<b>Aesthetics</b>	The replanning of the building form has substantially improved the appearance of the project. However the final form will require further reconsideration in response to the comments of the Panel and detailed resolution prior to the preparation of a site specific Development Control Plan.	The building form can be addressed in a SSDCP and there will be an opportunity for the DRP to reconsider the built form and appearance more appropriately at the DA stage.

This Planning Proposal is supported by an amended Urban Design Report that reflects, explores and develops the optimum form, massing and scale of the proposed residential mixed-use development that can be accommodated on the subject site having due consideration to the recommendations of the DRP. This includes a comprehensive examination and consideration of:

- Overshadowing impacts.
- View impact.
- Compliance with SEPP 65 requirements.
- Site's opportunities and constraints.
- Existing and proposed built form in the locality.
- Interface with adjoining properties

As a result, the development of the design concept for the subject site incorporates the disciplines of architecture, urban design, landscape

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design, aged care and liveable housing design, traffic engineering and economic impact assessment.

### Proposed Uses

The potential uses and approximate yields from the Concept Master Plan have been determined as follows:

Residential = 217 apartments

Retail = 1,150sm (GFA)

The proposed development can achieve a Gross Floor Area of up to 21,628m<sup>2</sup> that equates to a Floor Space Ratio over the site of 4.0:1.

### Description of Design Concept

The key elements of the Design Concept (refer Figure 6) include:

- Amalgamate 5 lots to create a development site totalling 5,407 sm in area.
- 2m wide road dedication to Forest Road frontage.
- Retail areas on the ground floor and opportunity for commercial suites above to Forest Road frontage.
- Reduction in building massing by having two tower elements.
- Increased setbacks to the northern boundary to provide for deep soil planting and landscaped screening.
- Awnings to street frontages with provision for street tree planting in accordance with Council requirements.
- Creation of large north facing communal open space.
- Proposed building massing at street level is 4-storey podium designed to be compatible in scale and height to surrounding streetscape.
- Driveway access to basement car parking is at the northern end of the site off Hudson Street. Waste collection and loading dock is accessed from Wright Street.
- No unacceptable overshadowing of East quarter Plaza between the hours of 9am and 3pm.

Figure 6 provides a visualisation of what the ground floor layout may look like. This is indicative only and, subject to a Gateway determination, will be subject to further detailed design in consultation with Council at the Development Application stage.



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Built form is set back 6m from the north boundary with adjoining medium density residential development.

The podium and street wall height responds to the existing street wall height across the street, which is 3-4 storeys.

**Apartment Design**

Predominantly orientated to the north, taking advantage of passive solar design principles and natural ventilation. A small number of apartments face south, minimising privacy issues and the overlooking of neighbouring buildings. 60% of all apartments are generic 2-bedroom style that is adaptable for aged living and disabled. All units will have a private open space in the form of a balcony or wintergarden

**Landscape Concept**

A north facing communal open space area is provided at ground level. Secondary areas of common open space are located on roof tops.

Deep planting is provided along the perimeter of the site.

Paving stones to footpaths will be provided at ground floor in consultation with Council.

All planting will be environmentally sustainable.

As detailed landscape concept for the ground level that includes a significant area that is publicly accessible will be developed in consultation with Council at the DA stage.

## Solar Access and Overshadowing

In relation to solar access and overshadowing, the Concept Master Plan has had particular regard to the following objectives:

- Ensure the proposed development can meet the requirements of SEPP 65; and
- Ensure the location, orientation and built form of towers address overshadowing impacts on neighbouring buildings, and existing public and private open spaces.

## SEPP 65 Compliance

The Concept Design has been developed having regard to compliance with the principles of SEPP 65, particularly in relation to impacts on residents and neighbours.

It is considered that the Concept Design can satisfactorily address the requirements of SEPP 65.

## Traffic, Access and Parking

An established network of primary and secondary roads exist at the site, connecting it to Hurstville Town Centre and allowing movement to and from the site. The major thoroughfare is Forest Road, onto which the site fronts.

Hurstville City Council has undertaken a detailed assessment of the impacts on the road network from five major high-density developments that have either been approved; or are seeking approval within the Hurstville City Centre. This includes the proposed development on the subject site.

The scope of works for the study comprises of the assessment of the following tasks:

- The trip generation rates/total extracted from the individual development traffic reports provided by Council
- The assumed trip generation rates currently being used in the Paramics model at the locations of the five developments extracted for comparative purposes
- An assessment of whether the five developments constitute a replacement of trips or additional trips will be assessed and the conclusions of this stage were discussed and agreed with Council
- The Paramics model developed by GHD for the Hurstville CBD TMAP was updated to include the above mentioned high density developments and a comparison made with the findings of the TMAP for 2021
- The turning counts from Paramics were then used in SIDRA 6.1 intersection analysis to identify the location and severity of capacity constraints at nine nominated intersections potentially affected by the sites.
- Provide potential mitigation measures in order to retain an acceptable LoS at identified intersections.

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The Traffic Modelling Report has recommended a number of mitigation measures including the signalisation of the Forest Road and Hudson Street intersection.

In addition, our traffic consultants have reviewed the amended proposal and confirmed the following:

*Although the land use configuration for Option 4 has been modified since the Traffic Addendum (GHD July 2015) the total expected trip generation is the same as the trip generation previously provided. Based on this no further intersection analysis is required to assess the traffic impacts of the revised development proposal.*

It is considered that the proposed development resulting from this planning proposal will be able to satisfy the planning requirements on traffic engineering grounds.

### ESD principles

The proposed development will be designed with the following ESD principles:

- Meet the benchmarks set out in the Building and Sustainability Index (BASIX).
- Orientation of apartments to ensure good passive solar performance.
- The majority of living spaces and balconies to have a desirable northern exposure.
- South facing living rooms to have winter gardens enclosed with adjustable glass screens that reduces heat loss from inside while simultaneously limiting noise penetration from Forest Road.
- The majority of apartments to be dual aspect, utilising cross-flow or corner natural ventilation.
- The building will have multiple entry points, each with a lift lobby, dual lifts and fire stairs, creating a reduction in corridor lengths. The corridors themselves will have natural daylight and ventilation.
- A water retention system, comprising tank storage within the basement car park levels, to capture runoff from roof and terrace levels for re-use in courtyard and terrace planters.
- Energy efficient appliances and fixtures – gas cook tops, microwave ovens, water reduction showerheads, and dual flush toilets.
- Reverse-cycle split system air-conditioning to be provided, with multiple internal fan coil units per external condenser.
- Recycling points will be located on each residential apartment floor, with further waste facilities at the ground floor.

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## Adaptable Housing

It is proposed that future development of the subject site will:

- Provide approximately 36% of the proposed residential units designed for adaptable uses and marketed to aged persons in the broader Hurstville community; and
- Be designed to achieve a platinum rating as in the guidelines of "Liveable Housing Australia".

## 8 The Planning Proposal

Hurstville City Council is requested to exercise its functions under Division 4 of Part 3 of the EPA Act and prepare a planning proposal for the subject site identified as 108, 112 and 124 Forest Road and 1-3 Wright Street, Hurstville. The following planning proposal is prepared subject to the requirements of Section 55 (2) of the EP&A Act and is comprised of the following six (6) parts:

- |               |  |
|---------------|--|
| <b>Part 1</b> | A statement of the objectives or Intended outcomes of the proposed instrument                          |
| <b>Part 2</b> | An explanation of the provisions that are to be included in the proposed LEP                           |
| <b>Part 3</b> | The justification for those objectives, outcomes and the process for their implementation              |
| <b>Part 4</b> | Maps, where relevant, to identify the intent of the planning proposal and the area to which it applies |
| <b>Part 5</b> | Details of the Community Consultation that is to be undertaken on the planning proposal                |
| <b>Part 6</b> | Project timeline   |

### Part 1 Objectives and Intended Outcomes

The objective of this planning proposal is to amend the statutory planning provisions that apply to adjoining sites at 108, 112 and 124 Forest Road and 1-3 Wright Street, Hurstville (the 'subject site') to facilitate an integrated mixed-use development.

The intended key outcome of this planning proposal is to facilitate development that achieves the following:

- Utilises Transport Orientated Development (TOD) principles to promote high quality mixed-use development.
- A more vibrant streetscape by activating Forest Road at the ground level with a plaza, improved pedestrian connectivity and retail space.
- Improved public domain through attractive landscaping, public art and footpath upgrades.
- Strengthen the site's function as the eastern gateway to the City Centre.
- Increased height of buildings on the site without unduly impacting upon the views and solar access of existing and future residential dwellings or existing and planned areas of open space.

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To assist in conceptualising the vision for this site an Urban Design Study of the subject site has been undertaken by the proponent with the formulation of a concept design for any future development of the subject site. A copy of the Study forms part of this proposal.

## Part 2 Explanation of Amended Provisions

The Planning Proposal seeks to amend both *Hurstville LEP 2012* as follows:

1. Lands at 108 and 112 Forest Road and 1-3 Wright Street, Hurstville are shown to be zoned B4 Mixed Use.
2. Lands at 108 and 112 Forest Road and 1-3 Wright Street, Hurstville are shown to have a maximum height limit of 34.5 metres (10 storeys + lift over runs).
3. Lands at 124 Forest Road, Hurstville are shown to have a maximum height limit of 46.5 metres (14 storeys + lift over runs).
4. Lands at 108, 112 and 124 Forest Road and 1-3 Wright Street, Hurstville are shown have a maximum Floor Space Ratio of 4:1;

The amended provisions apply to the lands identified in Table 5.

Proposed changes to the *Hurstville LEP 2012* maps are detailed in Part 4 of this proposal.

Table 5. Land Details for Subject Site

Address	Legal Description
108 Forest Road, Hurstville	Lot 1 DP78322
112 Forest Road, Hurstville	Lot 1 DP75572
124 Forest Road, Hurstville	Lot 4 DP421391
1 Wright Street, Hurstville	Lot 55 DP78322
3 Wright Street, Hurstville	Lot 54 DP78322

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## Part 3 Justification

### Section A Need for a Planning Proposal

#### 1. Is the Planning Proposal a result of any strategic Study or Report

No. This Planning Proposal is not the result of any strategic study or report. This Proposal has been prepared as a result of a request from the landowner supported by a comprehensive site analysis and urban design investigation. A copy of the Urban Design Report forms part of this proposal.

#### 2. Is the Planning Proposal a better means of achieving the objectives or intended outcomes, or is there a better way

Yes. The proposal involves amendments to the Hurstville LEP 2012 that are considered to be of significance and require exhibition and community consultation. The planning proposal is the best way of achieving this outcome.

### Section B Relationship to Strategic Planning Framework

#### 3. Is the Planning Proposal consistent with the objectives and actions contained within the applicable regional or sub-regional strategy (including the Sydney Metropolitan Strategy and exhibited draft strategies)?

Yes. The Planning Proposal is considered to be consistent with the goals of the recently released metropolitan strategy *A Plan for Growing Sydney*.

Table 6 provides an assessment of the consistency of the Planning Proposal against the relevant goals contained within the strategy. In particular, the Planning Proposal will:

- Provide an opportunity to increase housing supply without negatively impacting upon on the provision of jobs; and
- Provide more homes close to jobs and public transport in the strategic centre of Hurstville; and

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Table 6. Consistency of proposal with applicable Metropolitan Strategy

<b>Goal 1: A competitive economy with world-class services and transport</b>		
<b>Direction</b>	<b>Comment</b>	<b>✓/X</b>
Direction 1.7: Grow Strategic Centres—providing more jobs closer to home.	<p>The proposal is seen as an Investment in the strategic centre of Hurstville that will grow jobs and housing and help create a vibrant hub of activity.</p> <p>The proposal will strengthen Hurstville's role as a major strategic centre.</p>	✓
<b>Goal 2: A city of housing choice, with homes that meet our needs and lifestyles</b>		
<b>Direction</b>	<b>Comment</b>	<b>✓/X</b>
Direction 2.1: Accelerate housing supply across Sydney	<p>The proposal will provide an additional 217 dwellings and improve local housing choices.</p> <p>The provision of well-located higher density housing will help meet the expected future needs of Hurstville.</p>	✓
Direction 2.2: Accelerate urban renewal across Sydney – providing jobs closer to home.	The proposal will provide for urban renewal in a strategic centre that is located on a transport corridor that is being transformed by investment.	✓
Direction 2.3: Improve housing choice to suit different needs and lifestyles	The proposal will deliver more opportunities for affordable and adaptable housing.	✓
<b>Goal 3: A great place to live with communities that are strong, healthy and well connected</b>		
<b>Direction</b>	<b>Comment</b>	<b>✓/X</b>
Direction 3.1 Revitalise existing suburbs	<p>The Planning Proposal will provide an injection of vitality into the eastern bookend precinct of Hurstville with publicly accessible open space and improved pedestrian connectivity.</p> <p>The proposal will increase activity in the centre of Hurstville. It will help to make efficient use of existing infrastructure, increase housing supply, allow more trips to be made by public transport and help strengthen the customer base for local businesses.</p> <p>Locating a greater proportion of dwellings closer to employment and services will also help make the area more liveable and socially inclusive.</p>	✓
Direction 3.3: Create healthy built environments	The proposal will encourage efficient use of water, energy and resources.	✓

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<b>South Subregion</b>		
<b>Priorities for South Subregion</b>	<b>Comment</b>	<b>✓/X</b>
A competitive economy	The proposal provides for economic growth in the form of a new retail and business premises that are sustainable as well as an increased customer base for the area's businesses.  The proposal will help strengthen Hurstville's role as a major centre.	✓
Accelerate housing supply, choice and affordability and build great places to live	Proposal will deliver a mix of well-designed housing located near jobs and public transport.	✓
Protect the natural environment and promote its sustainability and resilience	The proposal will not detrimentally impact on the natural environment.  Increasing residential density in locations that are well served by public transport will lessen the reliance on motor vehicles and improve air quality.  The proposal provides for redevelopment in close proximity to the Illawarra and East Hills railway lines that will help make the development sustainable and resilient.	✓
<b>Priorities for Hurstville</b>	<b>Comment</b>	<b>✓/X</b>
Retain a commercial core in Hurstville, as required, for long-term employment growth;	The Planning Proposal will not hinder the attainment of this priority.	✓
Provide capacity for additional mixed-use development in Hurstville including offices, retail, services and housing.	The proposal will provide for mixed-use development including retail and housing.	✓

**4. Is the Planning Proposal consistent with the local council's Community Strategic Plan, or other local strategic plan?**

Yes. This Planning Proposal is considered to be consistent with the Hurstville Community Strategic Plan 2021, the Hurstville City Centre Concept Masterplan 2004 and the Hurstville Transport Management and Accessibility Plan (TMAP).

Table 7 provides an assessment of the consistency of the Planning Proposal against the relevant concepts of Council's Community Strategic Plan.

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Table 7. Consistency of Planning Proposal with Community Strategic Plan 2021

HURSTVILLE COMMUNITY STRATEGIC PLAN 2021	
Key Concepts	Comments
Social and cultural development	The proposal promotes social and cultural development through improvements to the public realm. In general, the development will promote activity in the street, which will contribute to making the area more liveable and socially inclusive.
Environmental Sustainability	The proposal promotes environmental sustainability by locating high-density residential development within walking distance of schools, shops, public transport and parks.  The concept development for the site also utilises sustainability principles in regards to design and water and waste management.
Economic Prosperity	The proposal promotes economic prosperity by generating jobs (both temporary and ongoing) and by increasing the customer base of the local economy.

**5. Is the Planning Proposal consistent with applicable State Environmental Planning Policies**

Yes. The Planning Proposal is seen to be consistent with all relevant State Environmental Planning Policies (SEPPs).

A preliminary assessment has been undertaken on the consistency of the Planning Proposal with the applicable SEPPs. This assessment is summarised in Table 8.

A more detailed assessment of the consistency of the proposal with the applicable SEPPs will be undertaken at the development assessment stage.

Table 8. Consistency of proposal with applicable SEPPs

SEPP	Comment	Consistent ✓/X
SEPP (Urban Renewal) 2010	The proposal does not hinder the future application of this SEPP.	✓
SEPP Affordable Rental Housing) 2009	The proposal does not hinder the future application of this SEPP.	✓
SEPP No. 55 – Remediation of Land	There is no evidence/history to suggest the site is contaminated.	✓
SEPP No. 65 –Design Quality of Residential Flat Development	Any future development on the site will be designed to comply with the requirements of this SEPP.	✓
SEPP (Building	Any future development on the site will be	✓

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Sustainability Index: BASIX 2004	designed to comply with the requirements of BASIX.	
SEPP (Infrastructure) 2007	The proposal does not hinder the future application of this SEPP.	✓
SEPP (Housing for Seniors or People with a Disability) 2004	The proposal does not hinder the future application of this SEPP.	✓

**6. Is the Planning Proposal consistent with applicable Ministerial Directions (s 117 directions)?**

Yes. Table 9 provides an assessment of the Planning Proposal against the applicable Ministerial Directions. The Planning Proposal is assessed as being generally consistent with the identified applicable Ministerial Directions.

Table 9. Consistency of proposal against Applicable Ministerial Directions

Ministerial Direction	Comment	✓/X
<b>3. Housing, Infrastructure and Urban Development</b>		
3.1 Residential Zones	Proposal will improve the choice, accessibility and distribution of housing stock. It will also help reduce the consumption of land on the urban fringe.	✓
3.4 Integrating Land Use and Transport	The proposed amendments to the LEP will provide for development of the site to achieve the following planning objectives: (a) improving access to housing, jobs and services by walking, cycling and public transport, and (b) increasing the choice of available transport and reducing dependence on cars, and (c) reducing travel demand including the number of trips generated by development and the distances travelled, especially by car, and (d) supporting the efficient and viable operation of public transport services.	✓
<b>6. Local Plan Making</b>		
6.1 Approval and Referral Requirements	The Planning Proposal does not include any consultation, concurrence or referral provisions.	✓
6.3 Site Specific Provisions	The objective of the planning proposal is to rezone the site to an existing zone already applying in the draft LEP.	✓

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7. Metropolitan Planning		
7.1 Implementation of Metropolitan Plan for Sydney 2036	The proposal is identified as being consistent with the key directions for the provision of housing.	✓

Section C Environmental, Social and Economic Impact

**7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

No. The proposal does not apply to land that has been identified as containing critical habitat or threatened species, populations or ecological communities, or their habitats. Should it be discovered through community consultation, or by another means, that species, populations, communities or habitats may be adversely affected, this will be taken into consideration and the planning proposal will be modified if necessary

**8. Are there any other likely environmental impacts as a result of the Planning Proposal (and if so), how are they to be managed?**

The sites identified at 108 and 112 Forest Road have been used for light industrial purposes and should be subject to further detailed investigations in relation to potential land contamination as part of any future development application on the site.

There are a number of locally significant heritage items identified within the generally locality of the subject site. These items are along Forest Road and The Avenue. While not adjoining the subject site, a more detailed heritage impact assessment should be undertaken as part of any future development application on the subject site.

**9. Has the Planning Proposal adequately addressed any social and economic effects?**

Yes. The economic effects of the proposal have been adequately addressed in an Economic Assessment Study that forms part of the original Planning Proposal. Although the Study has been undertaken having consideration of the preferred design concept detailed in the original Planning Proposal, the background investigations and key outcomes are considered to be still relevant and pertinent to this amended proposal.

The Economic Assessment Study provides:

- An overview of study area and local context
- An analysis of existing and future employment within the Hurstville Major Centre and Hurstville LGA
- Consideration of the employment impacts associated with the proposed development
- Identification of the direct and indirect economic benefits that can be generated by the proposed development
- Consideration of the future demand for housing within a defined residential catchment.

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Specifically, this study has found that:

- Demand for traditional office space is subdued, with surplus capacity in the market able to accommodate future employment growth
- While the LGA has a jobs gap deficit in all industry sectors, journey to work data indicates that local workers are employed in accessible nearby centres – indicating that local residents have sufficient access to employment
- The proposed 1,150sq.m of retail GFA space is considered an appropriate level of non-residential floor space, considering the vacant capacity within the Hurstville office market
- Hurstville is becoming a more attractive residential location for both local residents and overseas migrants
- There is strong underlying demand for infill residential development, compatible with the demographic profile of market catchment residents, and evidenced by strong capital and rental growth, strong sales rates for competing developments and ongoing population growth
- The 'adaptable housing' component of the proposed development residential units align with the catchment's ageing population demand for more specialised housing
- Based on the affordability analysis first home buyer households the median price for apartments within the market catchment is \$510,000 (as outlined in Section 5.5.1), which is above the affordable range for first home buyers (FHBs) with average household incomes. Adding additional housing supply to the catchment will assist in alleviating affordability constraints.
- Between 2013 and 2016 the housing deficit is estimated at approximately 3,400 dwellings, which is expected to increase further in 2016-2021 to a housing deficit of over 7,500 dwellings
- A housing deficit will decrease access to housing for lower income groups in the catchment area, exacerbating affordability issues for FHBs on average household incomes
- The development will generate total of 63 direct one year equivalent construction jobs and 50 ongoing jobs
- In addition to the direct employment, there will 195 indirect one-year equivalent jobs created during the construction phase of the project and 307 indirect ongoing jobs.

**10. Is there adequate public infrastructure for the planning proposal?**

Yes. The locality of the Planning Proposal is well serviced by existing public infrastructure, notably public transport and road infrastructure. The site is located within 650m of the Hurstville Railway Station and the Hurstville Bus Interchange. The site is also well located in relation to Allawah Railway Station.

The site is also well serviced by the key public utility services including water, sewer, electricity, telephone and Internet services.

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**11. What are the views of State and Commonwealth public authorities consulted in accordance with the gateway determination?**

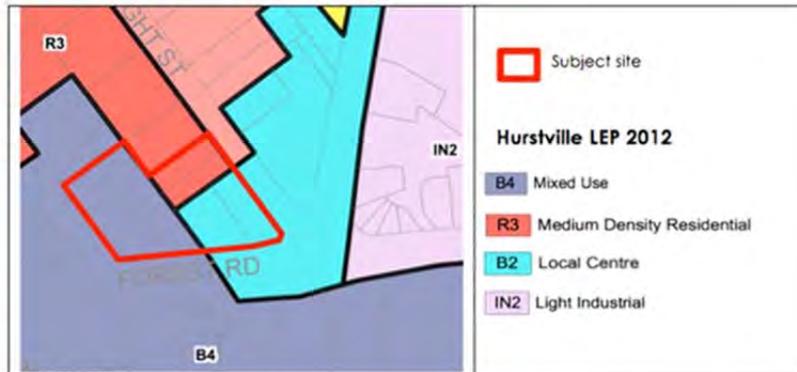
Consultation with other public authorities has not occurred at this stage of the gateway process. It is expected that any consultation will be identified following the gateway determination.

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Part 4 Mapping

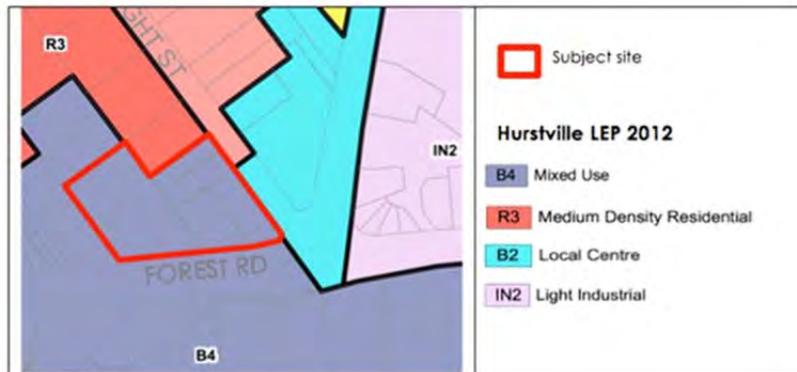
The following maps identify the intent of the planning proposal and the area to which it applies.

Figure 7. Existing Zoning Map for HLEP 2012



Source: HLEP 2012

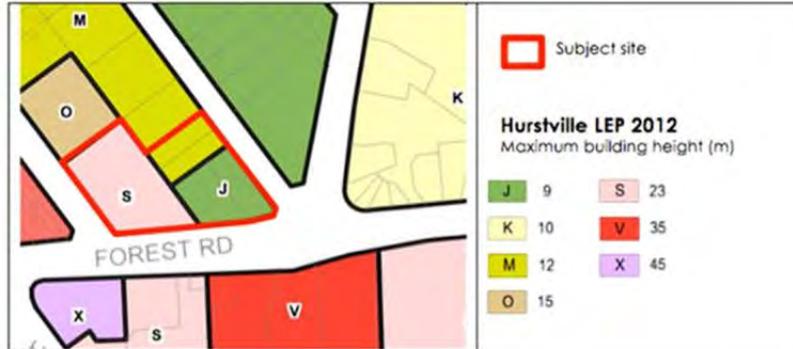
Figure 8. Proposed Zoning Map for HLEP 2012



Source: HLEP 2012

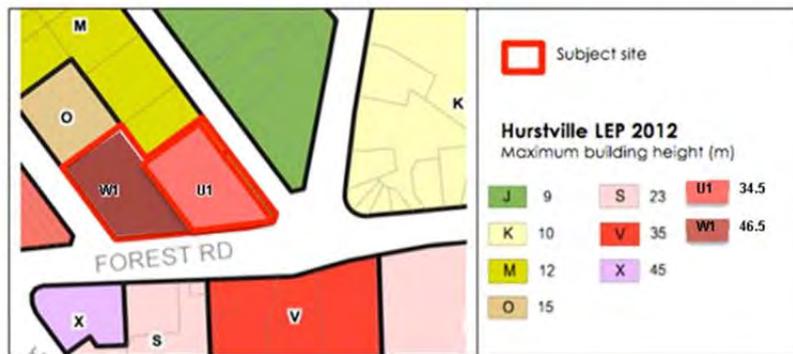
■ PLANNING PROPOSAL – 108, 112 & 124 FOREST ROAD & 1-3 WRIGHT STREET, HURSTVILLE

Figure 9. Existing Height of Buildings Map for HLEP 2012



Source: HLEP 2012

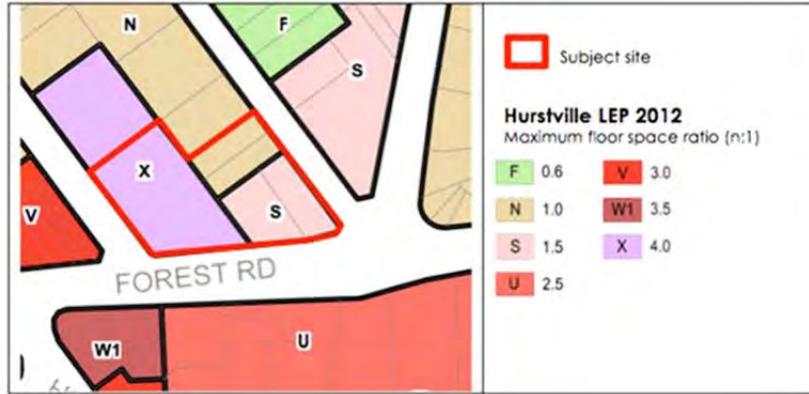
Figure 10. Proposed Height of Buildings Map for HLEP



Source: HLEP 2012

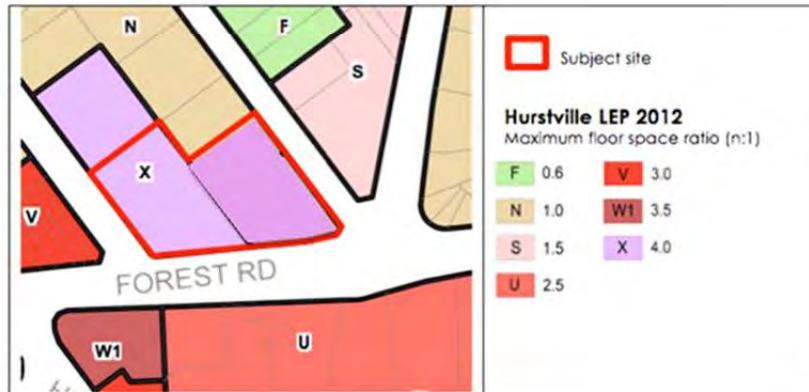
■ PLANNING PROPOSAL – 108, 112 & 124 FOREST ROAD & 1-3 WRIGHT STREET, HURSTVILLE

Figure 11. Existing Floor Space Ratio Map



Source: HLEP 2012

Figure 12. Proposed Floor Space Ratio Map



Source: HLEP 2012

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### Part 5 Community Consultation

Community consultation will be undertaken in accordance with the requirements of the gateway determination.

It is anticipated that any public exhibition would include:

- Advertisement in a local newspaper
- Notification letters to relevant State Agencies and other authorities nominated by the Department.
- A supporting Information Brochure.
- Notification (via letter) to land holders of properties within the local area.
- Advertise and exhibit the Planning Proposal on Council's website.
- Exhibit the Planning Proposal at Council's Customer Services Centre.
- Undertake any other consultation methods Council may deem appropriate for the proposal.

### Part 6 Project Timeline

Table 9 provides project timelines having regard to identified milestones and estimating approximately 12 months from submitting the proposal with NSW Planning and infrastructure to the amending LEP being made.

Table 10. Project Timeline

Milestone	May - 16	Jun - 16	Jul - 16	Aug - 16	Sept - 16	Oct - 16	Nov - 16	Dec - 16	Jan - 17	Feb - 17	Mar - 17	April - 17
1. Submit to NSW Planning and Infrastructure (P&I) for gateway determination												
2. Council receives Gateway determination												
3. Public exhibition												
4. Report to Council outcomes of public exhibition												
5. Forward proposal to P&I												
6. Proposal is drafted and made												

## Urban Design Peer Review and SEPP 65 Assessment Report



Of Planning Proposal for  
108, 112 and 124 Forest Road and 1-3 Wright Street  
Hurstville

Date: 2 December 2015

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## 1. Introduction

GM Urban Design and Architecture (GMU) have been engaged by Hurstville City Council to undertake an urban design assessment of a Planning Proposal for 108, 112 and 124 Forest Road and 1-3 Wright Street, Hurstville (the subject site).

This report provides a discussion about the site, its context and whether the planning proposal responds appropriately to the context, current planning guidelines and policies. The report also discusses the planning proposal with respect to the nine (9) principles of SEPP 65 and provides recommendations on the scale and yield that we consider to be appropriate for the subject site as a potential alternative to the proposal.

### 1.1 Methodology

In arriving at the opinions and recommendations included in this report, GMU have conducted a desktop review of the available documentation for the Planning Proposal. We have also reviewed the applicable strategic direction for Hurstville and the site as well as the background information for the council controls and the desired future character established in the DCP.

GMU has also visited the site and conducted a contextual analysis of the location of the site and its relationship to other elements of Hurstville centre including the scale relationship with the recently built or approved built forms. In our analysis, we also took into account the public domain and the overall character of this part of the Hurstville centre. Any recent changes to the planning instruments via planning proposals have been taken into account as part of the potential future character for the centre's overall scale if supported by Council.

The proposal's compliance with SEPP65 and the context analysis are provided at the beginning of the report and inform the recommended outcome for the site. GMU have prepared an alternative strategy for the site based on this work to inform the potential direction for Council.

### 1.2 Documents Reviewed

In preparing this report, GMU has reviewed the following applicable controls, documents and information describing the site and its immediate surroundings:

- Planning Proposal and urban design information including Planning Proposal Report by CT Group, Architectural Design Report by George El Khouri Architects, Natural Ventilation Statement by Windtech (produced for an old scheme from June 2014), Support Services Statement (June 2014), Traffic Addendum Report (October 2015) and a full Traffic Impact Assessment (June 2014), Economic Impact Assessment by Urbis (October 2015).
- Recent Development Applications in the area:
  - a. 105 Forest Road & 1A Hill Street Hurstville
  - b. 93 Forest Road Hurstville (Stage 3)
  - c. 1-5 Treacy Street Hurstville
  - d. 21-35 Treacy Street Hurstville
- Recent Planning Proposals in the area:
  - a. 93 Forest Road Hurstville (Not determined yet, Approved at Gateway)
  - b. 53-75 Forest Road, 108-126 Durham Street and 9 Roberts Lane, Hurstville (Not determined yet)
- Hurstville Local Environmental Plan 2012
- DCP 2 – Hurstville City Centre (Amendment No. 6) - Applies to 124 Forest Rd.
- Hurstville DCP 1 – LGA Wide DCP - Applies to 108, 112 Forest Rd and 1-3 Wright St. Hurstville
- Hurstville City Centre Masterplan 2004
- Background to Hurstville City Centre Planning Controls
- Employment Lands Study



- Hurstville City Centre Urban Form Study by Dickson Rothschild - 2007
- A Plan for Growing Sydney 2014 and draft South Subregional Strategy 2007

### 1.3 Executive summary

The purpose of this report is to prepare a peer review and SEPP65 assessment report considering the proposed Planning Proposal and an appropriate scale and yield outcome for the proposed development site at 108, 112 and 124 Forest Road and 1-3 Wright Street, Hurstville.

The general observations by GMU include:

- Although the site is within the Eastern Bookend precinct and forms part of the experience of entering into the centre, it is not a landmark site;
- The subject site is a transition site between taller forms that mark the entry to the centre such as East Quarter site with 19 storeys as a maximum height and the lower scale residential development on the east and mixed use development to west and south;
- The heights on the opposite side of the site along Forest Road set the appropriate scale for the subject site including the street wall height and setbacks;
- The proposed height is excessive and the configuration of the massing does not respond well to the context;
- The proposed public square and the undercroft are not supported;
- The proposal needs to provide more separation to the neighbouring properties to the north and a better scale relationship;
- The alignment with Forest Road is an important element to achieve the enhanced outcome for the site and an active frontage to the street.

GMU's recommendations:

- GMU recommended 2 options that show a height between 13-10 storeys as a maximum height. The proposed massing indicates two towers responding to both the eastern and western corners;
- The podium and street wall height need to respond to the existing street wall height across the street, which is 3-4 storeys;
- The plaza is not considered appropriate in this location and alignment and continuity of the street edge on this corner is required;
- A setback and landscape screening is required to the northern properties;
- Greater separation to the north will allow for additional open space on the ground level, which provides opportunity for a north facing communal open space;
- Roof top terraces for each building are also encouraged, but they should not be connected with a skybridge due to safety reasons.

Conclusion:

The proposal is not supported in its current form. Further amendments to the scale and density for the site are required.

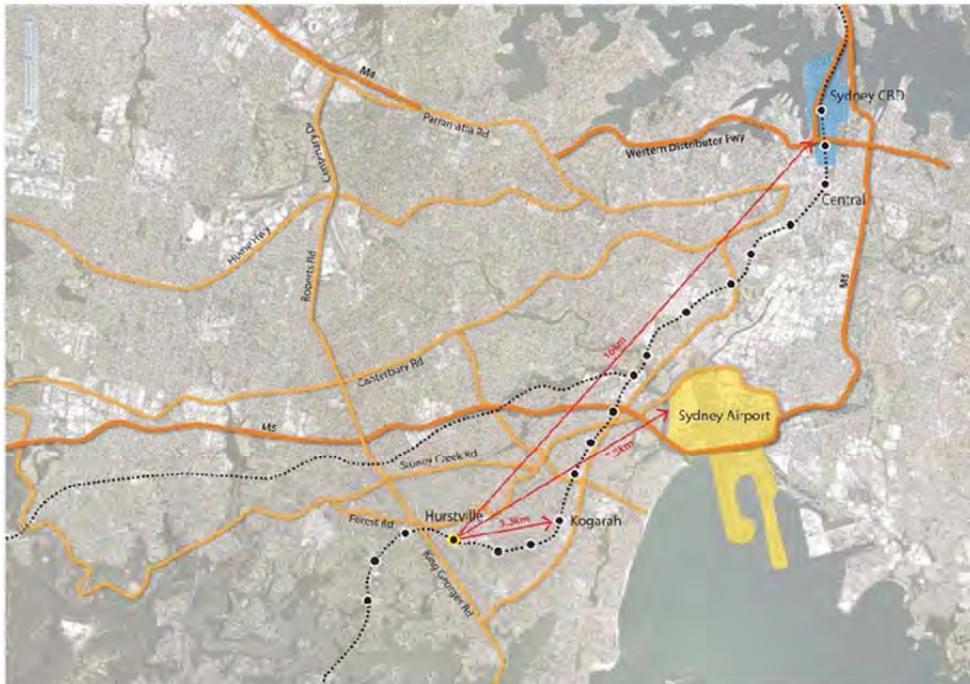


## 2. Context

### 2.1 Broader Context

Hurstville City Centre located approximately 16 km south from the Sydney CBD and 7-8km south-west from the Sydney Airport. The centre is well connected via Forest Road. This collector road provides links to the M5 and King Georges Road. Princes Highway is located to the south-east of Hurstville providing other links to strategic areas.

Two train lines run through Hurstville – East Hill and the Illawarra Line. The next major centre, Kogarah, is located only approximately 3km to the east. Sydney CBD is approximately 25-30 minutes by train.



*The broader Hurstville context.*

Hurstville City Centre spreads along Forest Road and is divided by the train line into two parts. The northern part is more vibrant and commercial in character and lies in the Hurstville LGA. The southern side is more residential in character and lies in the Kogarah LGA. The centre is characterised by changes in topography with the highest points at the centre (approximately at the station) and the two entry points to the centre from the east and west.

These entry points are located at the intersection of Kings Georges Road and Forest Road (western entry) and the intersection of Forest Road with Durham Street (eastern end). Although the western roads carry a greater traffic load, the eastern intersection provides the most direct access to the centre when approached from the Sydney CBD or the airport. Therefore it also forms an important entry point. The distance of the centre between the eastern and western entry points is approximately 2km.



## 2.2 The immediate context

The subject site is located at the eastern end of the city. It forms part of the blocks which contribute to the sense of arrival to the centre from the east. The primary address and orientation of the site is to its southern boundary with Forest Road. This gives the site an address within the centre's main street.

Forest Road changes its character along its length within Hurstville. It begins to the east as a major collector road up to the intersection with Croydon Road. As it travels into the centre its character then changes to that of a more local collector and the city's main street. It becomes a one way road in the middle of the centre allowing the traffic from the west only.

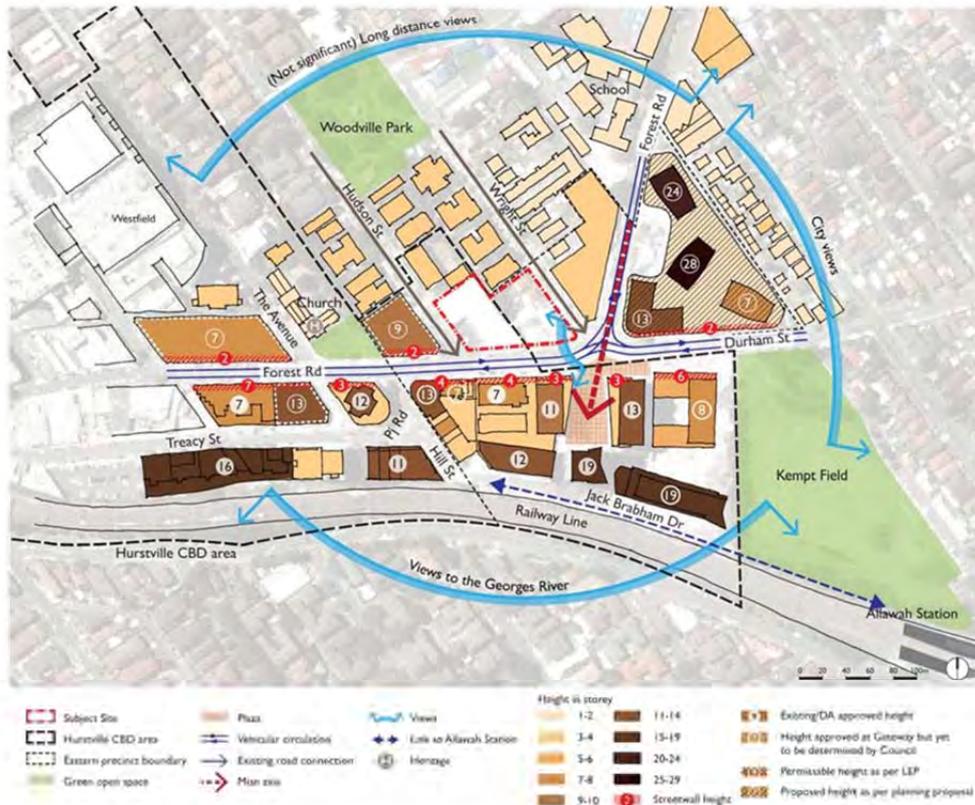
The eastern end of the centre is defined as a gateway through a marker building located in the East Quarter. This building is located at the end of an axis formed by the Forest Road's northern approach and its intersection with Durham Road.

This tower is 19 storeys and includes a large urban space at the front of the tower. As part of this complex, two lower buildings of 13 and 11 storeys line either side of the plaza. A 12 storey tower is also located on the western side of the 19 storey tower along the railway line.

New height has already been considered in this area including an 18-19 storey building to the east of the main tower with a 6-7 storey building in front (approved by State Government at Gateway Stage but yet to be determined by Council). This development will provide definition and enclosure to the eastern edge of the largest public open space in Hurstville. It is called Kempt Field and it is not well connected to the centre presently. This proposal will enable and enhance the connection.

Another 13 storey building has also been approved by the Joint Regional Planning Panels (JRPP) for the side opposite the East Quarter block. This tower will be located at the corner of PJ Road and Forest Road. This approval has a 13 storey corner element with the rest of the building lowered to 7-6 storeys. The 13 storey corner is next to a 12 storey tower which is the last

building along Forest Road before the scale of the built form reduces to below 10 storeys providing a sense of transition to the scale of the existing heritage shop top houses along Forest Road.



The subject site and its context. (Subject site outlined in red)

There is also a planning proposal which if supported, would see the eastern gateway scale further reinforced by a new 28 storey development located on the triangular site between Forest Road, Lily Street and Durham Avenue.

This site contains the highest topographic point of the eastern gateway and forms the last block of the centre. The proposal submitted to Council in August 2015 includes a low podium and three towers:

- A 13 storey tower closest to the intersection of the three streets;
- A 23-24 storey tower to the north and
- A 27-28 storey tower towards the rear of the block at its eastern end.

This configuration of lower built form closer to the street and a greater scale at the rear of the site corresponds to the massing proposed generally for the East Quarter site – the other gateway site.

There are also examples of other approvals with greater height allowed behind a lower/medium scale along the Forest Road frontage. This massing ensures that the streetscape benefits from a lower sense of enclosure to Forest Road than would occur with the towers directly on the street. It also provides a more open view towards the centre of Hurstville where the scale increases to mark the centre itself.



Further to the north beyond the site the scale and character changes from the intensity of Forest Road to low scale 1-2 storey residential dwellings with the occasional 3 storey walk up developments.

The buildings across the street from the site on the other side of Forest Road define the street with a 3-4 storey street wall height and towers of 7 to 10 storeys and 13 storeys in strategic areas such as corners. The eastern side of the site is formed by a low scale residential street heading north. The corner opposite the site on Wright Street to the east is currently occupied by a car dealership site. This site has a potential for redevelopment in the future.

The property to the west of the subject site are also low scale shops, but there is the potential under the LEP for these sites to be redeveloped to 30 m. Further to the west is a heritage church and lower scale buildings along Forest Road.

More detail information of the existing immediate context was gathered at a site visit and documented in the photographs below:



View from Hudson Street towards Forest Road.



Four storey existing residential building to the north of the subject site – View from Hudson Street.



Subject site – corner of Hudson Street and Forest Road



View towards the site from the corner of The Avenue and Forest Rd



View to the site from the corner of Treacy Street and Hill Street



View from the East Quarter plaza to the north (the site is to the left)



13 storey building in the East Quarter development on the eastern side of the plaza. A 19 storey tower at the termination of an axis from Forest Road. The tallest building in the Eastern precinct at the moment



View from the southern side of Forest Road towards Wright Street – subject site on the left.



View along Forest Road to the west with subject side on the right.



View from Durham Street to the west – East Quarter development on the left and existing low scale to the right.



View to the site from the eastern corner of Durham Street and Forest Road.



*Eastern edge of the subject site along Wright Street. View to the south. Eastern edge of the subject site along Wright Street. View to the north.*

### 2.3 The site

The subject site is located to the north of Forest Road. The site's area is 5,414.9sqm and it has three street frontages – Forest Road frontage to the south – 89.56m; Wright Street to the east – 69.78m; and Hudson Road to the west – 50.395m. The site has an irregular shape due to the alignment of Forest Road relative to the local street network. This creates an angled boundary to Forest Road.

The site is within 600m from Hurstville Station and 500m from Allawah Station. There is a maximum 1.5m level change across the subject site with the land rising towards Forest Road.

The subject site's northern boundary is shared with 3-4 storey apartment buildings. The building on the western side is built to the boundary line. The apartments on the eastern side provide a 6m setback to the boundary.

### 2.4 Section Conclusion

Based on the analysis of the site and its context, the site forms a part of the eastern gateway as a whole. However, there is a hierarchy in terms of the sites that create the sense of entry and arrival and the other sites particularly to the south across Forest Road (the East Quarter) and to the east creating the intersection itself have a greater role and presence in marking this entry. These sites form the visual termination to a number of key view corridors along the streets on the approach from the east. These sites are further suitable for this role by the relative topographic levels of the road which positions them at a higher elevation than the subject site.

Therefore the predominant character of this gateway and Forest Road in this part of the eastern precinct is a low scale street wall height of 3-4 storeys with greater height varying from 7-10 storeys with some 13 storey elements behind the street wall and the greatest height located towards the rear of the sites, towards the railway or the centre of the site.

The subject site should integrate with this strategy and reinforce the role of the gateway. This would provide an opportunity for increased height and FSR, but its role within the gateway is not in our opinion sufficient to warrant the same sort of height and scale as seen in the other sites around it, particularly as seen to the rear of those sites.

The potential for the site, based on observation and analysis, is more in the order of 7- 10 or potentially 10-13 storeys built forms to respond to the existing scale and forms that face Forest Road. The streetwall height should emulate that of the development in proximity to it i.e. 3-4 storeys.

### 3. The proposal and its response to the controls

#### 3.1 The proposal

GMU understands that the subject site has been the subject of a number of proposals over time. This report will focus only on the latest submission dated October 2015. The submission includes a Planning Proposal Report by CT Group and an Architectural Design Report by George El Khouri Architects with supporting technical reports.

The proposal is for an amendment of the planning controls to allow the following amendments to the LEP:

- Zoning – from partly Mixed Use, partly Medium Density Residential and Local Centre to B4 Mixed Use
- Building Height – from 23m to 60m and from 9-12m to 42m.
- Floor Space Ratio – from the three different FSRs for the site - 4:1 in the west, 1.5:1 and 1:1 in the east to 4.8:1 for the totality of the site.

The proposal considers some justification for this intensification through the Metropolitan Strategy – A Plan for Growing Sydney, where Hurstville is nominated as a Strategic Centre with a strong financial and economic role servicing south subregion. Hurstville is located approximately 16km south-west of Sydney CBD, 8km south-west of Sydney Airport Precinct and 3km to Kogarah, the only other strategic centre in south subregion.

It lies within the Sutherland to Sydenham Urban Renewal Corridor with a good connectivity to the surrounding areas via the existing train lines and road network. The Strategy sets the general principle of increasing new housing and job opportunities around centres and key transport corridors to provide sustainable life and work balance as well as a stronger economic focus for strategic centres in particular. It also identifies a number of priorities for Sutherland to Sydenham Urban Renewal Corridor and Hurstville in realisation of the plan for the future growth. The focus in this plan is to essentially provide additional mixed use development with a commercial core in Hurstville for long term employment.

The design report provides a broader explanation of the purpose of this planning proposal and focuses on the analysis of Sydney metropolitan area and the role that Hurstville has. It highlights the fact that Hurstville's maximum allowable height is much lower than in other major/strategic centres in Sydney and mentions specifically centres such as Chatswood and Bondi Junction.

This argument does not take into account that both Chatswood and Bondi have a greater significance in the Sydney Metro area as they are both major train and bus interchange points and destinations for many visitors, employees and residents in greater scale than Hurstville. Chatswood is a major interchange with several train lines including North West rail link and a bus interchange. The height for this centre reflects that role. St Leonards, which is also mentioned in the report includes a major hospital and major employment uses which is also reflected in its massing. Most of the centres mentioned in the report are located within the Global Economic Corridor and therefore have a far greater role within Sydney as a global city than the role of Hurstville.

More height for Hurstville could be appropriate if the role and hierarchy of this area of Sydney is reconsidered by the Department of Planning and Environment. However, if such a strategy was suggested, greater height is more likely to be appropriate for sites in the centre closer to the station.

A typical city shape is to reinforce the centre around the railway/bus interchange node with the greatest height and transitioning the scale to the city edges. Some additional height may be appropriate for the entry gateways but this height is already evident under the LEP for Hurstville.

The overall height of a centre also depends on its parameters, such as the location of the main pedestrian barriers, connections, topography etc. The Hurstville centre has a length of 2km along the railway line which is far longer than most centres and impacts severely its walkability. Concentration of significant height and density so far away from the core would not support the notion of a walkable centre or support the transport node.





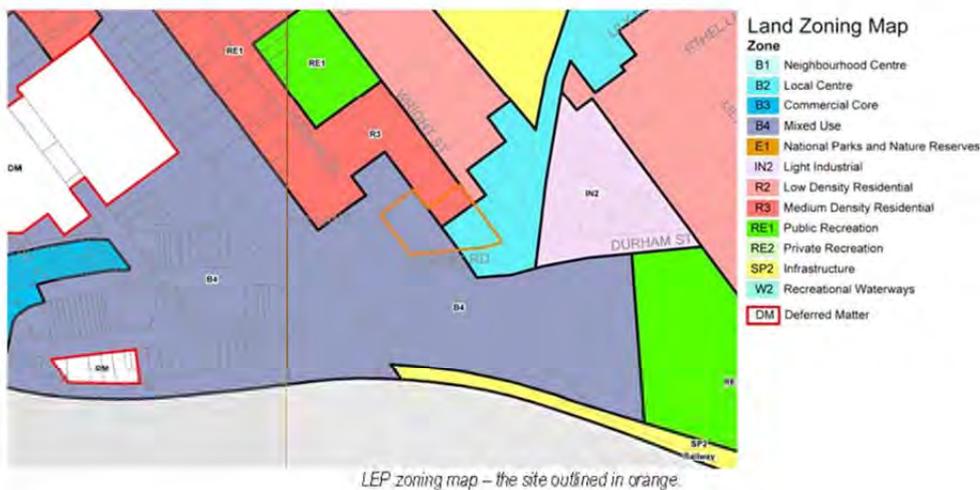
The proposed built form opposite the site on the east is setback from the northern boundary by 6m. Both side streets also have a street setback of approximately 3m.

### 3.2 Hurstville Local Environmental Plan 2012 (HLEP)

#### LEP zoning

Three different zones apply to the subject site:

- Mixed Use zone for the majority of site – lot to the west of the site. It is at the end of the Mixed Use zone which spreads from the Commercial Core near Hurstville Station to the Eastern end of Forest Road.
- Local Centre zone, which applies to the corner of Forest Road and Wright Street – this is the southern end of this zone which spreads along the eastern end of Forest Road.
- Medium Density Residential applies to 2 small lots located to the northern end of the site along Wright Street.



When comparing with the other zoning around the site and heights, it is clear that the subject site was always considered part of the end of the centre and its role as a transition area to adjoining lower uses.

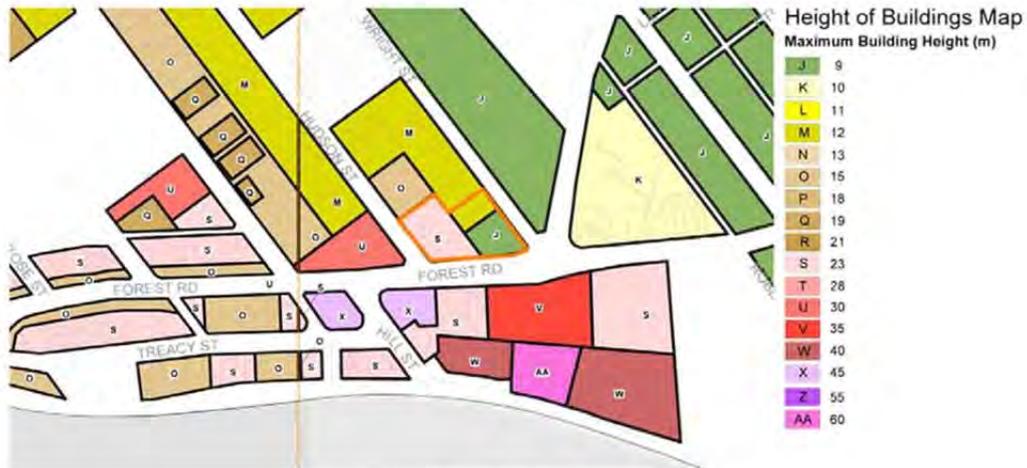
The eastern corner of the site - 108 and 112 Forest Road (B2-Local Centre) is being investigated as part of the Employment Lands Study currently being undertaken by Hurstville City Council, which reviews all Industrial and Business Zoned land under the Hurstville LEP 2012.

#### LEP height

Three height zones are applicable to the site and surroundings as follows:

- 23m height limits are applicable to the western lot on the corner of Forest Road and Hudson Street
- The same height applies across the street to the south but with an increase to 45m on the corner with Hill Street.
- A 15m height is applicable on the adjacent site to the north and a 30m height across the Hudson Street to the west.
- The corner of Wright Street and Forest Road (eastern end of the site) has a 9m height control and increases to 12m for the north-eastern end along Wright Street.
- The sites across Wright Street have a height control of 9m with 10m on the eastern corner of the intersection.
- The heights increase on the southern end of Forest Road directly opposite the subject site up to 35m height with transition to the east and west through a 23m zone.

- The southern end of that block increases to 60m in the centre with 40m transition areas to the east and west.



LEP height map – the site outlined in orange.

The height focuses the majority of built form and scale along Forest Road and the train line. The height strategy shows a distinct pattern that seeks to create a 'western gateway area' at the western end of Forest Road near Pearl Street and King Georges Road (with height rising up to 40-60m), a 'central spine' around the station area (with heights of 60m, 45m and 40m) and an 'eastern gateway' which is marked by a height of up to 60m.

Apart from the eastern and western ends of the spine along Forest Road, there is a distinctive street wall height reflected in the LEP map with a maximum 15m along the central part of Forest Road- west of the site. Heritage

An Anglican Church, which is a heritage item of a local significance is close to the site to the west on the next block.

There are also a few heritage items of local significance spread along Forest Road to the west of the site towards the station. These buildings are mainly shops and residential properties with characteristic historic facades.

Hurstville Public School, located to the north-east of the site, in the block to the east is also a local heritage item (Item 28 at 80 Forest Road).

There are no State significant heritage items in proximity to the site.

**FSR**

Three FSR controls apply to the subject site – 4:1 on the western side of the site, 1.5:1 to the south eastern corner and 1:1 to the north-eastern side along Wright Street. If an average was taken for the site based on these applicable FSR controls, the applicable overall FSR would be 2.7:1 across the site.



LEP FSR map – the site outlined in orange

The FSR applicable in the surrounding area is 2.5:1 for the block to the south with the western corner up to 3.5:1 and 3:1. Recent approvals changed this FSR to over 3:1.

The site to the west across Hudson Street is zoned 3:1 followed by 1.4:1, but there is a block that is zoned 4:1 on the southern end of Forest Street.

The sites to the east of the subject site are zoned between 1.5:1 to 1:1.

The FSR zoning across Hurstville Centre relates to the height distribution in most areas.

The highest FSR applicable to the centre is 9:1. This is located across the street from the station. There are also a number of sites that are zoned 6:1 and they relate to the heights of 60-45m.

The 'western gateway' area has an FSR of 5:1 to 3:1, so it has greater density than the 'eastern end' of Forest Road.

#### Active Street Frontages

The LEP also includes a control for active street frontages. Based on the definition in the LEP, a **building has an active street frontage** if all premises on the ground floor of the building facing the street are used for the purposes of business premises or retail premises.

The site has two street fronts that are required to be active frontages – the frontage to Forest Road to the south and to Hudson Street to the west. Wright Street is envisaged to have a more residential character. The active frontages continue to the north east along Forest Road. The site is the last site with an active street before the intersection with Durham Street, which act as the termination of the retail part of the town centre.

### 3.3 DCP No. 2 – Hurstville City Centre (Amendment No. 6)

There are two development control plans that apply to the site. The main vision for the site and the eastern part of the centre is contained within the DCP No. 2 – Hurstville City Centre.

- The DCP was based on a background study prepared in 2004 and called Hurstville Masterplan 2004. The masterplan includes analysis of the area including an explanation of the name, which means – 'town on a wooded hill'. This indicates that the town was established due to its topography on a small hill in the centre. There are, in fact, 3 plateaus indicated in the topography study that correspond to the eastern and western gateways and the centre.



- The Masterplan included principles such as establishing a 'green gateway' by adding landscape along Forest Road entry with new public spaces and an improved access to Allawah Station on the East Quarter site (south of the subject site). The subject site was not established as a future major development site within the masterplan, but the site to the south was already envisaged as a major site with potential uplift.
- Council LEP and DCP controls were informed by a number of background studies, including the Urban Form Study by Dickson Rothschild (2007).
- This study took into account only the western part of the subject site (124 Forest Road-western lot) dividing the subject site into two parts. These studies were interpreted into the DCP. Overall the strategy lead to the following vision for the skyline of Hurstville:

#### **Skyline**

*Forest Road is aligned along the highest point of the City Centre, allowing development along Forest Road to be the most visible point of Hurstville. New buildings (particularly those along the southern side of Forest Road) are to deliver an interesting and iconic skyline for the City Centre. Along the northern side of Forest Road, building height and separation is guided by the priority of providing adequate sunlight to the public domain along Forest Road.*

The DCP also divides Hurstville Centre into 6 precincts. These are:

- Western bookend -
  - Around Forest Rd and King Georges Rd intersection (the western gateway)
  - DCP's desired character for strong built form statements, feature public open spaces and mainly residential on upper levels providing commanding views defining entry to the centre, high density residential
- City Centre West -
  - Transition between western bookend and the centre - medium to high rise with trees along Forest Road
  - Transition between high intensity residential and retail /commercial mixed use
- City Centre North -
  - Promoting civic presence, street activation, transition to the surrounding residential
- Retail Core -
  - Forest Road as a pedestrianised High Street - New development will build on its highly active pedestrian environment, and multiple narrow retail frontages, interlinked with laneways and arcades.
  - Built form is to follow and reinforce the established street alignment of Forest Road, providing a continuous building line to define the public domain. Buildings are to address Forest Road, with a four storey street wall height in certain locations punctuated by tower elements in strategic locations.
  - Promoting only Retail / Commercial Uses in the Area Zoned B3 Commercial Core
  - Activating Ground Level
  - Large scale Employment Land Uses
- City Centre East -
  - Transition between eastern bookend and the centre - medium to high rise with trees along Forest Road
  - Strong pedestrian networks and linkages with surrounding areas promoting residential and mixed use but only retail/commercial in the commercial core zone to the west
  - Active street frontages



- Eastern bookend – (which includes the subject site)
- This precinct covers the area that is partially outside of the City Centre's area
- It is an eastern gateway to the centre
- It is dominated by East Quarter buildings in a prominent position on the axis of Forest Road
- The desired future character for this precinct is to define, and create a sense of entry. This will be achieved through strong built form statements and feature public domain treatment. Residential use will dominate upper levels of development and optimise commanding views; and
- to define and create a sense of entry - strong built form statements and feature public domain treatment with residential uses on the upper levels enjoying the views

The Key Land Use Principles for the Eastern Bookend are:

*1. Defining entry to the City Centre – characterised by a higher intensity of built form with taller buildings on designated sites to define the entry to the centre. Buildings situated along sites identified with significant frontages are to respond to their gateway context. . Landmark architecture will define points of interest, especially its prominent position on the axis of Forest Road. All new development is to respond to the public realm, requiring building scale and form to retain a pedestrian scale at street level.*

The proposal responds to this principle by providing a very strong architectural concept with sharp edges and greater scale than the rest of the sites. However, as it is not a designated site, it should retain a pedestrian scale and transition down from the identified higher intensity sites.

*2. High Density Residential Land Uses - Mixed-use development will be promoted. This Precinct is to provide a transition between the City Centre and surrounding residential areas. Where land adjoins established residential areas, controls require that new development be suitably designed to maintain the amenity of adjoining residential and recreational land uses.*

Based on the above, the proposed Mixed Use zoning is appropriate for the site. The majority of DCP controls such as Building Separation, Solar Access, Natural Ventilation, Visual Privacy, Acoustic and Vibration Amenity, Floor to Ceiling Heights, Building Entrances and Lobbies, Undesirable and Preferred Building Entry/Lobby are now being guided by the design principles and objectives from SEPP 65 and the Apartment Design Guide (ADG). These elements of the proposal will be generally discussed under the SEPP 65 discussion.

The DCP specific controls include:

- Street Setbacks – the site has a nil setback to Forest Road and the corner of Hudson Street. The rest of Hudson Street is to have 70% built to boundary and should include retail and commercial uses on ground level. The Wright Street frontage should have 40-70% built to boundary and should be activated by lobbies and foyers.
  - o The proposal has 2 built form elements that align with the Forest Road frontage but with a large opening in the centre of the site. This is not an outcome contemplated or encouraged by the controls and undermines the activation of the street corner and edge.
- Setbacks above podiums - Taller building elements above the four storey podium, along identified sites in Forest Road must be setback a minimum of 6 meters and a maximum of 8 meters from the primary street frontage. The subject site is not identified as one of those sites, however all sites along Forest Road to the west have that requirement. Therefore it is reasonable to apply a similar scale and street treatment to the subject site as a continuation of the streetscape.
  - o The towers are not set back above the podium facing the side streets, but they are setback more than the controls require overall.
  - o The height of the podium is greater than 4 storey and it is not in keeping with the surroundings.
- Awnings and Activation - 3 orders of street hierarchy in terms of activation apply to the site - first - Forest Rd, second - Hudson Road and third - Wright Street. First and Second Order Streets: All frontages on these streets must be



active at ground floor of the building. Third Order Streets: All frontages adjoining and immediately surrounding important pedestrian connections, such as entrances to and intersections with arcades.

- The proposal doesn't indicate any awnings, but all buildings have an inset of 3m at ground level which creates an undercroft space instead. The activation is provided on the ground level.

### 3.4 Section Conclusion

The fundamental issue for the site when reviewing the controls is the fact that the LEP and the DCP both treat the site as part of the transition between the zones and other points of height focus. They do not treat it as a major opportunity site.

The proposal seeks a scale and form that is at odds with this role and seeks to emulate the form that is considered more appropriate for the centre itself than its edges.

The DCP controls and objectives are partially achieved in the proposal; however, in our interpretation of the controls, the site should provide a streetscape scale that is more appropriate to the human scale and the creation of a consistent street alignment and street wall.

## 4. SEPP 65 analysis and comment

This section of the report provides an overall assessment of the proposal against the 9 Design quality principles of SEPP 65 and the Apartment Design Guide (ADG). It provides further commentary on the proposal's performance on the issues raised in previous sections of this report including its response to the surrounding context and its performance against the applicable controls.

### Principle 1: Context and Neighbourhood Character

*Good design responds and contributes to its context. Context is the key natural and built features of an area, their relationship and the character they create when combined. It also includes social, economic, health and environmental conditions.*

*Responding to context involves identifying the desirable elements of an area's existing or future character. Well-designed buildings respond to and enhance the qualities and identity of the area including the adjacent sites, streetscape and neighbourhood. Consideration of local context is important for all sites, including sites in established areas, those undergoing change or identified for change.*

#### Comment

The area around the site is part of the transformation of the Hurstville City Centre. There is a role for this site as part of that regeneration and intensification. However in realising this role the site still needs to respond to the developing future character and the scale of new development around it.

The site forms a minor part of the eastern gateway. The sites on the southern side of Forest Road and marking the confluence of the roads carry the visual axis of the roads and should achieve the greater height.

The subject site is part of the gateway but it is also part of transition to the centre edges adjacent to low density development and part of the transition of scale to the edge of the centre. It needs to reinforce the street wall scale and respect the lower development forms to the other side of the street and the low density residential to the north.

The street wall height around the site is 3-4 storeys and the proposal needs to continue this scale. The maximum height across the road ranges from 7-10 and 13 storeys and this sets the context for the site if it is to achieve a balanced streetscape and respond to the appropriate gradation of scale.

To the rear of the site, setbacks and lower heights need to provide transition and reduce scale impacts for adjoining dwellings.

The proposal is not consistent with this approach. The height at the streetscape is far higher and the maximum height seeks to emulate the sort of heights seen to the rear of the nearby gateway sites.

The location is not a high pedestrian traffic area but is changing. As it is on the edge of the centre activity is diminishing. A major public space is also provided within the development on the other side of Forest Road (East Quarter site). The proposal includes a large public space but such an outcome is not appropriate for a site that is part of the edge of the centre.

### Principle 2: Built Form and Scale

*Good design achieves a scale, bulk and height appropriate to the existing or desired future character of the street and surrounding buildings.*

*Good design also achieves an appropriate built form for a site and the building's purpose in terms of building alignments, proportions, building type, articulation and the manipulation of building elements. Appropriate built form defines the public domain, contributes to the character of streetscapes and parks, including their views and vistas, and provides internal amenity and outlook.*

### **Comment**

The desired future character of each of the precincts in the DCP and the description for the future of the centre in the background studies illustrate a vision in which the City Centre is marked by the eastern and western gateways that creates the bookends to the City Centre.

Of these gateways and the centre, the centre must be the dominant massing. The precincts between the bookends and City core are transition areas that should create containment to the main street and activation as well as human scale in the street wall height and proportions.

The subject site is located within the bookend precinct, so its role is as part of the transition from the higher development to the south and potentially east to the lower/medium scale along Forest Road to the west

The role of site is therefore to maintain the streetscape as established on the other side of the street and open a contained view line between the core and the gateway.

The appropriate built form therefore would be:

- A 3-4 storey street wall height to relate to other sites creating the street wall to adjacent streets
- Establish a street alignment as per the DCP for the Forest Road frontage and Hudson Street;
- Activate the ground levels required by the DCP at the street edge, a new urban plaza is not required or appropriate and interrupts the street wall;
- Provide a maximum height that relates directly to the lower scale of the other eastern gateway proposals. We consider that a maximum height of either 10 or 13 storeys would respond to the existing scale whilst still responding to the role of the site within the gateway and still provide transitional height; and
- Minimise the bulk and scale to the northern neighbours with built form setback from the boundaries to offer a landscape buffer and a height that is no more than 1 storey above the allowable adjacent heights. This will limit overshadowing to the communal open spaces whilst ensuring the bulk and scale of this development is moderated on the boundary.

The proposed built form of the scheme has a number of elements that do not achieve these parameters. The total height of 19 storeys is excessive for this site. The proposed seven (7) storey podiums are also out of scale and dominate the street with no relationship to the other side of the road.

The three (3) storey under-croft in this area is also not justified as the area is not sufficiently activated to sustain surveillance and activation to the expanded open space on the site.

The proposal seeks heights that are not relevant to its role in the centre. These heights should be lowered to a max of 10 or 13 storeys with transitional form along Forest Road of 7 storeys with a 3-4 storey street wall.

### **Principle 3: Density**

*Good design achieves a high level of amenity for residents and each apartment, resulting in a density appropriate to the site and its context.*

*Appropriate densities are consistent with the area's existing or projected population. Appropriate densities can be sustained by existing or proposed infrastructure, public transport, access to jobs, community facilities and the environment.*

### **Comment**

The proposal seeks to increase the FSR for the site to 4.8:1. The current controls for the site are 4:1 for the larger lot to the west, 1:1 to the east on the northern corner and 1.5:1 to the south-eastern corner.

If the average FSR is calculated across the entire site, the FSR sought under the current controls would equate to 2.7:1. Therefore the proposal is seeking an increase of 2:1 across the site.



This type of FSR applies to the locations that are of greater height. There is no FSR of that range applicable within the Eastern Bookend.

The existing marker site at East Quarter has a final FSR at 3.11:1. The subject site is smaller than the East Quarter site and is part of the City Centre transition, so the requested FSR of 4.8:1 is well in excess of what should be appropriate for a less significant site, such as the subject site.

The site has some capacity for greater height and density but not that of a marker site or the City Centre. The density that results from the proposed 19 storey development is an overdevelopment for the site of this size and location.

#### Principle 4: Sustainability

*Good design combines positive environmental, social and economic outcomes. Good sustainable design includes use of natural cross ventilation and sunlight for the amenity and liveability of residents and passive thermal design for ventilation, heating and cooling reducing reliance on technology and operation costs. Other elements include recycling and reuse of materials and waste, use of sustainable materials, and deep soil zones for groundwater recharge and vegetation.*

#### Comment

The proposal includes a statement that 50% of the proposed residential units will receive natural ventilation and 11% of units will be ventilated through the exposure to prevailing winds. The Windtech report states that special measures are required to achieve the ventilation described.

The ADG requires a minimum 60% of units up to the 9<sup>th</sup> level to be naturally ventilated. It is not clear from the material provided, whether the 61% that achieves the ventilation through a different manner applies to the lower levels of the envelopes or takes into account the total height. This needs to be clarified.

A diagrammatic representation of the units that are treated as truly cross ventilated and the units that achieve ventilation through an alternative design criterion up to level 9 needs to be provided.

The proposal indicates that 74% of the units will achieve the required 2 hours of solar access which meets the ADG requirements.

The proposal mentions use of sustainable elements such as:

- Sustainable materials;
- Passive solar design and natural ventilation;
- Energy and water efficient appliances; and
- Compliance with BASIX.

The other areas to achieve sustainability for this development would include:

- Reuse of materials during construction;
- Lightweight construction to improve cooling loads and thermal comfort;
- Exceeding BASIX requirements;
- Recycle organic waste;
- Recycling facilities provided to encourage occupant recycling including split waste chutes;
- Insulation provided to ceiling, wall and floor areas where necessary;
- Solar panels;
- Rainwater tanks provided for garden irrigation and the car wash bays;
- Upgrades to the stormwater drainage systems to assist in stormwater control for the site;



- Generous soft and deep soil landscaping areas to assist in stormwater control for the site; and
- The planting of indigenous or low water use species of vegetation.

#### Principle 5: Landscape

*Good design recognises that together landscape and buildings operate as an integrated and sustainable system, resulting in attractive developments with good amenity. A positive image and contextual fit of well designed developments is achieved by contributing to the landscape character of the streetscape and neighbourhood.*

*Good landscape design enhances the development's environmental performance by retaining positive natural features which contribute to the local context, co-ordinating water and soil management, solar access, micro-climate, tree canopy, habitat values, and preserving green networks. Good landscape design optimises usability, privacy and opportunities for social interaction, equitable access, respect for neighbours' amenity, provides for practical establishment and long term management.*

#### **Comment**

The proposal includes a landscape design concept which is characterised by linear banding and planting located between the footpaths and outdoor dining areas. There is also an intent for a 'sheltered rainforest' on the north-eastern corner in the undercroft area.

Although this is successful as a principle, it doesn't respond to the context of the site or position on Forest Road and the success of the rainforest covered by building is questioned.

The design needs to demonstrate or provide a clear statement on how the planting will be achieved and where there is provision for deep soil planting.

The proposed public plaza in the centre of the site currently leads to a neighbouring site to the north which has a blank façade facing the plaza. This is not a desired outcome.

The site is not envisaged to be a marker, high density site. It is also located on the edge of the centre, therefore the extent of the public open space is unjustified. Instead, the ground floor area could be utilised as a proper green communal open space that will provide useable area for the residents and a landscape screening to the neighbouring properties.

The provision of communal open space on the roof with appropriate screening to protect privacy to the sites to the rear is also a desirable outcome.

#### Principle 6: Amenity

*Good design positively influences internal and external amenity for residents and neighbours. Achieving good amenity contributes to positive living environments and resident well being.*

*Good amenity combines appropriate room dimensions and shapes, access to sunlight, natural ventilation, outlook, visual and acoustic privacy, storage, indoor and outdoor space, efficient layouts and service areas, and ease of access for all age groups and degrees of mobility.*

#### **Comment**

##### Internal unit dimensions and shapes

The proposed built form design is characterised by sharp angles. This is also reflected in the unit layout with units designed with limited areas of 90 degree corners.

Although there are no strict requirements for the shape of a unit, such an irregular shape will be difficult to furnish. The only furniture layout provided by the applicant is a rectangular apartment. This does not represent an adequate range of typical apartments in the proposed development.



#### Access to sunlight

The proposal states that 74% of units will achieve 2 hours of solar access which meets the requirement. The proposed plaza on Forest Road will be potentially in shadow, which would not be a good outcome. The roof terraces also need to be tested for solar access for communal open space.

The proposed towers exceed the 18m glass to glass depth of building, which may result in limited light access to kitchens and other parts of the units.

#### Natural ventilation

The proposal includes a statement that 50% of the proposed residential units will receive natural ventilation and that a further 11% will be ventilated through the exposure to prevailing winds. This has been documented in the Windtech report.

The ADG requires a minimum of 60% of units up to the 9<sup>th</sup> level to be naturally ventilated. It is not clear from the material provided, whether the 11% that achieve the ventilation through prevailing winds are located below level 9 or above.

This needs to be clarified as the proposal is potentially non-compliant with the ADG if it is not within the lower portion of development.

#### Outlook

Most of the units have appropriate orientation and outlook. There are a few units in the western building that are oriented to the east and the wall of the eastern building.

The separation provided is only 14m, which is not adequate for the 7 storey height. There are also units on the lower level facing north only 6m away from the northern boundary. Given this boundary will be a zone boundary change, then there is also an argument that an additional 3 m setback is required beyond the 50% separation in the ADG.

There is an issue of privacy and outlook for units facing north in this location as the neighbouring property has a driveway directly behind the boundary. Additional separation between buildings and setback to the neighbouring properties on the north is required so that the proposal complies with the ADG.

#### Visual and Acoustic Privacy

The issue of visual and acoustic privacy will potentially also affect the units on lower levels facing the eastern building given the inadequate 14m separation. The plans show that the wall that is overlooked by these apartments will have openable windows for cross ventilation which will potentially create visual and acoustic privacy for these units.

The units on the north-western corner of the site have their living space and private open space also opening up towards the neighbouring driveway. The western building does not provide any setback to the adjoining property. There are potentially acoustic issues as the garbage collection point is located in this corner for the neighbouring property.

#### Storage

There is no indication of storage provided in each apartment at this stage. This would need to be addressed in both the units and basements at the DA stage.

#### Communal space

The communal open space areas are proposed on the roof of the lower buildings. The western building will additionally have an indoor space. This space will be connected to the eastern building via a sky bridge.

In principle a communal open space on the roof is a desirable outcome for the site. However the provision of the sky bridge is a poor outcome that adds to building bulk and this should be deleted.

Communal open space needs to be provided for each building individually if on the roof.



#### Principle 7: Safety

*Good design optimises safety and security, within the development and the public domain. It provides for quality public and private spaces that are clearly defined and fit for the intended purpose. Opportunities to maximise passive surveillance of public and communal areas promote safety.*

*A positive relationship between public and private spaces is achieved through clearly defined secure access points and well lit and visible areas that are easily maintained and appropriate to the location and purpose.*

#### **Comment**

##### Passive surveillance to public domain

The proposed depth of the undercroft creates a deeply shaded area with poor passive surveillance from the street.

This area is only activated by a small retail area on ground level, which may not be used during certain hours. This is not sufficient to activate or justify such a space.

The proposed plaza terminates in a blank wall of the next door property, with no opportunity for continuation.

This creates a 'dead end' space that is unlikely to be needed given the location and public space already provided in proximity to the site.

There is no need for such a space in this location and the provision of the space is not considered to justify the extent of GFA and height sought by the applicant.

##### Internal circulation

The design of the internal corridors is very convoluted and creates a number of areas for concealment, which should be avoided.

It is recommended that a CPTED report be provided as part of any Development Application to ensure security issues are resolved.

#### Principle 8: Housing Diversity and Social Interaction

*Good design achieves a mix of apartment sizes, providing housing choice for different demographics, living needs and household budgets.*

*Well designed apartment developments respond to social context by providing housing and facilities to suit the existing and future social mix. Good design involves practical and flexible features, including different types of communal spaces for a broad range of people, providing opportunities for social interaction amongst residents.*

#### **Comment**

The proposed mix of units includes 14% x 1 bedroom apartments, 73% x 2 bedroom apartments and 12% x 3 bedroom apartments.

This mix of units provides an adequate range of unit sizes to cater for different size families and types of residents.

The proposal also includes the potential for adaptable units.

#### Principle 9: Aesthetics

*Good design achieves a built form that has good proportions and a balanced composition of elements, reflecting the internal layout and structure. Good design uses a variety of materials, colours and textures.*



*The visual appearance of well designed apartment development responds to the existing or future local context, particularly desirable elements and repetitions of the streetscape.*

#### **Comment**

The proposed built form has a number of elements that together create a bulky and undesirable character for the site. The proposed design uses irregular angles to emphasise corners and to create a dramatic architecture.

As identified in our analysis and discussed in first two principles, the design of this site should be more transitional and offer a more recessive architecture rather than such a dominant statement.

We understand that there were a number of design amendments already, but in the latest report, the proposed built form still doesn't achieve an elegant, proportioned form. The irregular angles of the towers increase the appearance of bulk when viewed obliquely.

The impression of bulk is exacerbated by the horizontality of the balcony elements, which dominate the facades as shown in the architectural design study.

In GMU's opinion, the design for the site should be a balanced form of low scale street wall with elegantly proportioned towers which address the street.

It should incorporate interesting elements, fenestration and details within the façade that relate to the context and create articulation. The use of natural materials, metallic cladding, bricks or stone cladding instead of rendered finish is encouraged and a colour treatment should be selected that relates to the context and identity of Hurstville.

#### **Conclusion of the SEPP65 section -**

The proposal has been assessed against the 9 Design Principles of SEPP 65. The proposed design in its current form is not considered to be satisfactory in its response to the context, density, built form or amenity due to:

- The inadequate interpretation of the site and context characteristics.
- A scale and built form configuration which is not responsive to the existing or desired future context and creates excessive bulk and built form emphasis on this site.
- A geometry that sits uncomfortably on the site and delivers poor quality units and compromised separation.
- Disconnected public space that is not required or desirable in this location with potential safety issues.

## 5. Alternative massing options

GMU has considered the site within the existing and desired future context and established design parameters that should be applied to the site.

In our opinion the height and density sought is excessive and not warranted by the site location or its role in the creation of the eastern gateway and the City Centre transitional areas. Any development on this site needs to respond sensitively to the edge of town location, the need for transition to lower scale to the north, the height transition from town centre to edge and the scale set already on the other side of Forest Road and the intersection.

### Options

In our opinion this leads to 2 potential built form options for the site.

The first option allows more density and height in recognition of the corner's role as the western edge of the gateway.

The proposed heights and street wall would be as follows:

- Total height applicable to the site to reflect the surrounding existing and allowable heights to corners which is in the range of 13-10 storeys;
- Option 1 delivers an FSR of approximately 3.6:1

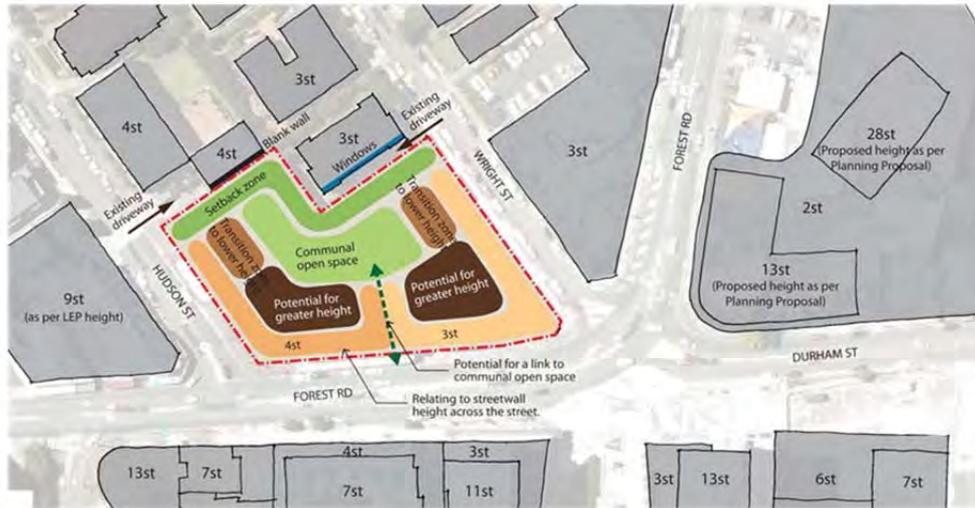
The second option is driven by the principle of responding to the scale opposite the site in Forest Road and is as follows:

- 10 storeys to the corner with a podium base and a maximum of 7 storeys along Forest Road.
- Option 2 delivers an FSR of approximately 3.1-3.12:1. This is based on 2 levels of commercial use and then rest in residential and an efficiency of 75% for residential use and 80% for commercial use.

In both options the height distribution on the site should provide:

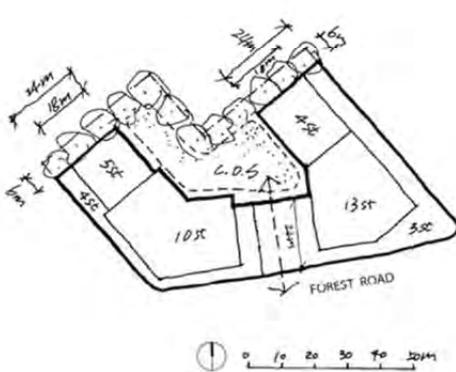
- A stronger element on the eastern corner and transition down to the west;
- A street wall height applied to the site should reflect the existing street wall heights of 3-4 storeys;
- The street containment and alignment to Forest Road should be achieved through a continuous podium;
- The setbacks above podium should be 4m minimum and 6m on average;
- The ground level to the Forest Road and Hudson Street frontage should have active uses and entries as indicated in the DCP;
- A landscape buffer and increased setback needs to be provided to the northern boundary with minimum 6-9m, with the maximum building height reflective of the heights allowable on adjacent heights i.e. 3-4 storeys; and
- There should be an opportunity to provide a ground floor communal open space on the northern part of the proposal that would be provided with excellent solar access and provide additional buffer between the proposal and the lower scale existing buildings to the north.

The following diagrams illustrate the general design concepts of the 2 options that are considered appropriate by GMU:

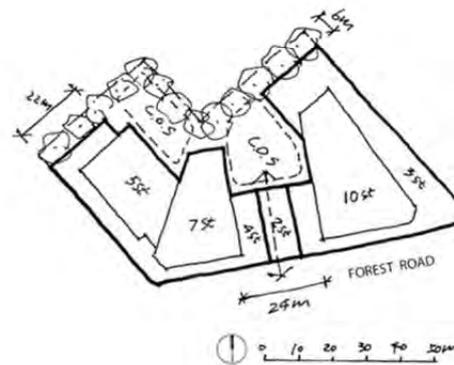


General design principle diagram.

The 2 alternative massing options for the site are represented in a sketch below.



Option 1 potential for 13-10 storey development



Option 2 potential for 10-7 storey development

## 6. Final Conclusion

GMU has undertaken a comprehensive review of the submitted proposal for 108, 112 and 124 Forest Road and 1-3 Wright Street, Hurstville. This report includes GMU's observations and comments on particular items that need further amendments in the proposal.

We have also provided 2 general concept plans for the site. We have described our interpretation of the role of the site based on the available material and analysis of the Hurstville City Centre. Based on our review, we recommend that the applicant further amend the proposal and provide a new scheme in accordance with Option 2 above to achieve a better response to the context.

Our main concerns with the Planning Proposal as submitted in summary relate to:

- The overall height and bulk, which does not relate appropriately to the context;
- The visual impact on the surrounding and the dominating nature of the taller elements for a site rather than balancing the scale of the existing buildings across the street;
- The setback and separation distances between northern properties and within the site;
- The lack of street wall height reflecting lower human scale to the street; and
- The proposed density for the site.

The planning proposal in its current form is not recommended for approval.



10 March 2016

George El Khouri Architects  
Suite 3  
36 Flinders Street  
DARLINGHURST NSW 2010

Our ref: 21/24588  
Your ref: 214428

Dear George

### 108, 112 & 124 Forest Road and 1-3 Wright Street Development Traffic Study Confirmation - Option 4

GHD Pty Ltd (GHD) has previously prepared the following documents in relation to the planning proposal for the proposed development at 108, 112 and 124 Forest Road and 1 – 3 Wright Street, Hurstville:

- *Development at 108-112 & 124 Forest Road, Hurstville - Traffic Impact Assessment - August 2014*
- *108-124 Forest Road Development – Traffic Addendum – July 2015.*

Further to the above reports, the purpose of this letter is provide confirmation of a revised development configuration (Option 4) and a proposed dedication of land for the future widening of Forest Road.

#### 1 Proposal – Option 4

The proposed land use configuration for the development has been amended in order to meet the development planning requests of Hurstville City Council.

The revised development is referred to as Option 4. A summary of the proposed floor area or number of units for each land use is provided in Table 1.

**Table 1 Proposed land use – Option 4**

Scenario	Land use	Provision
Option 4 <i>Proposed development</i>	Residential	217 apartments comprising of: 43 one-bed apartments 130 two-bed apartments 44 three-bed apartments
	Specialty retail	1,150 m <sup>2</sup> Gross leasable floor area (GLFA)

### 1.1 Projected traffic generation

An indication of the potential traffic generation from the proposed development has been based on the Roads and Maritime Services (Roads and Maritime) rates in the *Guide to Traffic Generating Developments (2002)*. The forecast peak hour traffic generation for the revised development is shown in Table 2.

**Table 2 Potential traffic generation – Option 4**

Scenario	Land use	Area	Trip rate	Trips generated (peak hour)	Source
Option 4 Proposed development	Specialty retail	1,150 GLFA	12.5 per 100 m <sup>2</sup>	144	Roads and Maritime Guide Section 3.6.1
	Residential	435 bedrooms	0.07 per bedroom	30	Roads and Maritime Technical Direction 2013/04a
	<b>Total</b>			<b>175</b>	

As shown in Table 2 the proposed land use configuration provided in Option 4 is expected to generate a total of 175 trips within the peak hour.

Although the land use configuration for Option 4 has been modified since the *Traffic Addendum* (GHD July 2015) the total expected trip generation is the same as the trip generation previously provided. Based on this no further intersection analysis is required to assess the traffic impacts of the revised development proposal.

### 1.2 Proposed property dedication

As part of this planning proposal for Option 4 a two metre dedication will be provided along the frontage of Forest Road between Hudson Road and Wright Street to Council to allow for the potential future widening of this section of Forest Road. The area of property dedication is shown on drawing number 01 of the architectural drawings, which has been attached to this letter.

If you have any further queries, please do not hesitate to contact me.

Regards



**Karen McNatty**

Senior Traffic Consultant  
02 9239 7392





# Economic Impact Assessment

1-3 Wright Street and 108-112 and 124 Forest Road,  
Hurstville

March 2016



**URBIS STAFF RESPONSIBLE FOR THIS REPORT WERE:**

Director	Princess Ventura
Senior Consultant	Ryan McKenzie
Consultant	Stuart Gardner
Job Code	SPE0463

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**Appendix A Example Residential Development Profiles**



## Executive Summary

Urbis has been instructed by SLA Development Pty Ltd to prepare an economic impact assessment for the proposed mixed use development at 1-3 Wright Street and 108-112 and 124 Forest Road, Hurstville. The key findings and conclusions are outlined below:

### STUDY BACKGROUND

The subject site is located at 1-3 Wright Street and 108-112 and 124 Forest Road, Hurstville within the Hurstville LGA and is in close proximity to other key locations within the Hurstville Centre, namely:

- The Hurstville railway station, 500 metres west
- Westfield Hurstville, 250 metres west (access via The Avenue)
- Hurstville Public School, 350 metres north
- Hurstville Technical Highschool, 650 metres north-east
- Medium to high density residential is located to the north of the site and along Forest Road.

The existing properties consist of industrial and retail land uses, specifically:

- 108 Forest Road, which contains an auto mechanic
- 112 Forest Road, which contains a metal factory
- 120 Forest Road, which comprises a small retail centre containing a mix of tenants, anchored by a Dick Smith and Bing Lee Electrical.

According to a survey of tenants conducted by Shanghai Lihua Hurstville Pty Ltd the existing properties currently contain 43 ongoing jobs.

### PROPOSED DEVELOPMENT

Urbis have been provided with a preliminary development scheme for the redevelopment of 1-3 Wright Street and 108-112 and 124 Forest Road, Hurstville. The redevelopment will involve the amalgamation of five lots currently controlled by SLA Developments, aggregating to a total site area of 5,407 sq.m. The initial concept plan indicates a proposed mixed use development on the site comprising of Building A (14 levels) and Building B (10 levels).

TABLE 1– RESIDENTIAL MIX

UNIT MIX	NUMBER
1 Bed	43 (20%)
2 Bed	130 (60%)
3 Bed	44 (20%)
<b>Total</b>	<b>217</b>

Source: SLA Development

About 36% of the residential units outlined in Table 1 will be designed for adaptable use appropriate for aged persons and the broader community, and will be developed for the aged care and retirement

market. The design of the individual units and common areas will achieve a platinum rating per the guidelines of Liveable Housing Australia.

The proposed development will also contain 1,150 sq.m of retail GFA and public open space consisting of 3,020sq.m.

#### EMPLOYMENT AND WORKFORCE ANALYSIS

The total number of jobs in the Hurstville Centre exceeds the number of resident workers, illustrating it is the primary employment centre within the Hurstville LGA providing over 9,000 jobs.

Jobs in the Hurstville Major Centre are focused in:

- Public Services (18%)
- Retail Trade (17%)
- Financial Services (12%).

The smaller representation of other white collar jobs such as Information Media and Telecommunications (1%) and Professional Services (6%) illustrates that the Hurstville Major Centre is not a major commercial CBD with a diversified business tenant base.

The Major Centre accommodates a higher number of workers employed in Retail Trade (12%) and Accommodation and Food Services (13%) reflecting that Westfield Hurstville is a significant employer.

While the LGA contains the Hurstville Major Centre, 82% of its workforce is employed in other nearby employment centres. Journey to work patterns illustrate this, highlighting the follow centres:

- Mascot
- Sydney CBD
- Port Botany
- South Sydney Industrial Areas
- North Ryde / Macquarie Park.

This is enabled by the LGAs proximity to these centres and train station, highlighting the LGAs amenity to workers employed in nearby employment centres.

#### EMPLOYMENT AND ECONOMIC IMPACTS

There appears to be sufficient capacity within the Hurstville commercial market to achieve the Draft Metropolitan Strategy job targets with the proposed development containing a mix of floorspace likely to appeal to a variety of businesses.

As of August 2014 there was an estimate of 112,300 sq.m. of net lettable area (NLA) of office space throughout Hurstville Local Government Area (LGA).

Based on a desktop analysis of advertised vacant (or imminently vacant) commercial floorspace within the Hurstville CBD, vacancy is estimated to be high at around 22.7% (including 15,000 sq.m at 20 Woniara Road, vacated in February 2015).

Future demand for commercial floorspace in the Hurstville Major Centre can be forecasted by applying the Bureau of Transit Statistics (BTS) 2012 industry sector job forecasts for the Hurstville Major Centre to the Draft Metropolitan Strategy for Sydney's job target of 5,000 by 2031.

The additional office-based jobs estimated to be created in Hurstville over the period 2011 to 2031 would generate demand for about 43,500 sq.m of office space.

With vacancy estimated at approximately 25,500 sq.m in August 2014, there would appear to be sufficient supply to accommodate white collar office- based jobs growth until 2026. Subsequent to this, annualised new supply of only 2,174 sq.m will be required to 2031.

This illustrates that the Hurstville LGA has sufficient commercial office space to accommodate the targeted jobs outlined in the Draft Metropolitan Strategy.

The proposed development will contribute a diverse mix of commercial and retail floorspace, designed for tenants from a range of industry sectors and focus on delivering additional services a growing resident population base, rather than an already well supplied commercial market.

## EMPLOYMENT BENEFITS

The proposed development at 1-3 Wright Street and 108-112 and 124 Forest Road Hurstville will result in a number of direct and indirect economic benefits, at the construction stage of the development and from ongoing operations uses. These include:

- Construction jobs as a result of the proposed development have been estimated to be 195 direct and 307 indirect supplier jobs
- The direct and indirect sources of employment from ongoing operations associated with the proposed development is expected to be a total of 113 jobs, and represents net employment uplift of 3 jobs to existing employment.

## RESIDENTIAL ANALYSIS

The proposed development seeks to deliver approximately 217 new units which will contribute to meeting ongoing demand for housing within the catchment area.

Based on the residential analysis outlined in this report there appears to be a need for additional housing in the Hurstville LGA to meet existing and future dwelling demand.

- Recent migration patterns (2010-11) are skewed towards a local catchment, rather than an overseas market which comprised a higher proportion of migration between 2006-11
- While overseas migration is likely to continue to comprise a significant market for residential developments, the growing local market is evidenced in historic migration patterns
- The local catchment area identified for the proposed development is focused in the surrounding LGAs of Kogarah, Rockdale, Canterbury, Sutherland Shire and Bankstown
- The age profile shows a higher proportion of residents aged over 65 years reducing the demand for larger dwelling types as well as underpins demand for the adaptable use units in the proposed development. This points to potential for stronger demand for smaller product located close to key employment / transport nodes, health and retail services
- Annual population growth for the catchment area is expected to range between 1% and 1.3% in the period 2011 to 2031
- Population growth in the catchment area is expected to translate to a housing deficit of approximately 3,400 dwellings between 2013 and 2016, which is expected to increase to over 7,500 between 2016-2021
- The significant deficit could potentially lead to a net out migration from the market catchment area as the market seeks housing elsewhere
- The lack of supply relative to demand could result in price appreciation further restricting the access to housing, particularly for first home buyers.



## Introduction

Urbis have been appointed to undertake an Economic Impact Assessment of the proposed redevelopment of 1-3 Wright Street and 108-112 and 124 Forest Road, Hurstville (the subject site) to allow for its redevelopment as a mixed use residential project.

The purpose of this report is to provide an assessment of the economic impact of the proposed redevelopment as a mixed use residential / retail development.

The rest of the report is structured as follows:

- **Section 1** provides an overview of study area and local context
- **Section 2** provides an analysis of existing and future employment within the Hurstville Major Centre and Hurstville LGA
- **Section 3** will consider the employment impacts associated with the proposed development
- **Section 4** will identify the direct and indirect economic benefits that can be generated by the proposed development
- **Section 5** will consider the future demand for housing within a defined residential catchment
- **Section 6** will summarise the conclusions and recommendations arising out of the report.

## 1 Study Background

Section 1 of this report outlines the subject site's location, proposed development and geographical context and relevant NSW Department of Planning and Environment land use policy.

### 1.1 STUDY BACKGROUND

The subject site is located at 1-3 Wright Street and 108-112 and 124 Forest Road, Hurstville within the Hurstville LGA. The subject site fronts Wright Street, Forest Road and Hudson Street (shown below in Map 1.1), and is approximately 500 metres from the Hurstville Train Station and town centre precinct. The subject site is in close proximity to other key locations within the Hurstville Centre, namely:

- The Hurstville railway station, 500 metres west
- Westfield Hurstville, 250 metres west (access via The Avenue)
- Hurstville Public School, 350 metres north
- Hurstville Technical High School, 650 metres north-east
- Medium to high density residential is located to the north of the site and along Forest Road.

The Hurstville Major Centre is identified in the Draft Metropolitan Strategy and defined by the Bureau of Transport Statistics (BTS) Journey to Work Centre Summary at a Travel Zone level (refer map 1.2).

The centre forms the study area for this economic assessment. According to the Draft Metropolitan Strategy the NSW Department of Planning and Environment (DP&E) have identified a target of 5,000 new jobs between 2011 and 2031 for the Hurstville Major Centre.

*A Plan for Growing Sydney* has not yet released new job targets for Hurstville, which will be updated with the release of the Subregional plans.

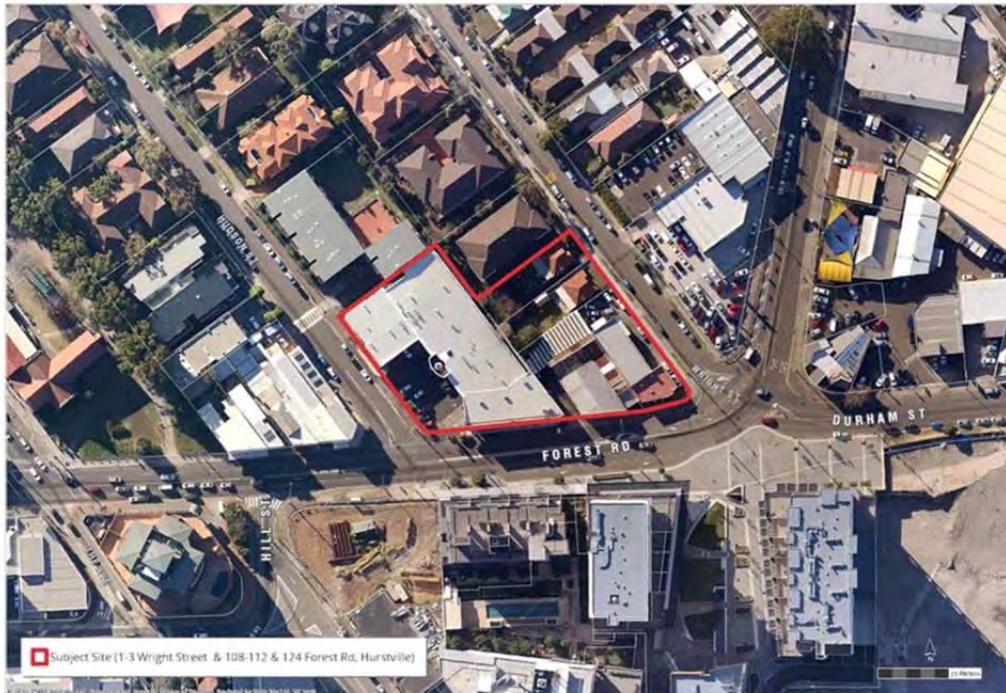
The existing properties consist of industrial and retail land uses, specifically:

- 108 Forest Road, which contains an auto mechanic
- 112 Forest Road, which contains a metal factory
- 120 Forest Road, which comprises a small retail centre containing a mix of tenants, anchored by a Dick Smith and Bing Lee Electrical.

According to a survey of tenants conducted by Shanghai Lihua Hurstville Pty Ltd the existing properties currently contain 43 ongoing jobs.

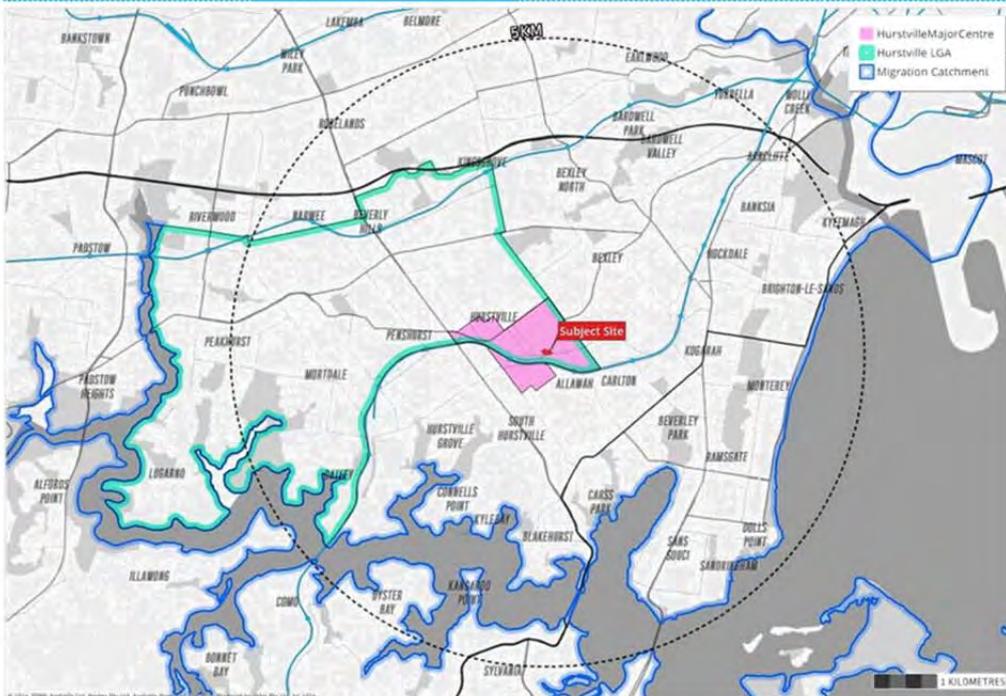
1-3 WRIGHT STREET AND 108-112 AND 124 FOREST ROAD

MAP 1.1



HURSTVILLE MAJOR CENTRE

MAP 1.2



## 1.2 PROPOSED SCHEME

Urbis have been provided with a preliminary development scheme for the redevelopment of 1-3 Wright Street and 108-112 and 124 Forest Road.

The redevelopment will involve the amalgamation of five lots currently controlled by SLA Developments, aggregating to a site area of 5,407 sq.m. The initial concept plan indicates a proposed mixed use development on the site comprising of Building A (14 levels) and Building B (10 levels). The mix of different uses on site is broken down as follows:

TABLE 1.1 – RESIDENTIAL MIX

UNIT MIX	NUMBER
1 Bed	43 (20%)
2 Bed	130 (60%)
3 Bed	44 (20%)
<b>Total</b>	<b>217</b>

Source: SLA Development

About 36% of the residential units outlined in Table 1.1 will be designed for adaptable use appropriate for aged persons and the broader community, and will be marketed to the aged care market. The design of the individual units and common areas will achieve a platinum rating per the guidelines of Liveable Housing Australia.

With 36% of the accommodation designed to allow adaptability to create "accessible housing", the development introduces longevity of purpose. This will offer the potential for a broad cross-section of the community to live in intergenerational settings, within close proximity to a major centre with convenience of transport and shopping.

The provision of accessible housing provides the capacity for its residents to choose to remain in their home when the need for care and support increases.

The proposed development will also contain 1,150 sq.m of retail GFA and public open space consisting of 3,020sq.m.

The proposed non-residential space will be located on the development's ground floor, with pedestrian links from Forest Road, Wright Street and Hudson Street.

## 2 Employment and Workforce Analysis

Section 2 provides an analysis of existing and future employment within the Hurstville Major Centre and the Hurstville LGA, and the population and employment drivers and outcomes that could foreseeably impact on future employment outcomes for the LGA.

This section will consist of both an analysis of residents and local workers, and will include:

- The size and profile of the study area's resident workforce, in terms of industry sector and occupation
- The size and profile of the study area's employment base, including industry sector and occupation
- Journey to work / place of residence of the local resident workforce and workers employed within the study area
- The gap between the jobs in the study area versus resident workers.

### 2.1 LOCAL EMPLOYMENT ANALYSIS

The Hurstville Major Centre has a significantly higher proportion of government, retail trade and financial services jobs than the Hurstville LGA and Sydney illustrating the centre's role as the LGA's main employment centre. Major employers include:

- Public Services (18%)
- Retail Trade (17%)
- Financial Services (12%).

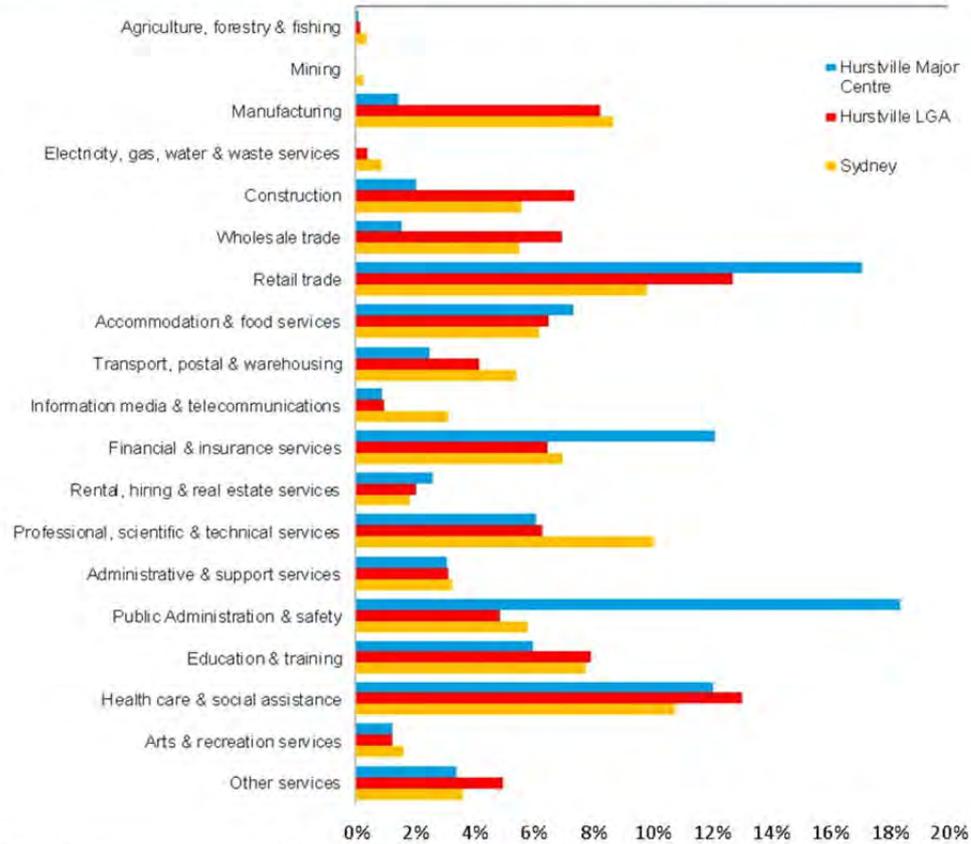
Overall, the centre provides 9,300 jobs, with the full distribution outlined overleaf in Chart 2.1.

This reflects both the presence of a Westfield Regional Centre and the profile of its existing commercial tenants. The smaller representation in Information Media and Telecommunications (1%) and Professional Services (6%) illustrate that while Hurstville is a Major Centre, it is not a major commercial CBD with a diversified business tenant base.

Local Workers by Industry

HURSTVILLE MAJOR CENTRE, HURSTVILLE LGA AND SYDNEY, 2011

CHART 2.1



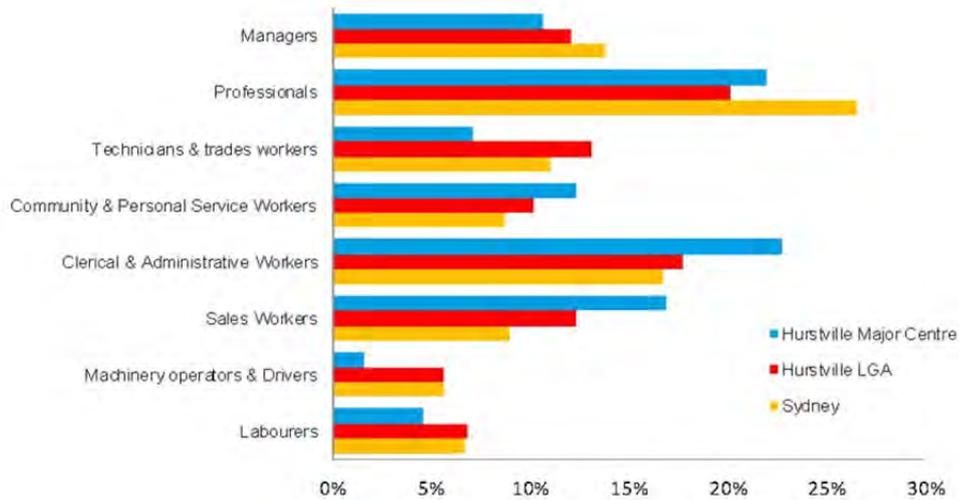
Source: Australian Bureau of Statistics, 2011 LWA

The occupation profile of the Hurstville Major Centre jobs are shown below in Chart 2.2, illustrates a 'para-professional' profile comprised mainly of clerical and administrative and sales workers.

### Local Workers by Occupation

HURSTVILLE MAJOR CENTRE, HURSTVILLE LGA AND SYDNEY, 2011

CHART 2.2



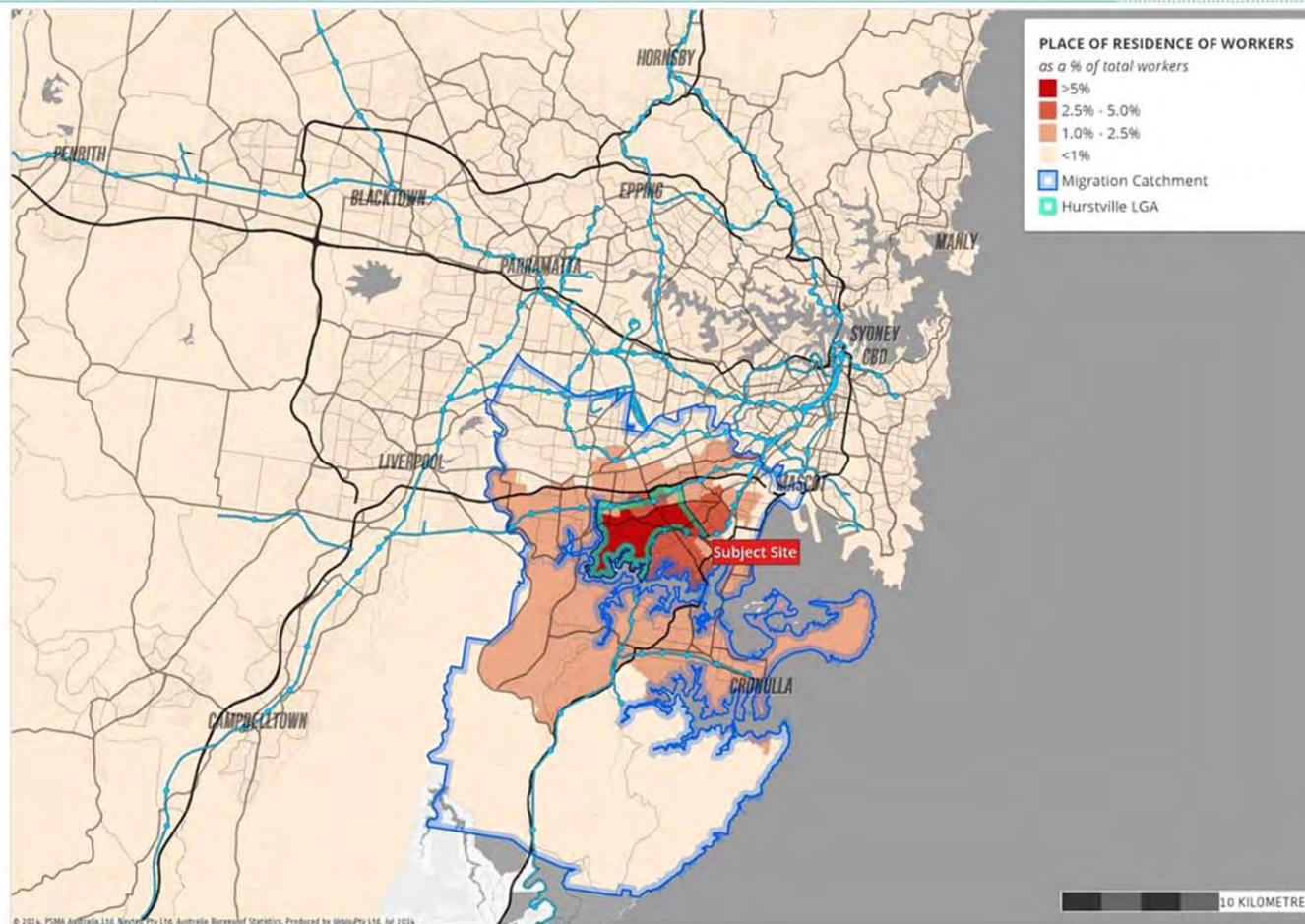
Source: Australian Bureau of Statistics, 2011 URM

Workers in the Hurstville Major Centre come from a fairly contained catchment area, including:

- Hurstville
- Bankstown
- Sutherland
- Kogarah
- Rockdale.

PLACE OF RESIDENCE, WORKERS

MAP 2.1



## 2.2 RESIDENT WORKFORCE ANALYSIS

Chart 2.3 represents the 'job demand' by the local workforce, across different industry sectors. According to the Bureau of Transport Statistics Journey to Work data the Hurstville Major Centre has approximately 6,500 employed residents, with their industry of employment outlined in Chart 2.3 below.

The industry distribution illustrates the contrasting industry profile of the Major Centre resident workers compared to the broader Hurstville LGA and Sydney region:

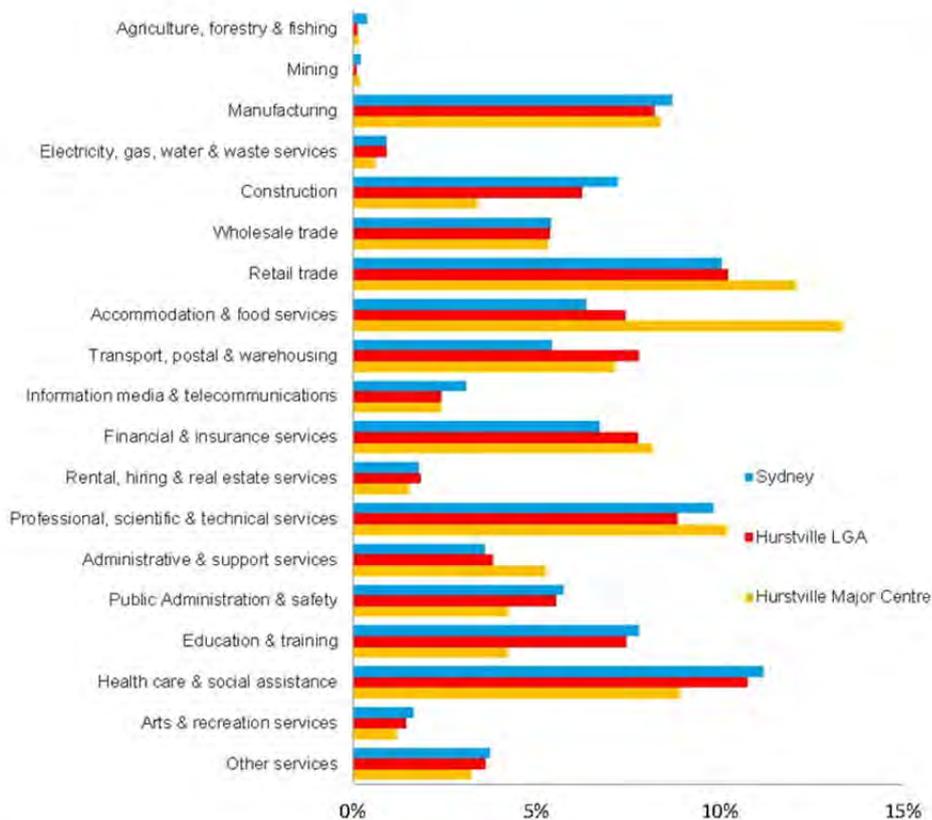
- A much higher proportion of Hurstville Major Centre residents working in Retail Trade (12%) and Accommodation and Food Services (13%)
- A lower proportion of Hurstville Major Centre residents employed in Public Sectors (4%) and Education and Training (4%)
- Compared to the LGA the Hurstville Major Centre has a lower proportion of resident workers employed as managers and a higher proportion of sales workers and labourers.

It is also clear that the Major Centre functions as the main employment node within the Hurstville LGA, containing a greater proportion of jobs, than residents.

### Resident Workers by Industry

HURSTVILLE MAJOR CENTRE, HURSTVILLE LGA AND SYDNEY, 2011

CHART 2.3

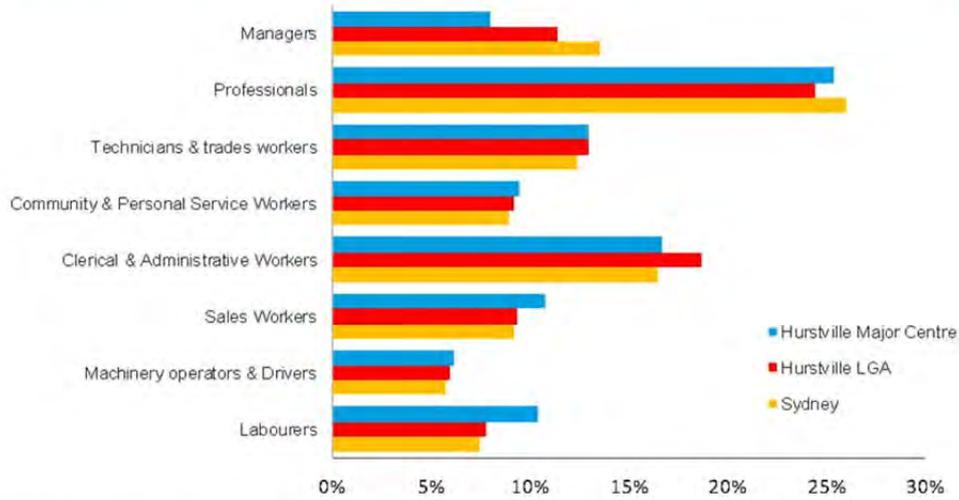


Source: Australian Bureau of Statistics, 2011, Urbis

Resident Workers by Occupation

HURSTVILLE MAJOR CENTRE, HURSTVILLE LGA AND SYDNEY, 2011

CHART 2.4



Source: Australian Bureau of Statistics, 2011, U09%

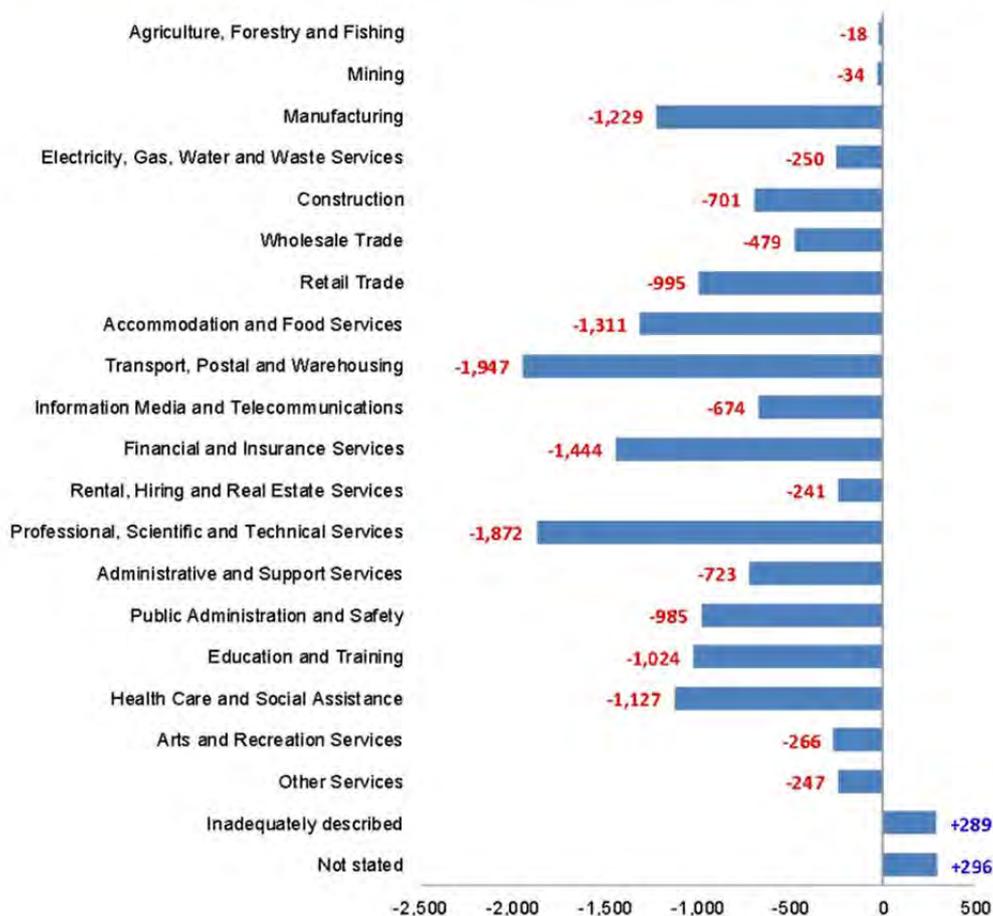
### 2.3 JOBS GAP ANALYSIS

The Hurstville LGA, despite containing the Hurstville Major Centre, has a larger resident workforce than jobs base. It illustrates that the majority of local workers are employed outside the LGAs boundaries, which is also illustrated in Map 2.5 overleaf, which shows that a large proportion of residents work in:

- Mascot
- Sydney CBD
- Port Botany
- South Sydney Industrial Areas
- North Ryde / Macquarie Park.

Jobs Gap Analysis  
 HURSTVILLE LGA, 2011

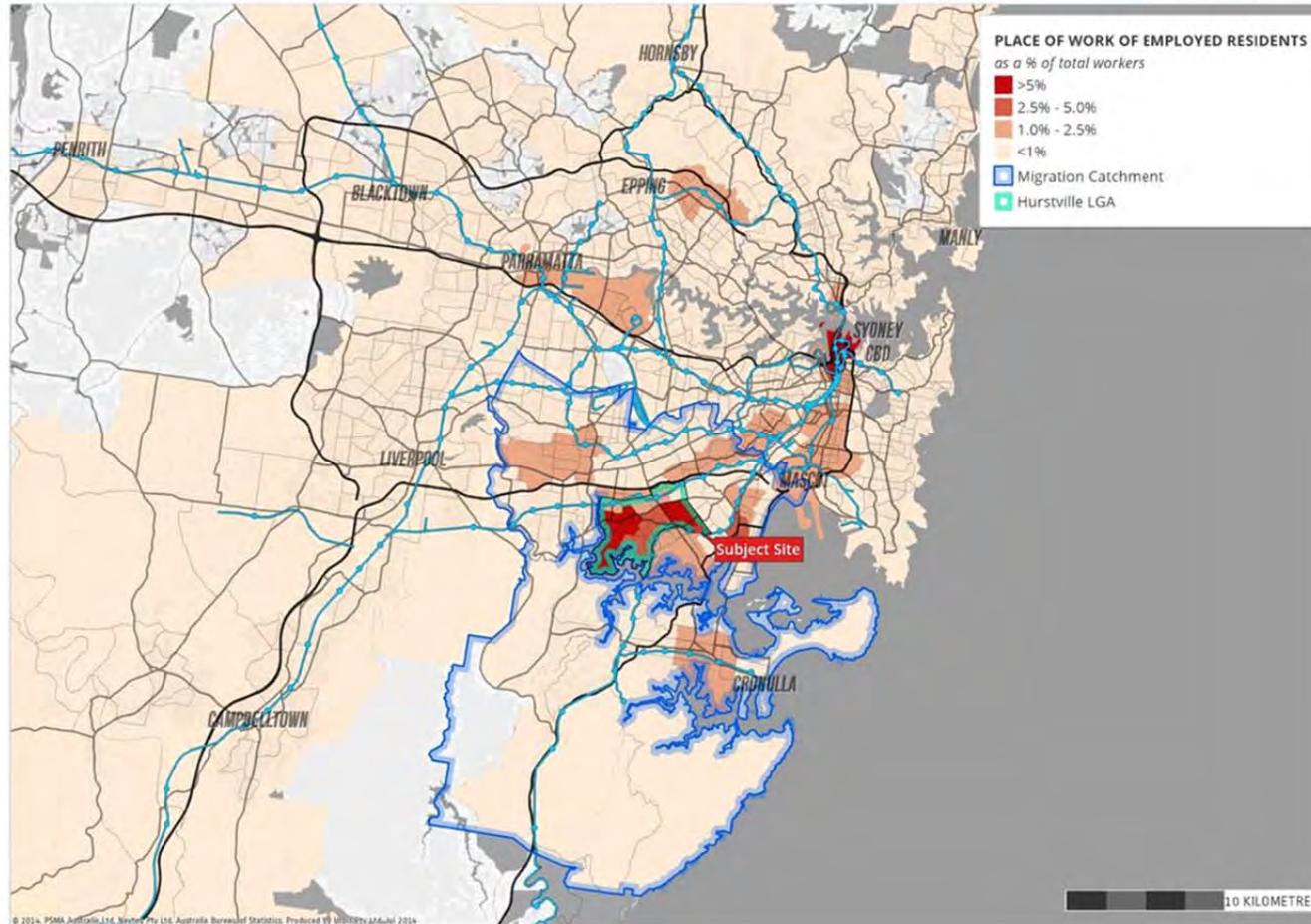
CHART 2.5



Source: Bureau of Statistics, Australian Bureau of Statistics, Census 2011, ULS

JOURNEY TO WORK, PLACE OF WORK

MAP 2.2



## 2.4 CONCLUSIONS AND RECOMMENDATIONS

The total number of jobs in the Hurstville Centre exceeds the number of resident workers, illustrating it is the primary employment centre within the Hurstville LGA with over 9,000 jobs.

Jobs in the Hurstville Major Centre are focused in:

- Public Services (18%)
- Retail Trade (17%)
- Financial Services (12%).

The smaller representation of other white collar jobs such as Information Media and Telecommunications (1%), Professional Services (6%) illustrates that the Hurstville Major Centre is not a major commercial CBD with a diversified business tenant base.

The Major Centre accommodates a higher number of workers employed in Retail Trade (12%) and Accommodation and Food Services (13%), reflecting the presence of Westfield Hurstville in the Major Centre.

While the LGA contains the Hurstville Major Centre, 82% of its workforce is employed in other nearby employment centres. Journey to work patterns illustrate this, highlighting the follow centres:

- Mascot
- Sydney CBD
- Port Botany
- South Sydney Industrial Areas
- North Ryde / Macquarie Park.

In each industry sector the number of Hurstville LGA residents employed significantly exceeds the number of jobs located in the LGA itself. The deficit in many of these sectors reflects the Hurstville LGA's proximity to a number of key employment hubs (Sydney CBD, Parramatta, Port Botany, Mascot and South Sydney Industrial Area), which contain a significant amount of jobs that are compatible with the skill profile of the local Hurstville workforce.

This is enabled by the LGAs proximity to these centres and train station, highlighting the high level of amenity available to workers employed in nearby employment centres.

### 3 Employment and Economic Impacts

Section 3 considers the employment impacts of the development in the context of the targeted jobs growth in the Draft Metropolitan Strategy. Specifically:

- Key growth sectors that will contribute to achieving the Draft Metropolitan Strategy employment targets
- The capacity of the commercial market to accommodate the Draft Metropolitan Strategy target employment growth
- The economic / employment benefits associated with the proposed development.

To identify demand for commercial floorspace it is necessary to consider the nature of future employment within the Hurstville Major Centre (identified by the Department of Planning & Environment), the extent and type of additional floorspace to facilitate additional employment and economic growth, and deliver targeted jobs in the Draft Metropolitan Strategy for Sydney.

Future demand for commercial floorspace in the Hurstville Major Centre can be estimated by applying the Bureau of Transit (BTS) 2012 industry sector job forecasts for the Hurstville Major Centre to the Draft Metropolitan Strategy for Sydney's job target of 5,000 by 2031.

*A Plan for Growing Sydney* has not yet released new job targets for Hurstville, which will be updated with the release of the Subregional plans.

#### 3.1 OFFICE MARKET

While the Hurstville Centre has been identified as a Major Centre in the Draft Metropolitan Strategy, it is considered a secondary commercial location by the office tenant market. It has a specialised tenant base focused on government and health professional suites and retail specialty tenancies along the high street and associated with the Westfield Shopping Centre.

As of August 2014 there is an estimated 112,300 sq.m. of commercial net lettable area (NLA) throughout the Hurstville Local Government Area (LGA). Since March 2013 there have been marginal additions in commercial floor area, estimated at approximately 2,300 sq.m, located in the following mixed use residential developments:

- 11-17 Woodville Street and 6 Cross Street containing approximately 400 sq.m of commercial GLA
- 11 Mashman Avenue and 7 Colvin Avenue containing approximately 150 sq.m of commercial GLA
- 95 Forest Road and 103 Forest Road containing approximately 1,700 sq.m of commercial GLA.

Commercial tenancies within small to medium size buildings range in size from small serviced offices of 25 sq.m up to full floorplates exceeding 500 sq.m occupied by small, local businesses in the financial, medical services, business consulting and legal industries. There are also several larger office buildings, with tenancies up to 2,500 sq.m (generally over multiple floors). These tenancies are dominated by government agencies.

The commercial space within Hurstville is relatively fragmented and dispersed throughout many small to medium sized buildings. Most new office space forms part of mixed use developments occupying ground and first floor levels within 8 to 10 level buildings.

Based on a desktop analysis of advertised commercial vacancy (or imminently vacant) within the Hurstville LGA, vacancy appears to be very high in the order of 22.7% (including 15,000 sq.m at 20 Woniara Road, vacated in February 2015).

Based on current market conditions and sentiment, demand for office space is not expected to increase notably within the short to medium term.

### 3.2 JOBS GROWTH

Given the lower tenant take-up amongst traditional office tenants and upcoming government tenant relocation, job creation within the Hurstville Major Centre will likely be drawn from a diversity of industry sectors.

Table 3.1 overleaf illustrates the job targets outlined in the Draft Metropolitan Strategy for the Hurstville Major Centre apportioned across different industry sectors (based on Bureau of Transport employment forecasts). Employment growth is expected to be driven by the following sectors:

- Public Administration and Safety, increasing by +1,260 jobs
- Health Care and Social Assistance, increasing by +863 jobs
- Financial and Insurance Services, increasing by +670 jobs
- Retail Trade, increasing by +581 jobs
- Professionals Scientific and Technical Services, increasing by +573 jobs.

The above jobs targets comprise a diverse range of sectors reflecting a mix of businesses / jobs servicing both local and regional markets.

Employment Growth Targets  
HURSTVILLE MAJOR CENTRE

TABLE 3.1

	2011	2016	2021	2026	2031	Growth (2011-2031)	
						Number	%
Agriculture, Forestry and Fishing	6	6	7	7	8	2	27%
Mining	0	1	1	1	1	1	0%
Manufacturing	132	121	106	94	91	-41	-31%
Electricity, Gas, Water and Waste Services	0	-2	-3	-4	-4	-4	0%
Construction	190	221	251	255	266	76	40%
Wholesale Trade	141	157	178	190	203	62	44%
Retail Trade	1,586	1,794	1,968	2,060	2,167	581	37%
Accommodation and Food Services	677	742	817	864	925	248	37%
Transport, Postal and Warehousing	227	224	228	212	203	-24	-11%
Information Media and Telecommunications	83	96	107	113	119	36	44%
Financial and Insurance Services	1,125	1,281	1,533	1,669	1,795	670	60%
Rental, Hiring and Real Estate Services	240	257	276	275	279	39	16%
Professional, Scientific and Technical Services	561	677	862	1,003	1,134	573	102%
Administrative and Support Services	286	369	440	501	569	283	99%
Public Administration and Safety	1,704	2,118	2,472	2,703	2,964	1,260	74%
Education and Training	555	599	699	758	815	260	47%
Health Care and Social Assistance	1,120	1,346	1,624	1,806	1,983	863	77%
Arts and Recreation Services	111	104	105	110	115	4	3%
Other Services	317	323	335	332	332	15	5%
Inadequately Described/Not Stated	212	235	267	287	310	98	46%
<b>Total</b>	<b>9,273</b>	<b>10,668</b>	<b>12,273</b>	<b>13,235</b>	<b>14,273</b>	<b>5,000</b>	<b>54%</b>

Source: Bureau of Transport Statistics, Urbis

### 3.3 FLOORSPACE DEMAND

Different industry sectors have different needs when it comes to the type of floorspace required to operate their respective businesses. The provision of floorspace compatible with business / tenant demand is an enabler of economic and employment growth.

Table 3.2 below outlines the type of floorspace required to accommodate the jobs growth targeted in the Draft Metropolitan Strategy of 5,000 jobs by 2031.

It illustrates that office-based jobs comprise a high proportion of targeted employment in the Hurstville Major Centre by 2031. The additional office-based jobs estimated to be created in Hurstville over the period 2011 to 2031 would generate demand for an estimated 43,500 sq.m of office space.

Current commercial vacancy (approximately 25,500 sq.m / 22.7% vacancy rate) indicates that there is sufficient supply to accommodate white collar office-based jobs growth until 2026.

Subsequent to this, annualised new supply of only 2,174 sq.m will be required to 2031.

Therefore, the current supply appears ample to accommodate targeted employment growth for the next 12 years subsequent to which only nominal annual additions will be required to support new white collar jobs. There appears to be no apparent immediate shortage of office space within Hurstville.

Given the office market is well supplied within Hurstville, the proposed quantum of non-residential floorspace delivers retail (1,150 sq.m).

TABLE 3.2 – JOBS GROWTH BY LAND USE

LAND USE	JOBS GROWTH (2011 TO 2031)	SQ.M / JOB	FLOORSPACE
<b>Industrial</b> <i>Includes industrial components of 'non-industrial' sectors such as retail, wholesale trade and information technology.</i>	61	150	9,150
<b>Office</b> <i>Includes office components of sectors where majority of employment is accommodated in 'non-office' floorspace, such as education and training, health and arts and recreational services and industrial industries such as construction and urban services.</i>	2,899	15	43,485
<b>Retail</b> <i>Includes retail components of accommodation and food services and wholesale trade.</i>	597	25	14,925
<b>Education</b> <i>Does not include office based education services</i>	247	25	6,175
<b>Health</b> <i>Does not include office based health services.</i>	777	10	7,770
<b>Other</b>	334	10	3,340
<b>Off-Site</b>	46	-	-
<b>Home</b>	38	-	-
<b>Total</b>	<b>5,000</b>		

Source: Bureau of Transport Statistics 2012; Urbis

### 3.4 CONCLUSION AND RECOMMENDATIONS

There appears to be sufficient capacity within the Hurstville commercial market to achieve the Draft Metropolitan Strategy employment targets.

- At present there is approximately 112,300 sq.m. of net lettable area (NLA) of commercial floorspace throughout Hurstville Local Government Area (LGA)
- Office based employment is expected to expand by approximately 2,900 jobs between 2011-31
- The targeted office-based jobs are expected to result in demand for approximately 43,500 sq.m of office space
- Based on a desktop analysis of advertised commercial vacancy (or imminently vacant) within the Hurstville LGA, vacancy appears to be high in the order of 22.7% (including 15,000 sq.m at 20 Woniora Road, vacated in February 2015)
- Current vacancy indicates there is sufficient supply to accommodate white collar office- based jobs growth until 2026
- Subsequent to 2026 annualised new supply of only 2,174 sq.m will be required to 2031 – indicating that the Hurstville Major Centre appears to have sufficient commercial office space to accommodate the targeted jobs outlined in the Draft Metropolitan Strategy
- The proposed development's non-residential floorspace delivers additional retail 1,150 sq.m GFA of scale compatible with a well-supplied market, and in a format consistent with other product.

## 4 Employment Benefits

The proposed redevelopment of 1-3 Wright Street and 108-112 and 124 Forest Road Hurstville will deliver employment benefits during with the construction phase of the development and from ongoing operations. Proposed development scheme includes:

- FSR 4.0:1 (21,628 sq.m)
- Retail (1,150 sq.m)
- Residential (20,478 sq.m)

Assessing the employment benefit of the scheme will mitigate uncertainty of potential employment benefits associated with the development.

### 4.1 CONSTRUCTION EMPLOYMENT BENEFIT

Table 4.1 overleaf provides estimates of the total employment to be generated during the construction of the compliant and non-compliant development scenario.

The proposed development is expected to yield 195 direct construction jobs and 307 indirect supplier jobs.

In addition to the direct employment generated from the construction, the non-residential floorspace incorporated in the proposed development scheme will result in ongoing jobs once construction of the proposed scheme is finished.

This includes both direct jobs from tenants / businesses occupying the non-residential floorspace in the proposed development. It also includes the growth of indirect jobs generated by an increased demand for materials, services and products from a range of suppliers, as a result of increased consumption generated by the wages of new employees.

In economic terms, it represents the absorption of excess supply in other parts of the economy driven by an increase in aggregate demand in the retail industry.

Indirect employment impacts are measured using employment multipliers derived from the Australian National Accounts Input-Output tables, 1996-97. When using these multipliers, a number of issues need to be kept in mind:

- The multipliers reflect how the economy was structured in 1996-97. Since then, the structure of the economy has changed, and the actual impacts are likely to have changed
- The multipliers are based on a static view of the economy, and do not consider price changes driven by changes in demand. This means that results from Input-Output multiplier analysis are likely to represent the upper bound of employment impacts
- The multipliers are national multipliers, not regional. Therefore, while many of the directly created jobs will be filled by locals, many of the indirect jobs are likely to be filled elsewhere
- While more difficult to measure precisely, there will also be significant positive indirect employment impacts for the region as a whole.

### Construction Employment Benefit

#### COMPLIANT AND NON-COMPLIANT DEVELOPMENT SCENARIO

TABLE 4.1

Development Option/ Type of Employment	Direct Employment	Supplier Employment Multiplier Effects	Total Jobs <sup>2</sup>
Construction Phase	195	307	502

1. Total Employment - full-time, part-time and casual

2. Indicates the estimated number of jobs over the life of the construction project plus ongoing multiplier effects.

Jobs are for the equivalent of one year of employment.

3. Indicates the estimated number of ongoing jobs as a result of the proposed expansion (ie the floorspace increase).

Source: Urbis

Overall the jobs associated with the construction phase of the development of the subject site are expected to yield a total of 502 jobs under the proposed development scheme.

## 4.2 ONGOING EMPLOYMENT BENEFIT

Many of the jobs to be generated from the proposed development will be ongoing positions that are likely to be taken by local residents.

Table 4.2 illustrate the direct and indirect employment benefit associated with the proposed non-residential floorspace.

The proposed development is estimated to provide 63 direct and 50 indirect jobs, which represents an employment uplift of 113 jobs and a net employment uplift of 3 jobs on the existing employment on the site.

The mix of specialty shop tenants in the proposed development are expected to yield a higher employment number than the existing 13 retail jobs, with speciality shops typically yielding 60.7 jobs per 1,000 sq.m of retail floorspace.

### Employment Impact

#### DIRECT AND INDIRECT EMPLOYMENT BENEFIT

TABLE 4.2

	Floorspace (sq.m)	Direct Employment (jobs)	Indirect Employment (jobs)	Total Employment (jobs)
<b>Current Employment</b>				
Retail	1,600	13	10	23
Commercial	1,500	22	47	69
Industrial	N/a	8	10	18
<b>Total Employment (jobs)</b>		<b>43</b>	<b>67</b>	<b>110</b>
<b>Proposed Development (Option 4)</b>				
Retail (@ 60.7 employees per 1,000 sq.m) <sup>1</sup>	1,150	63	50	113
<b>Total Employment (jobs)</b>		<b>63</b>	<b>50</b>	<b>113</b>
<b>Employment Uplift (net of existing employment)</b>		<b>20</b>	<b>-17</b>	<b>3</b>

<sup>1</sup>GLA calculated at 90% of GFA.

Source: Urbis

Table 4.2 illustrates that the non-compliant development scenario will provide the highest employment yield from the subject site's redevelopment, compared to the subject site's existing employment and a scheme that complies with existing development controls.

### 4.3 CONCLUSIONS AND RECOMMENDATIONS

The proposed development at 1-3 Wright Street and 108-112 and 124 Forest Road Hurstville will result in a number of direct and indirect economic benefits, at the construction stage of the development and from ongoing operations uses. These include:

- Construction jobs as a result of the proposed development have been estimated to be 195 direct and 307 indirect supplier jobs
- The direct and indirect sources of employment from ongoing operations associated with the proposed development is expected to be a total of 113 jobs, and represents net employment uplift of 3 jobs to existing employment.

## 5 Residential Analysis

In addition to considering the employment impacts of redeveloping the subject site, an assessment of the residential market will be conducted. This will consider:

- The geographic market that the redevelopment will draw on
- The profile and demographics of this geographical market and implications for housing demand
- Future population growth which will impact on underlying demand for housing
- The market catchment's housing market compared to the broader Sydney GMR
- Historic development patterns and where the majority of infill development occurs
- The affordability of existing developments and the average unit price to different market segments
- Future supply and demand of housing in the market catchment.

The assessment of the residential market, and underlying supply of demand for housing compared to what is being delivered by the market, concludes that:

- Hurstville is becoming a more attractive residential location for both local residents and overseas migrants
- There is strong underlying demand for infill residential development, compatible with the demographic profile of market catchment residents, and evidenced by strong capital and rental growth, strong sales rates for competing developments and ongoing population growth
- The 'adaptable housing' component of the proposed development residential units align with the catchment's ageing population demand for more specialised housing
- Based on an analysis of income, housing prices and mortgage rates, the median unit price in the market catchment is unaffordable for first home buyers on average incomes, indicating the need for additional housing
- There is market demand to support the absorption of the 217 residential units proposed on the subject site. The proposal will also contribute to moderating house prices in Hurstville by increasing supply.

## 5.1 RESIDENTIAL DEMAND DRIVERS

We have identified five key drivers of residential housing demand relevant to the development. These key drivers include access to amenities and employment, transport and infrastructure, population growth and competing supply. Table 5.1 provides a brief description of these drivers and implications for the subject site.

### Key Demand Drivers

#### HIGH DENSITY RESIDENTIAL PROJECTS

TABLE 5.1

FACTORS	COMMENTS	IMPLICATIONS FOR THE SUBJECT SITE
1. Access to amenities	Locations that have easy access to shops, parks, entertainment and dining options, medical facilities and schools will be highly demanded as residential locations. These factors remain high on the priority lists of those looking to rent or buy.	<ul style="list-style-type: none"> <li>Strong connection and access to retail services, medical facilities, transport, entertainment &amp; dining and local parks will drive demand for housing on the subject site</li> </ul>
2. Access to employment	Residents often prefer to live close to work, enabling them to minimise travel times and improve work life balance.	<ul style="list-style-type: none"> <li>The subject site has easy access to a number of employment hubs including the Hurstville Major Centre, Mascot, Sydney CBD, Port Botany and South Sydney Industrial Areas</li> </ul>
3. Transport and Infrastructure	<p>Access to good public transport and road infrastructure are important to potential purchasers and renters, particularly linkages to the CBD, airport and major employment centres.</p> <p>Future infrastructure projects can revitalise areas, improve connectivity and linkages, create new jobs and reshape the existing community.</p>	<ul style="list-style-type: none"> <li>The subject site is located 500 metres from the Hurstville railway station and 500 metres from Allawah railway station</li> <li>Hurstville Train Station provides residents with access to employment centres, and services</li> </ul>
4. Population growth and Demographics	Population growth is a key indicator of residential demand.	<ul style="list-style-type: none"> <li>Annual population growth for the catchment area is expected to fluctuate between 1% and 1.3% in the period 2011 to 2031</li> <li>Looking forward, the catchment area is expected to experience population growth that exceeds what was observed in the 10 years between 2001 and 2011 –</li> </ul>

FACTORS	COMMENTS	IMPLICATIONS FOR THE SUBJECT SITE
		<p>increasing demand for housing</p> <ul style="list-style-type: none"> <li>▪ The age profile shows a higher proportion of residents aged over 65 years. This reduces the demand for larger dwelling types as well as the 36% proposed adaptable use units</li> <li>▪ This points to demand for smaller product, located close to key employment / transport nodes, health and retail services.</li> </ul>
<p>5. Competing supply</p>	<p>The amount of competing supply, quality and location of other apartment developments in the area can influence demand on the subject site.</p> <p>Further to this, competing residential developments provide an indication of market preferences and existing market take-up.</p>	<ul style="list-style-type: none"> <li>▪ Between 2013 and 2016 the housing deficit in the migration catchment is estimated at approximately 3,400 dwellings and this is expected to increase further in 2016-2021 to a housing deficit of over 7,500 dwellings</li> <li>▪ These significant shortages could potentially lead to a net migration loss from the market catchment area, as the market seeks housing elsewhere</li> <li>▪ The existing median price point does not appear affordable for first home buyers on average household incomes. The lack of supply relative to demand could exacerbate this further, restricting the access to housing, particularly for first home buyers.</li> </ul>

## 5.2 MARKET CATCHMENT ANALYSIS

The market catchment for a new residential development is essentially the main geographical area from which new residents/potential purchasers are likely to come from.

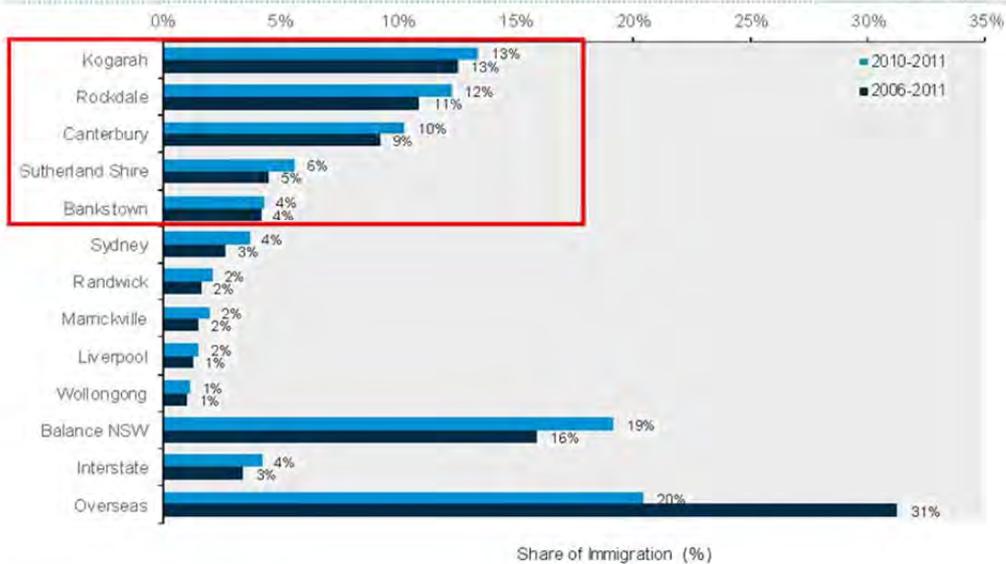
As the subject site is located in the Hurstville Local Government Area (LGA), historic patterns of migration into the LGA have been used to determine the proposed development's market catchment.

Chart 5.1 below illustrates the change in migration patterns into the Hurstville LGA, illustrating that:

- Recent migration patterns (2010-11) are skewed towards a local catchment, rather than an overseas market which comprised a higher proportion of migration between 2006-11
- While overseas migration is likely to continue to comprise a significant market for residential developments, the growing local market is evidenced in historic migration patterns
- The identified local catchment area is focused in the surrounding LGAs of Kogarah, Rockdale, Canterbury, Sutherland Shire and Bankstown.

### Migration Analysis INTO STUDY AREA

CHART 5.1



Source: ABS Census 2006 and 2011. URBIS

### 5.3 DEMOGRAPHIC ANALYSIS

The demographics of an area can indicate the market profile of potential purchasers.

A comparative profile of demographic characteristics has been undertaken to identify specific residential property buyers segments and needs within the market catchment.

Comparing the Hurstville LGA, identified market catchment and the broader Sydney Greater Metropolitan Region (GMR) provides an indication of the type of market that is available within the market catchment relative to the broader Sydney GMR.

**Age:** Chart 5.2 shows that the Hurstville LGA has a higher proportion of residents aged over 65 years than both the market catchment and the broader Sydney region and a noticeably lower proportion of residents aged 0-19 years. This suggests a stronger presence of retirees within the LGA and market catchment.

The market catchment and LGA also appear to have lower proportions of middle-aged residents, in the 35-49 year age bracket, reflecting its lower workforce participation.

The average age of the market catchment has increased since 2001, from 36.8 to 37.8. While trending upwards, the ageing of the market catchment is below what has been observed across Sydney, with the average age increasing from 35.8 in 2001 to 37.1 in 2011.

**Income:** Table 5.2 illustrates that both the Hurstville LGA and the market catchment have lower average household incomes than the Sydney GMR, highlighting the need for a relatively affordable dwelling product such as apartments.

The lower average income observed in the market catchment area is driven by its lower proportion of households (21.6%) earning more above \$130,000, than across the broader Sydney GMR (26.4%).

**Household Composition:** The household profile in Chart 5.4 illustrates that both the Hurstville LGA and market catchment have marginally higher proportion of family households than the broader Sydney GMR.

Furthermore, the market catchment has a lower proportion of lone person households, making up just 21% of households compared to 23% for the Sydney benchmark.

**Family Composition:** The majority of family households within the market catchment are couples with children aged less than 15, making up 33% of families. This is followed by couples with no children, making up 32% of families.

This composition is generally in line with the broader Sydney GMR, highlighting a need for a dwelling product catering to both couples and younger families.

**Housing Structure:** Reflecting the underlying need for larger dwellings by family households, separate house dwellings make up 61% of all dwellings in the market catchment.

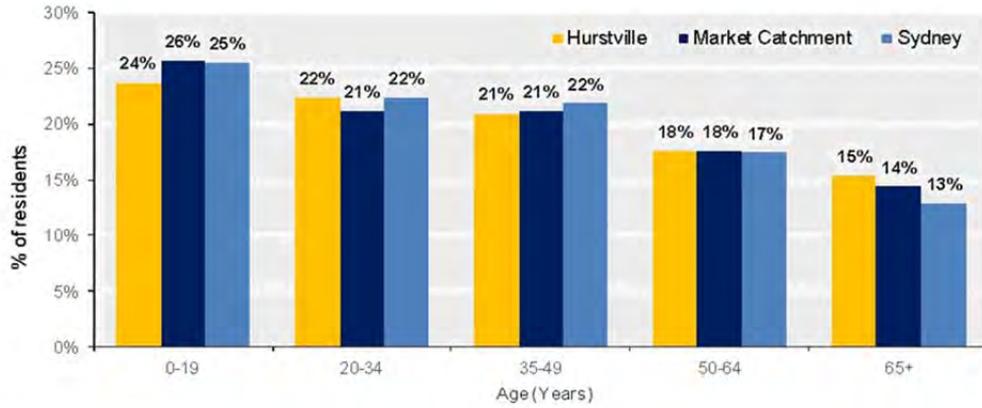
The market catchment also has a marginally higher proportion of apartments than the broader Sydney GMR, making up 26.2% of households compared to 25.8%. This reflects the apartment development that occurred around train stations and town centres.

**Employment:** Employment participation amongst residents in the market catchment is lower than the broader Sydney GMR, partially influenced by the retiree market. Of those working within the catchment area, 28.9% are in blue collar industries compared to just 25.7% across Sydney. The mix of blue and white collar residents means that journey to work patterns are spread across both CBD (Parramatta, Mascot, Sydney and Macquarie Park) and industrial precincts (South Sydney and Port Botany).

### Age Distribution

HURSTVILLE LGA, MARKET CATCHMENT AND SYDNEY

CHART 5.2

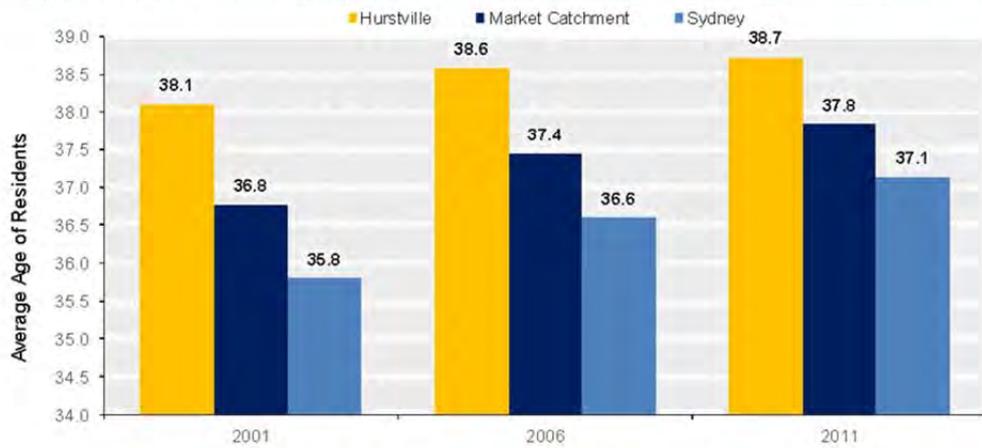


Source: ABS Census 2011, URBIS

### Average Age

HURSTVILLE LGA, MARKET CATCHMENT AND SYDNEY

CHART 5.3

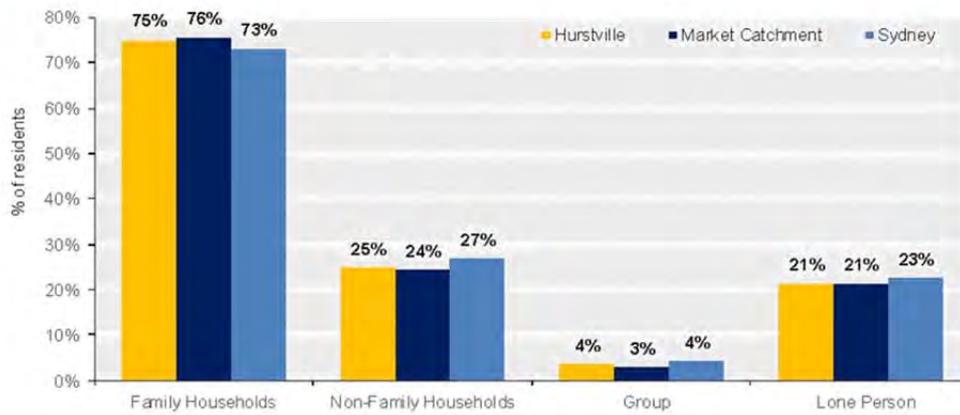


Source: ABS Census, URBIS

### Household Profile

HURSTVILLE LGA, MARKET CATCHMENT AND SYDNEY

CHART 5.4

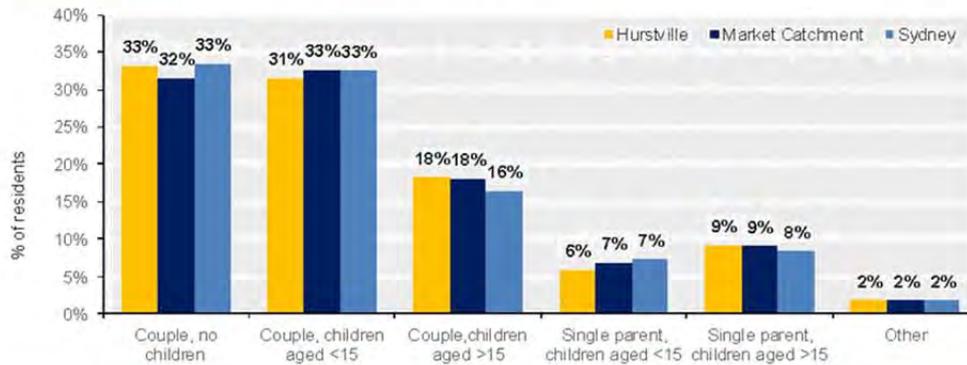


Source: ABS Census 2011, Urbis

### Family Profile

HURSTVILLE LGA, MARKET CATCHMENT AND SYDNEY

CHART 5.5



Source: ABS Census 2011, Urbis

### Income Profile

HURSTVILLE LGA, MARKET CATCHMENT AND SYDNEY

TABLE 5.2

	Hurstville	Market Catchment	Sydney
\$Neg/Nil	2.2%	1.7%	1.7%
\$1-\$10,400	1.9%	1.8%	1.7%
\$10,400-\$15,600	2.9%	3.0%	2.8%
\$15,600-\$20,800	6.4%	6.5%	5.7%
\$20,800-\$31,200	9.3%	9.7%	8.5%
\$31,200-\$41,600	9.0%	9.1%	8.0%
\$41,600-\$52,000	8.4%	8.4%	7.6%
\$52,000-\$65,000	8.7%	8.6%	8.1%
\$65,000-\$78,000	7.7%	7.7%	7.6%
\$78,000-\$104,000	12.7%	12.5%	12.6%
\$104,000-\$130,000	9.7%	9.5%	9.4%
\$130,000-\$156,000	8.3%	8.6%	10.6%
\$156,000-\$182,000	5.6%	5.8%	6.4%
\$182,000-\$208,000	2.7%	2.8%	3.3%
\$208,000 plus	4.4%	4.4%	6.1%
<b>Average Income</b>	<b>\$85,409</b>	<b>\$85,932</b>	
<b>Household Income Variation</b>	<b>-9.55%</b>	<b>-9.00%</b>	

Source: ABS Census 2011, LGA

### Housing Type

HURSTVILLE LGA, MARKET CATCHMENT AND SYDNEY

TABLE 5.3

	Hurstville	Market Catchment	Sydney
Separate House (%)	59.0%	61.0%	61.0%
Semi-detached (%)	12.2%	12.4%	12.8%
Flat, Unit or apartment (%)	28.3%	26.2%	25.8%
Other dwelling (%)	0.5%	0.5%	0.5%

Source: ABS Census 2011, LGA

### Employment

HURSTVILLE LGA, MARKET CATCHMENT AND SYDNEY

TABLE 5.4

	Hurstville	Market Catchment	Sydney
Employment Rate (%)	44.0%	42.9%	44.8%
Labour Force Participation (%)	62.5%	62.8%	65.6%
Unemployment Rate (%)	6.1%	5.9%	5.7%
White Collar	73.3%	71.1%	74.3%
Blue Collar	26.7%	28.9%	25.7%

Source: ABS Census 2011, LGA

Journey to Work

HURSTVILLE LGA RESIDENTS

TABLE 5.5

Local Government Area (LGA)	Number	%
Sydney (C)	8,915	24.6%
Hurstville (C)	6,540	18.0%
Kogarah (C)	1,847	5.1%
Sutherland Shire (A)	1,773	4.9%
Botany Bay (C)	1,723	4.7%
Rockdale (C)	1,665	4.6%
Bankstown (C)	1,629	4.5%
Canterbury (C)	1,622	4.5%
No Fixed Address (GMA)	1,378	3.8%
North Sydney (A)	903	2.5%
Balance	8,306	22.9%
<b>Total</b>	<b>36,301</b>	<b>100.0%</b>

Source - ABS Census 2011 (NSW)

## 5.4 POPULATION GROWTH

Population growth provides an indication of the underlying demand for housing in a particular area.

The NSW Department of Planning and Environment (DP&E) is responsible for the development and regular review of the official population projections. These forecasts provide the main source of population analysis undertaken by the NSW Government.

The DP&E released population projections for NSW and each local government area (LGA) for the period 2011 to 2031 in 2014. This forecast uses the estimated resident population from the 2011 Census as a base.

Table 5.6 outlines the population forecast estimated by the Department of Planning for the identified market catchment by LGA:

### Population Growth

#### MARKET CATCHMENT AND SYDNEY

TABLE 5.6

LGA	Historic			Forecast			
	2001	2006	2011	2016	2021	2026	2031
Hurstville	74,088	76,469	82,800	87,200	93,750	99,600	104,950
Kogarah	52,463	54,910	58,900	62,450	66,850	71,500	76,350
Rockdale	92,676	96,334	103,500	113,400	120,900	127,550	134,350
Canterbury	137,492	135,605	145,100	152,600	161,900	171,750	181,850
Sutherland Shire	213,310	212,531	220,250	229,800	243,200	256,350	267,750
Bankstown	171,994	176,857	190,850	201,500	214,750	228,800	240,800
<b>Catchment Area</b>	<b>742,023</b>	<b>752,706</b>	<b>801,400</b>	<b>846,950</b>	<b>901,350</b>	<b>955,550</b>	<b>1,006,050</b>
<b>Sydney Metro</b>	<b>4,128,300</b>	<b>4,281,988</b>	<b>4,608,950</b>	<b>4,995,750</b>	<b>5,418,950</b>	<b>5,838,750</b>	<b>6,248,750</b>
Growth %	2001-2006		2006-2011	2011-2016	2016-2021	2021-2026	2026-2031
Catchment Area	0.3%		1.3%	1.1%	1.3%	1.2%	1.0%
Sydney Metro Area	0.7%		1.5%	1.6%	1.6%	1.5%	1.4%

Source: ABS Census 2011; Department of Planning and Environment; Urbis

The key findings from the historical and forecast population growth include:

- In the period between 2001 and 2011, the population within the catchment area grew by approximately 59,000, or 8% over the ten years
- The Sydney GMR population grew by 11.6% over this period, at an average annual population growth of 1.1%
- This discrepancy is likely due the wider GMR containing urban release areas able to accommodate a substantial uplift in housing and population
- The population of the catchment area is forecast to exceed 1 million residents by 2031, which would see the 2011 population grow by over 200,000 residents or 26% over 20 years
- Annual population growth that is expected to fluctuate between 1% and 1.3% between 2011 and 2031, exceeding what was achieved between 2001 and 2011.

## 5.5 DWELLING SUPPLY

The following section considers the existing supply of residential dwellings within the market catchment area, including the performance of the housing market, its affordability relative to catchment incomes and competing residential projects.

The future supply of residential dwellings has also been considered compared with the forecast demand for residential housing.

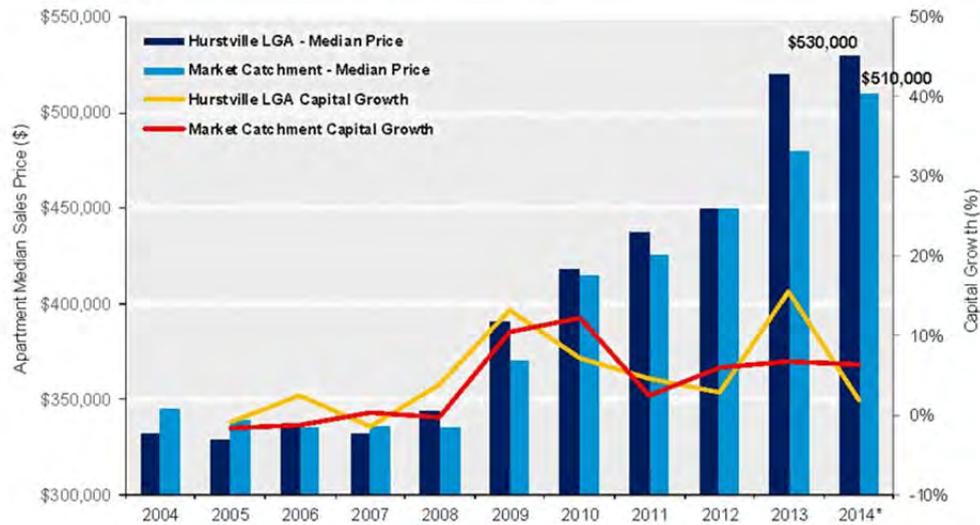
### HOUSING MARKET TRENDS

This section will provide an indication of the performance of housing market within the market catchment, reviewing median unit prices, capital growth, transaction volumes and demand for rental accommodation. From this analysis, the following points were observed:

- Since 2008, the median unit price in the Hurstville LGA has been above that of the median unit price across the market catchment, except in 2012 when prices were equal at \$450,000
- As at 2014, the median unit price in the Hurstville LGA was \$530,000 and \$510,000 across the market catchment
- Between 2004 and 2014 the Hurstville LGA experienced greater capital growth than the market catchment, with prices growing by 4.8% per annum compared to 4.0%
- The number of unit transactions in the market catchment has fluctuated significantly between 2004 and 2014, with annual unit transactions ranging from 6,231 transactions in 2005 to 9,611 transactions in 2009
- The sales transaction observed in 2009 illustrate a strong recovery after the GFC, transacting 26% above the average for 2004 to 2014
- The market catchment straddles both the middle and outer ring markets measured by the REINSW for rental vacancy, with vacancy rates of between 1.7% and 2% in April 2014:
  - Vacancy rates for rental properties have increased slightly since January 2014, however still remain at a low rate
  - Typically, vacancy under 3% has traditionally taken to indicate a 'supply constrained' market, usually leading to increasing rental rates over time
  - These vacancies are well below the indicative 3% mentioned previously, suggesting that the rental market within this market catchment is not oversupplied
  - Lower vacancy rates are usually consistently achieved in more urban markets, with stronger locational amenity associated with accessing employment, lifestyle/recreational and transport services.
- The risk associated with a tight rental market is ongoing rental rate appreciation, negatively impacting the affordability of rental stock over time as the rental rate is bid up by strong competition for rental housing
- The low rental vacancy rates witnessed in the market catchment have influenced the steady rental growth over the past ten years despite median rents in all market catchment LGAs sitting below the Greater Sydney average
- Worth noting is the fact that the Hurstville LGA has experienced strong rental growth since December 2013 resulting in the LGA showing the strongest rental growth of any LGAs within the catchment (including the Greater Sydney region) between 2004 and 2014.

Median Price and Capital Growth for Strata Units  
 HURSTVILLE LGA AND MARKET CATCHMENT LGAs

CHART 5.6



\*2014 is a part year  
 Source: Urbis, RP Data 2014

Unit Transactions  
 MARKET CATCHMENT

CHART 5.7

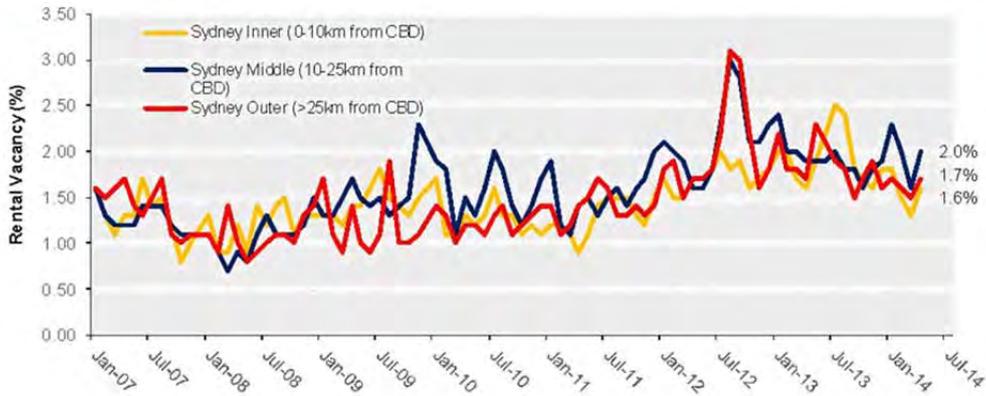


\*2014 is a part year  
 Source: Urbis, RP Data 2014

### Rental Vacancy

INNER, MIDDLE AND INNER SYDNEY

CHART 5.8

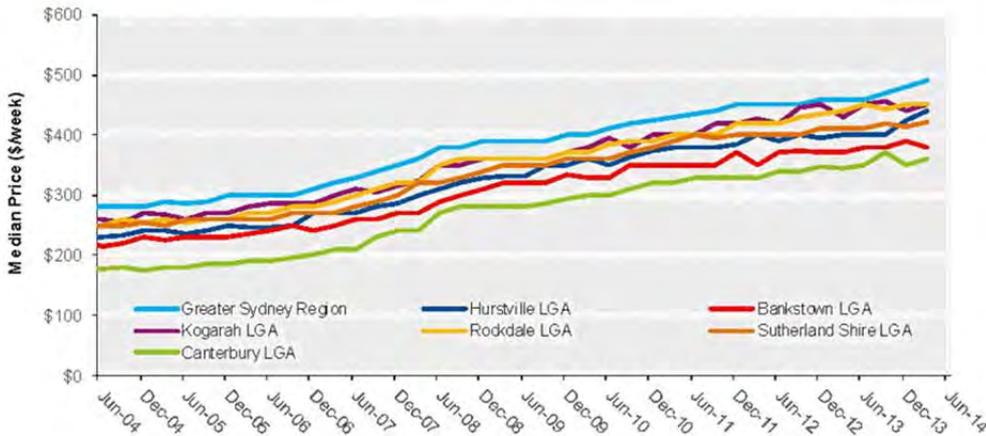


Source: Urbis, REINSW 2014

### Median Rents – 1 and 2 Bed Units

MARKET CATCHMENT LGAS – JUNE 2004 TO MARCH 2014

CHART 5.9



Source: Urbis, NSW Housing 2014

### HISTORIC DWELLING APPROVALS

The historic new dwelling approvals (NDAs) data for both the market catchment and the Hurstville LGA reflect the urban character and locational attributes of the two areas.

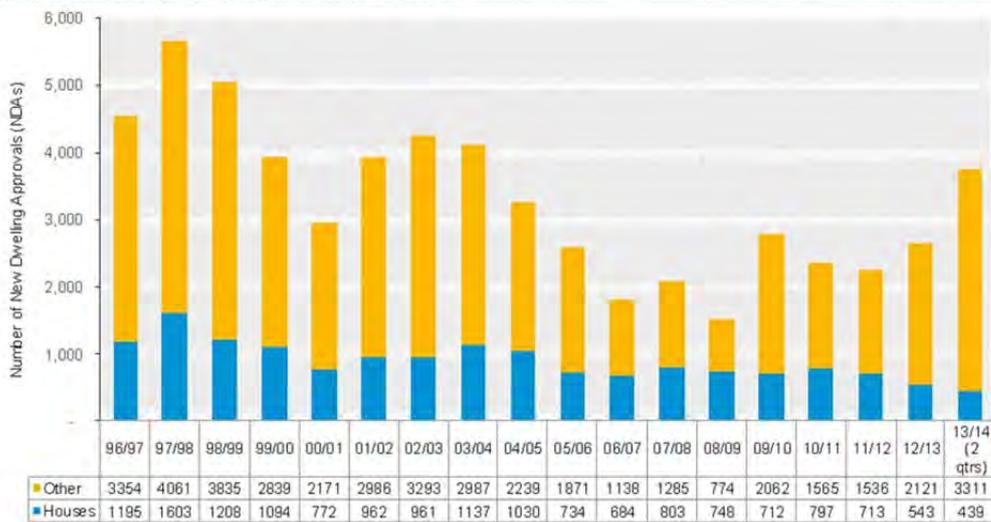
The type of NDAs within the Hurstville LGA are reflective of the NDAs within the wider catchment area. The dwelling approvals within the catchment area and the Hurstville LGA between 1996/96 and 2013/14 comprised of 27% houses and 73% other dwellings (including semi-detached, row or terrace houses, townhouses and flats units or apartments).

This reflects the trend towards higher density dwelling developments, particularly within close proximity to the CBD and with high accessibility to transport infrastructure.

### New Development Approvals (NDAs)

MARKET CATCHMENT, 1996/97 TO 2013/14

CHART 5.10



Source: URBIS, ABS Census 2011

New Development Approvals (NDAs)

HURSTVILLE LGA, 1996/97 TO 2013/14

CHART 5.11

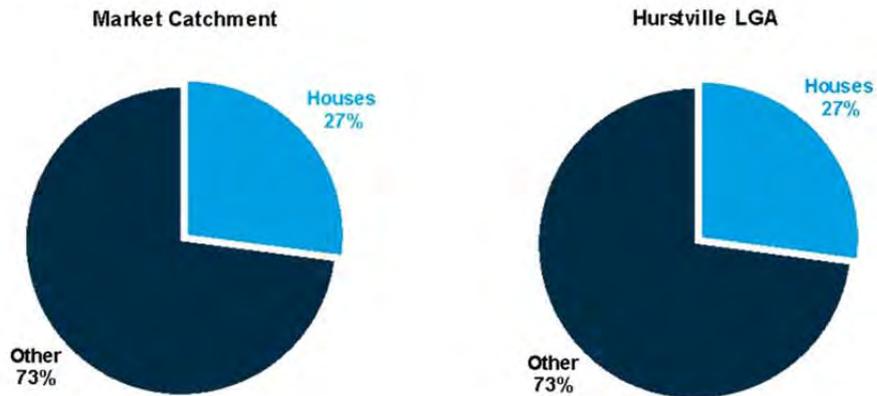


Source: Urbis, ABS Census 2011

Housing Approval Comparison

TOTAL NDA'S 1996/97 TO 2013/14

CHART 5.12



Source: Urbis, ABS Census 2011

#### FUTURE DEVELOPMENT PROJECTS

Tables 5.7 to 5.9 display the proposed developments with 100 units or more that are expected to occur within the LGAs that make up the market catchment between 2014 and 2020.

Within this period, approximately 11,600 units are expected to be developed within the market catchment area, in developments of 100 units or more.

The tables show that the greatest number of proposed units in large-scale developments is expected to occur within the Rockdale LGA, with approximately 3,700 units proposed.

Within the Hurstville LGA, in which the subject site is located, it is anticipated that approximately 2,000 units will be developed.

## Proposed Developments

## MARKET CATCHMENT, 100+ UNIT YIELD

TABLE 5.7

Development Name	Project Address	Suburb	Yield	Estimated Completion	Status
<b>Hurstville LGA</b>					
Forest Road Mixed Development	105 Forest Road & 1A Hill Street	Hurstville	116	2015	Contract Let
Highpoint Apartments	458-460 Forest Road & 1B Pearl Street	Hurstville	437	2016	Contract Let
Royal Plaza Apartments	18-22 Woodville Street & 2-2A Barratt Street	Hurstville	103	2016	Building Approval
East Quarter Hurstville	93 Forest Road	Hurstville	402	2016	Sketch Plans
Treacy Street Mixed Development	1-5 Treacy Street	Hurstville	72	2017	Development Approval
The Crescent Residential Development	2 & 3 The Crescent	Kingsgrove	475	2017	Rezoning Application
Treacy Street Mixed Development	21-35 Treacy Street	Hurstville	328	2018	Contract Let
<b>Total</b>			<b>1,933</b>		
<b>Rockdale LGA</b>					
Discovery Point Precinct - Linc	1 Princes Highway	Wolli Creek	130	2014	Construction
Cobblers Hill Apartments	45 Bonar Street	Arncliffe	225	2014	Contract Let
Top Garden Units	52-62 Arncliffe Street	Wolli Creek	162	2015	Contract Let
Southbank Apartments	20 Levey Street & 34-36 Marsh Street	Wolli Creek	316	2015	Construction
Guess Avenue Apartments	30-32 Guess Avenue & 4 Lusty Street	Wolli Creek	176	2015	Contract Let
Discovery Point Precinct - Summit	1 Princes Highway	Wolli Creek	200	2015	Construction
Genesis Apartments	27-29 Cook Street & 120 Turrella Street	Turrella	282	2016	Contract Let
Discovery Point Precinct - Shore	1 Princes Highway	Wolli Creek	323	2016	Tenders For Design Construct
Orchard Park Apartments	1-5 Gertrude Street & 10-16 Princes Highway	Wolli Creek	146	2017	Development Application
Discovery Point	2 Bryant Street & 1 Princes Highway	Wolli Creek	261	2017	Development Application
Gertrude Street and Princes Highway Development	4-10 Gertrude Street & 4-6 Princes Highway	Wolli Creek	189	2017	Development Application
Arncliffe Street Apartments	40-50 Arncliffe Street	Wolli Creek	175	2017	Development Application
Princes Highway Mixed Development Site	213 Princes Highway & 4 Wardell Street	Arncliffe	345	2017	Development Application
Chapel and Bay Streets Development	Chapel Street, Bay Street & Lister Avenue	Rockdale	357	2019	Early Planning
Darrell Lea Factory Site	152-206 Rocky Point Road	Kogarah	445	2020	Rezoning Application
<b>Total</b>			<b>3,732</b>		

Proposed Developments (Continued)

MARKET CATCHMENT, 100+ UNIT YIELD

TABLE 5.8

Development Name	Project Address	Suburb	Yield	Estimated Completion	Status
<b>Canterbury LGA</b>					
Washington Park (Riverwood North)	Washington Avenue, Kentucky Road & Vermont Crescent	Canterbury	150	2013	Construction
The Broadway (Broadway Plaza)	1-9 Broadway	Punchbowl	152	2014	Contract Let
Vantage Mixed Development	359-365 Beamish Street & 33-35 Unara Street	Campsie	102	2014	Construction
Parklife Apartments	Part 60 Charlotte Street	Campsie	290	2015	Contract Let
Washington Park (Riverwood North)	3-11 Washington Avenue & Lots 458 & 459 Kentucky Road	Riverwood	197	2015	Construction
Robert and Charles Streets Units	1, 1A, 2 & 3 Charles Street & 12 Robert Street	Canterbury	108	2015	Development Approval
Roselands Garden	810 Canterbury Road	Roselands	117	2016	Development Approval
Village Green Apartments (Clemton Park)	60 Charlotte Street	Campsie	290	2016	Development Application
Washington Park (Riverwood North)	4 Vermont Crescent & 60 Kentucky Road	Riverwood	192	2016	Construction
Habitat Apartments	308-320 Canterbury Road & 6-8 Canton Street	Canterbury	134	2016	Development Approval
Croydon Street Affordable Housing	5-9 Croydon Street	Lakemba	126	2016	Development Approval
Canterbury Road Mixed Development	717-727 Canterbury Road	Belmore	224	2016	Development Application
Charles Street Units	15-15A & 18 Charles Street	Canterbury	308	2017	Development Approval
Canterbury Road Mixed Development	548-568 Canterbury Road	Campsie	290	2017	Development Application
Charles Street Mixed Development	2A Charles Street	Canterbury	202	2017	Development Approval
Wiley Park Town Centre Redevelopment	280-300 Lakemba Street & 68-70 King Georges Road	Wiley Park	125	2017	Development Approval
Sugar Mill Precinct	242, 246-258 Canterbury Road & 1-13 Close Street	Canterbury	397	2017	Development Approval
Lakeview (Washington Park)	2 Vermont Crescent & 72-76 Kentucky Road	Riverwood	177	2019	Development Application
Lakemba and Haldon Streets Mixed Development	174-176 Lakemba Street & 2-26 Haldon Street	Lakemba	107	2019	Development Application
<b>Total</b>			<b>3,688</b>		
<b>Bankstown LGA</b>					
George Street and Hume Highway Development	350 Hume Highway, Bankstown & 18-24 George Street	Yagoona	182	2016	Development Approval
West Terrace Mixed Development	8A-14 West Terrace	Bankstown	127	2017	Sketch Plans
Boronia Road Affordable Housing	81-95 Boronia Road	Greenacre	144	2017	Development Application Refused
Phoenix Palm Apartments	351 Hume Highway	Bankstown	100	2017	Development Approval
Stacey Street Mixed Development	196 Stacey Street	Bankstown	156	2017	Development Application
Villawood Development - Overall	80 Miller Road	Villawood	181	2018	Early Planning
Bass Hill Tourist Park	713-727 Hume Highway	Bass Hill	150	2019	Development Application
<b>Total</b>			<b>1,040</b>		

Proposed Developments (Continued)

MARKET CATCHMENT, 100+ UNIT YIELD

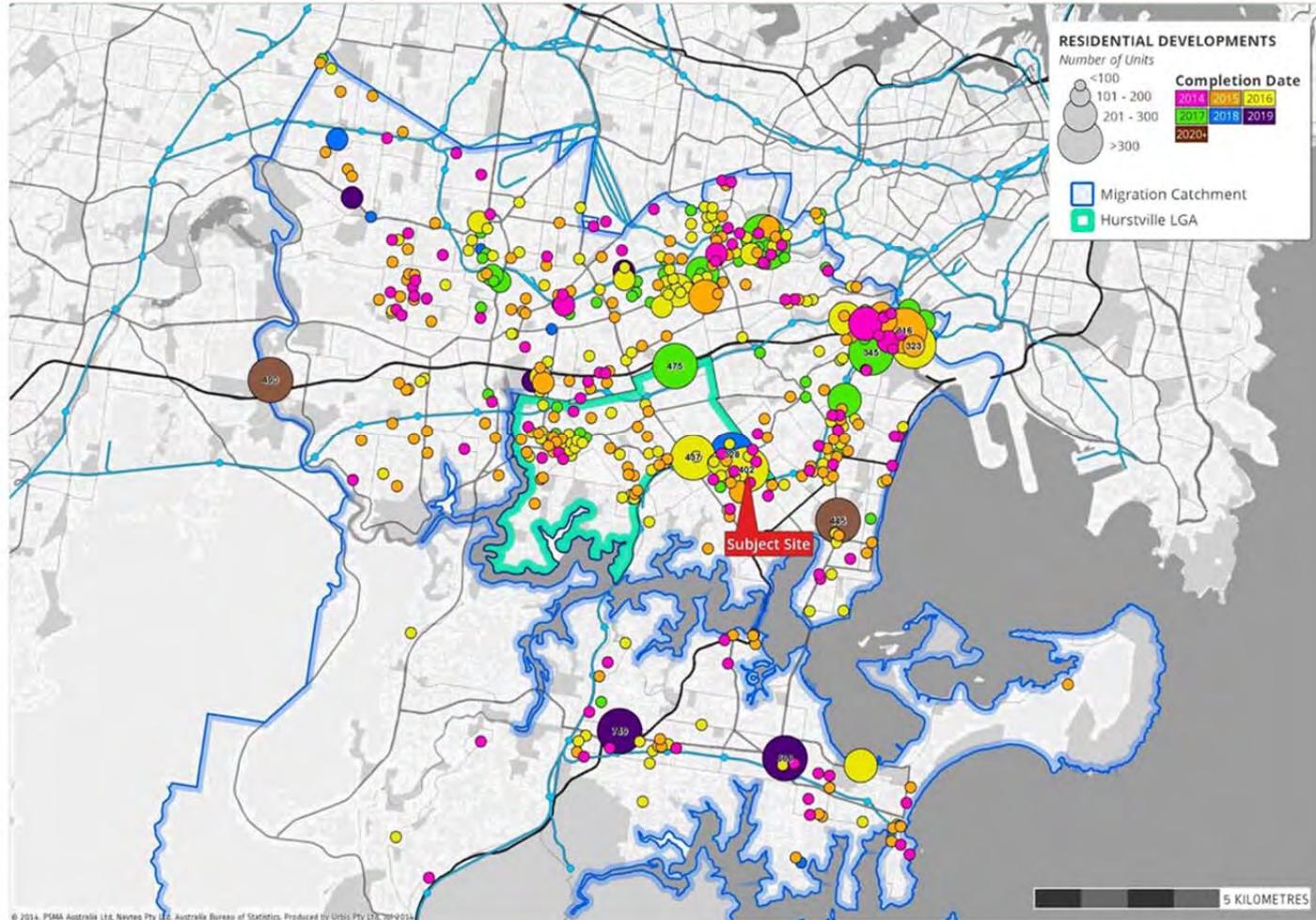
TABLE 5.9

Development Name	Project Address	Suburb	Yield	Estimated Completion	Status
<b>Sutherland LGA</b>					
Esplanade, Pavilion and Sea Units (Woolaware Bay)	461 Captain Cook Drive	Woolooware	220	2016	Development Approval
Landing and Cove Units (Woolaware Bay)	461 Captain Cook Drive	Woolooware	178	2017	Development Application
Kirrawee Village - Overall Concept Plan	566-594 Princes Highway, Oak Road & Flora Street	Kirrawee	749	2019	Early Planning
<b>Total</b>			<b>1,147</b>		
<b>Total All Proposed Developments</b>			<b>11,590</b>		

Source: Urban Growth Concept

FUTURE DEVELOPMENT PROJECTS

MAP 5.1



## AFFORDABILITY ANALYSIS

Housing affordability refers to a household’s capacity to purchase housing, commonly measured by the proportion of a household’s income spent on dwelling costs. The standard benchmark for whether housing is unaffordable is when repayments constitute 30% or more of a household’s income.

If a household spend 30% or more of their household income on mortgage repayments or rental payments they are considered at risk of housing stress.

This section conducts an assessment of the price points at which first home buyers (FHB) and established home buyers can afford to purchase housing, on both average and upper quartile incomes in the market catchment area.

Average household income for the catchment area is currently estimated to be \$93,700 with 25% of households estimated to have incomes above \$113,400 per annum.

Applying the 30% benchmark shows that average income households can afford housing costs of \$2,342 per month, while the top 25% of households can afford a monthly housing cost of \$2,835.

To identify the affordable housing price for the market catchment, the repayments required for a range of price points were calculated and shown overleaf in Table 5.11 and 5.12.

The following assumptions underpin our affordability calculations:

- A 20% deposit for FHBs and 50% for established home owners
- Two mortgage rates, the current rate 5.25% and 10 year average of 7.25% (Reserve Bank of Australia: F5 Indicator Lending Rates)
- 30 year mortgage term.

Table 5.10 and 5.11 show that a FHB household with an average income can afford units priced at \$500,000 at the current mortgage rate of 5.25%, falling to \$400,000 if the mortgage rate corrects to its 10 year average of 7.25%.

While the top 25% of FHB households can afford a higher price point of \$600,000 at a mortgage rate of 5.25% and \$500,000 at a mortgage rate of 7.25%.

The affordable unit price changes considerably for established home owners, due to the assumed 50% deposit (reducing the loan size). Households on average income can afford between \$650,000 and \$800,000, while high income households can afford housing priced between \$800,000 and \$1,000,000. These results are summarised below in Table 5.10.

TABLE 5.10 – HOUSING AFFORDABILITY - PRICE

MARKET	AVERAGE HH INCOME	UPPER QUARTILE HH INCOME
First Home Buyer	\$400,000 - \$500,000	\$500,000 - \$600,000
Established Home Owners	\$650,000 - \$800,000	\$800,000 - \$1,000,000

### Source: URBIS

The current median price for apartments within the market catchment is \$510,000 (as outlined previously), which is above the affordable range for FHBs with average household incomes. This has the potential to lead to a net outmigration amongst these household groups to more affordable markets or restrict them to the rental market.

A number of projects currently on the market outlined previously show the sale prices or asking prices. This analysis illustrates that FHBs are predominantly only able to afford studios and 1 bed apartments within these projects with asking prices often at the upper end of their affordable range.

Established home owners on the other hand appear to be able to afford most product types illustrating the impact of reducing the size of mortgages on repayments and overall affordability.

**First Home Buyers – Affordability**  
 MARKET CATCHMENT

TABLE 5.11

Mortgage Rate %	Unit Price \$											
	\$250,000	\$300,000	\$350,000	\$400,000	\$450,000	\$500,000	\$550,000	\$600,000	\$650,000	\$700,000	\$750,000	\$800,000
5.00%	-\$1,074	-\$1,288	-\$1,503	-\$1,718	-\$1,933	-\$2,147	-\$2,362	-\$2,577	-\$2,791	-\$3,006	-\$3,221	-\$3,436
<b>5.25%</b> <sup>1</sup>	<b>-\$1,104</b>	<b>-\$1,325</b>	<b>-\$1,546</b>	<b>-\$1,767</b>	<b>-\$1,988</b>	<b>-\$2,209</b>	<b>-\$2,430</b>	<b>-\$2,651</b>	<b>-\$2,871</b>	<b>-\$3,092</b>	<b>-\$3,313</b>	<b>-\$3,534</b>
5.50%	-\$1,136	-\$1,363	-\$1,590	-\$1,817	-\$2,044	-\$2,271	-\$2,498	-\$2,725	-\$2,953	-\$3,180	-\$3,407	-\$3,634
5.75%	-\$1,167	-\$1,401	-\$1,634	-\$1,867	-\$2,101	-\$2,334	-\$2,568	-\$2,801	-\$3,035	-\$3,268	-\$3,501	-\$3,735
6.00%	-\$1,199	-\$1,439	-\$1,679	-\$1,919	-\$2,158	-\$2,398	-\$2,638	-\$2,878	-\$3,118	-\$3,357	-\$3,597	-\$3,837
6.25% <sup>1</sup>	-\$1,231	-\$1,478	-\$1,724	-\$1,970	-\$2,217	-\$2,463	-\$2,709	-\$2,955	-\$3,202	-\$3,448	-\$3,694	-\$3,941
6.50%	-\$1,264	-\$1,517	-\$1,770	-\$2,023	-\$2,275	-\$2,528	-\$2,781	-\$3,034	-\$3,287	-\$3,540	-\$3,792	-\$4,045
6.75%	-\$1,297	-\$1,557	-\$1,816	-\$2,076	-\$2,335	-\$2,594	-\$2,854	-\$3,113	-\$3,373	-\$3,632	-\$3,892	-\$4,151
7.00%	-\$1,331	-\$1,597	-\$1,863	-\$2,129	-\$2,395	-\$2,661	-\$2,927	-\$3,193	-\$3,460	-\$3,726	-\$3,992	-\$4,258
<b>7.25%</b> <sup>2</sup>	<b>-\$1,364</b>	<b>-\$1,637</b>	<b>-\$1,910</b>	<b>-\$2,183</b>	<b>-\$2,456</b>	<b>-\$2,729</b>	<b>-\$3,002</b>	<b>-\$3,274</b>	<b>-\$3,547</b>	<b>-\$3,820</b>	<b>-\$4,093</b>	<b>-\$4,366</b>
7.50%	-\$1,398	-\$1,678	-\$1,968	-\$2,237	-\$2,517	-\$2,797	-\$3,077	-\$3,356	-\$3,636	-\$3,916	-\$4,195	-\$4,475
7.75%	-\$1,433	-\$1,719	-\$2,006	-\$2,293	-\$2,579	-\$2,866	-\$3,152	-\$3,439	-\$3,725	-\$4,012	-\$4,298	-\$4,585
8.00%	-\$1,468	-\$1,761	-\$2,055	-\$2,348	-\$2,642	-\$2,936	-\$3,229	-\$3,522	-\$3,816	-\$4,109	-\$4,403	-\$4,696
8.25%	-\$1,503	-\$1,803	-\$2,104	-\$2,404	-\$2,705	-\$3,005	-\$3,306	-\$3,606	-\$3,907	-\$4,207	-\$4,508	-\$4,808
8.50%	-\$1,538	-\$1,845	-\$2,153	-\$2,461	-\$2,768	-\$3,076	-\$3,383	-\$3,691	-\$3,998	-\$4,306	-\$4,613	-\$4,921
8.75%	-\$1,573	-\$1,888	-\$2,203	-\$2,517	-\$2,832	-\$3,147	-\$3,461	-\$3,776	-\$4,091	-\$4,406	-\$4,720	-\$5,035
9.00%	-\$1,609	-\$1,931	-\$2,253	-\$2,575	-\$2,897	-\$3,218	-\$3,540	-\$3,862	-\$4,184	-\$4,506	-\$4,828	-\$5,150
9.25%	-\$1,645	-\$1,974	-\$2,303	-\$2,633	-\$2,962	-\$3,291	-\$3,620	-\$3,949	-\$4,278	-\$4,607	-\$4,936	-\$5,265
9.50%	-\$1,682	-\$2,018	-\$2,354	-\$2,691	-\$3,027	-\$3,363	-\$3,700	-\$4,036	-\$4,372	-\$4,709	-\$5,045	-\$5,381
9.75%	-\$1,718	-\$2,062	-\$2,406	-\$2,749	-\$3,098	-\$3,437	-\$3,780	-\$4,124	-\$4,468	-\$4,811	-\$5,155	-\$5,499
10.00%	-\$1,755	-\$2,106	-\$2,457	-\$2,808	-\$3,159	-\$3,510	-\$3,861	-\$4,212	-\$4,563	-\$4,914	-\$5,265	-\$5,616

Catchment Av. HH Income: \$93,700 Catchment Upper Quartile Income: \$113,400  
 Total Catchment Households: 288,662 Catchment Households in Upper Quartile: 89,719

Note: Blue indicates that this house price and interest rate level push 'average' households into mortgage stress (i.e. mortgage repayments > 30% of household income). Orange numbers indicate that this house price and interest rate push upper income quartile households into mortgage stress. Average household incomes are taken from the 2011 census and adjusted to account for income growth to March 2014.  
 1 Standard Variable Rate as at June 2014  
 2 Long-term standard variable average since June 2004  
 Source: Urbis; RBA F5 Indicator Lending Rates; ABS Census, 2011

**Established Buyers – Affordability**  
 MARKET CATCHMENT

TABLE 5.12

Mortgage Rate %	Unit Price \$												
	\$500,000	\$550,000	\$600,000	\$650,000	\$700,000	\$750,000	\$800,000	\$850,000	\$900,000	\$950,000	\$1,000,000	\$1,050,000	\$1,100,000
5.00%	-\$1,342	-\$1,476	-\$1,610	-\$1,745	-\$1,879	-\$2,013	-\$2,147	-\$2,281	-\$2,416	-\$2,550	-\$2,684	-\$2,818	-\$2,953
<b>5.25%</b> <sup>1</sup>	<b>-\$1,381</b>	<b>-\$1,519</b>	<b>-\$1,657</b>	<b>-\$1,795</b>	<b>-\$1,933</b>	<b>-\$2,071</b>	<b>-\$2,209</b>	<b>-\$2,347</b>	<b>-\$2,485</b>	<b>-\$2,623</b>	<b>-\$2,761</b>	<b>-\$2,899</b>	<b>-\$3,037</b>
5.50%	-\$1,419	-\$1,561	-\$1,703	-\$1,845	-\$1,987	-\$2,129	-\$2,271	-\$2,413	-\$2,555	-\$2,697	-\$2,839	-\$2,981	-\$3,123
5.75%	-\$1,459	-\$1,605	-\$1,751	-\$1,897	-\$2,043	-\$2,188	-\$2,334	-\$2,480	-\$2,626	-\$2,772	-\$2,918	-\$3,064	-\$3,210
6.00%	-\$1,499	-\$1,649	-\$1,799	-\$1,949	-\$2,098	-\$2,248	-\$2,398	-\$2,548	-\$2,698	-\$2,848	-\$2,998	-\$3,148	-\$3,298
6.25%	-\$1,539	-\$1,693	-\$1,847	-\$2,001	-\$2,155	-\$2,309	-\$2,463	-\$2,617	-\$2,771	-\$2,925	-\$3,079	-\$3,233	-\$3,386
6.50%	-\$1,580	-\$1,738	-\$1,896	-\$2,054	-\$2,212	-\$2,370	-\$2,528	-\$2,686	-\$2,844	-\$3,002	-\$3,160	-\$3,318	-\$3,476
6.75%	-\$1,621	-\$1,784	-\$1,946	-\$2,108	-\$2,270	-\$2,432	-\$2,594	-\$2,757	-\$2,919	-\$3,081	-\$3,243	-\$3,405	-\$3,567
7.00%	-\$1,663	-\$1,830	-\$1,996	-\$2,162	-\$2,329	-\$2,495	-\$2,661	-\$2,828	-\$2,994	-\$3,160	-\$3,327	-\$3,493	-\$3,659
<b>7.25%</b> <sup>2</sup>	<b>-\$1,705</b>	<b>-\$1,876</b>	<b>-\$2,047</b>	<b>-\$2,217</b>	<b>-\$2,388</b>	<b>-\$2,558</b>	<b>-\$2,729</b>	<b>-\$2,899</b>	<b>-\$3,070</b>	<b>-\$3,240</b>	<b>-\$3,411</b>	<b>-\$3,581</b>	<b>-\$3,752</b>
7.50%	-\$1,748	-\$1,923	-\$2,098	-\$2,272	-\$2,447	-\$2,622	-\$2,797	-\$2,972	-\$3,146	-\$3,321	-\$3,496	-\$3,671	-\$3,846
7.75%	-\$1,791	-\$1,970	-\$2,149	-\$2,328	-\$2,507	-\$2,687	-\$2,866	-\$3,045	-\$3,224	-\$3,403	-\$3,582	-\$3,761	-\$3,940
8.00%	-\$1,834	-\$2,018	-\$2,201	-\$2,385	-\$2,568	-\$2,752	-\$2,935	-\$3,118	-\$3,302	-\$3,485	-\$3,669	-\$3,852	-\$4,036
8.25%	-\$1,878	-\$2,066	-\$2,254	-\$2,442	-\$2,629	-\$2,817	-\$3,005	-\$3,193	-\$3,381	-\$3,569	-\$3,756	-\$3,944	-\$4,132
8.50%	-\$1,922	-\$2,115	-\$2,307	-\$2,499	-\$2,691	-\$2,883	-\$3,076	-\$3,268	-\$3,460	-\$3,652	-\$3,845	-\$4,037	-\$4,229
8.75%	-\$1,967	-\$2,163	-\$2,360	-\$2,557	-\$2,753	-\$2,950	-\$3,147	-\$3,342	-\$3,540	-\$3,737	-\$3,934	-\$4,130	-\$4,327
9.00%	-\$2,012	-\$2,213	-\$2,414	-\$2,615	-\$2,816	-\$3,017	-\$3,218	-\$3,420	-\$3,621	-\$3,822	-\$4,023	-\$4,224	-\$4,425
9.25%	-\$2,057	-\$2,262	-\$2,468	-\$2,674	-\$2,879	-\$3,085	-\$3,291	-\$3,496	-\$3,702	-\$3,908	-\$4,113	-\$4,319	-\$4,525
9.50%	-\$2,102	-\$2,312	-\$2,523	-\$2,733	-\$2,943	-\$3,153	-\$3,363	-\$3,574	-\$3,784	-\$3,994	-\$4,204	-\$4,414	-\$4,625
9.75%	-\$2,148	-\$2,363	-\$2,577	-\$2,792	-\$3,007	-\$3,222	-\$3,437	-\$3,651	-\$3,866	-\$4,081	-\$4,296	-\$4,511	-\$4,725
10.00%	-\$2,194	-\$2,413	-\$2,633	-\$2,853	-\$3,072	-\$3,291	-\$3,510	-\$3,730	-\$3,949	-\$4,168	-\$4,388	-\$4,607	-\$4,827

Catchment Av. HH Income: \$93,700 Catchment Upper Quartile Income: \$113,400  
 Total Catchment Households: 288,662 Catchment Households in Upper Quartile: 89,719

Note: Blue indicates that this house price and interest rate level push 'average' households into mortgage stress (i.e. mortgage repayments > 30% of household income). Orange numbers indicate that this house price and interest rate push upper income quartile households into mortgage stress. Average household incomes are taken from the 2011 census and adjusted to account for income growth to March 2014.  
 1 Standard Variable Rate as at June 2014  
 2 Long-term standard variable average since June 2004  
 Source: Urbis; RBA F5 Indicator Lending Rates; ABS Census, 2011

## 5.6 SUPPLY AND DEMAND FORECASTS

The following section looks at the proposed future supply of residential dwellings within the market catchment and analyses this alongside the future expected dwelling demand based on population forecasts.

The following supply pipeline, in terms of stage of development, are as follows:

- 30% of the development pipeline are currently under construction/or site works have commenced
- 21% of the developments have approval, however have not yet commenced construction or site works
- 49% of the development pipeline is currently being assessed/undergoing development approval.

### Housing Supply by Project Stage

MARKET CATCHMENT, 2014 TO 2020

TABLE 5.13

	2014	2015	2016	2017	2018	2019	2020
<b>Works Commenced / Contracts Let</b>	2,309	2,649	911	0	0	0	0
<b>Have Development Approval</b>	15	793	2,143	1,268	0	0	0
<b>Pre-Development Approval / Early Planning</b>	0	167	2,648	3,540	677	1,596	935
<b>Total</b>	2,324	3,609	5,700	4,808	677	1,596	935

SOURCE: GORIBIS/URBIS

The 30% of the pipeline under construction / undergoing site works has a relatively high degree of certainty of being delivered, due their advanced stage in the development process. This indicates that over the short-term there is a relatively high degree of certainty that the housing in that the housing identified from 2014 to 2016 will be delivered.

There is a degree of risk associated however with the proportion of the development pipeline that is still going through the development approval/building approval process, which may affect the eventual project approval or yield. As such many of the projects scheduled for completion between 2016 and 2020 have a higher degree of risk of being abandoned or not gaining development approval.

Table 5.14 overleaf compares the residential project pipeline with forecast housing demand. Underlying demand has been forecast on the basis of DP&E population growth rates. Household formation has been used as a proxy for underlying housing demand, which has been derived for the market catchment by comparing forecasts population and housing supply. This has been estimated as 2.8 people per household between 2014 and 2021.

The table illustrates that over both the short and long-term, there appears to be insufficient housing stock to meet the growing housing needs of the market catchment.

Between 2013 and 2016 the housing deficit is estimated at approximately 3,400 dwellings, which is expected to increase further in 2016-2021 to a housing deficit of over 7,500 dwellings.

These significant short-falls could potentially lead to a net out migration from the market catchment area, as the market seeks housing elsewhere. Furthermore, the lack of supply relative to demand could result in price appreciation, further restricting the access to housing, particularly for first home buyers.

Housing Supply and Demand Forecasts

MARKET CATCHMENT

TABLE 5.14

	Population Forecasts		
	2013	2016	2021
Hurstville LGA	84,848	87,200	93,750
Kogarah LGA	60,411	62,450	66,850
Rockdale LGA	106,727	113,400	120,900
Canterbury LGA	148,864	152,600	161,900
Sutherland Shire LGA	223,192	229,800	243,200
Bankstown LGA	196,974	201,500	214,750
<b>Total - Market Catchment</b>	<b>821,016</b>	<b>846,950</b>	<b>901,350</b>
	Dwelling Demand Forecasts		
	2013-16	2016-21	
Additional Residents	25,934	43,246	
Additional Housing Demand	9,426	15,718	
New Dwelling Supply	6,021	8,202	
<b>Housing - Deficit / + Surplus</b>	<b>-3,405</b>	<b>-7,516</b>	

Source: ABS Census 2011, Bureau of Transport Statistics 2015, URBIS

## 6 Conclusions and Recommendations

The study's key findings indicate that the proposed development at 1-3 Wright Street and 108-112 and 124 Forest Road will not have an adverse economic impact on the Hurstville Major Centre or its capacity to achieve its 2031 employment targets. Further to this, the proposed development will increase the housing supply in a market where population growth is expected to exceed its existing development pipeline and affordability is an issue.

Specifically, this study has found that:

- Demand for traditional office space is subdued, with surplus capacity in the market able to accommodate future employment growth
- While the LGA has a jobs gap deficit in all industry sectors, journey to work data indicates that local workers are employed in accessible nearby centres – indicating that local residents have sufficient access to employment
- The proposed 1,150 sq.m of retail GFA space is considered an appropriate level of non-residential floorspace, considering the vacant capacity within the Hurstville office market
- Hurstville is becoming a more attractive residential location for both local residents and overseas migrants
- There is strong underlying demand for infill residential development, compatible with the demographic profile of market catchment residents, and evidenced by strong capital and rental growth, strong sales rates for competing developments and ongoing population growth
- The 'adaptable housing' component of the proposed development residential units align with the catchment's ageing population demand for more specialised housing
- Based on the affordability analysis first home buyer households the median price for apartments within the market catchment is \$510,000 (as outlined in Section 5.5.1), which is above the affordable range for first home buyers (FHBs) with average household incomes. Adding additional housing supply to the catchment will assist in alleviating affordability constraints.
- Between 2013 and 2016 the housing deficit is estimated at approximately 3,400 dwellings, which is expected to increase further in 2016-2021 to a housing deficit of over 7,500 dwellings
- A housing deficit will decrease access to housing for lower income groups in the catchment area, exacerbating affordability issues for FHBs on average household incomes
- The development will generate total of 63 direct one year equivalent construction jobs and 50 ongoing jobs
- In addition to the direct employment, there will 195 indirect one year equivalent jobs created during the construction phase of the project and 307 indirect ongoing jobs.

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This report is dated July 2015 and incorporates information and events up to that date only and excludes any information arising, or event occurring, after that date which may affect the validity of Urbis Pty Ltd's (Urbis) opinion in this report. Urbis prepared this report on the instructions, and for the benefit only, of SLA Development (Instructing Party) for the purpose of Economic Impact Assessment (Purpose) and not for any other purpose or use. To the extent permitted by applicable law, Urbis expressly disclaims all liability, whether direct or indirect, to the Instructing Party which relies or purports to rely on this report for any purpose other than the Purpose, and to any other person which relies or purports to rely on this report for any purpose whatsoever (including the Purpose).

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All surveys, forecasts, projections and recommendations contained in or associated with this report are made in good faith and on the basis of information supplied to Urbis at the date of this report, and upon which Urbis relied. Achievement of the projections and budgets set out in this report will depend, among other things, on the actions of others over which Urbis has no control.

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This report has been prepared with due care and diligence by Urbis and the statements and opinions given by Urbis in this report are given in good faith and in the reasonable belief that they are correct and not misleading, subject to the limitations above.





## Appendix A

## Example Residential Development Profiles

<p><b>Project Name</b> HIGHPOINT HURSTVILLE</p>	
<p><b>Developer</b></p>	<p>Toga Group</p>
<p><b>Location</b></p>	<p>Corner of Forest Road and Pearl Street, Hurstville</p>
<p><b>Anticipated Completion</b></p>	<p>2016</p>
<p><b>Units</b></p>	<p>437</p>
<p><b>Property Description</b></p>	<p>Construction of a master planned community consisting of three buildings, a central garden and a rooftop garden and basement parking.</p>
<p><b>Indicative Living Area</b></p>	<p>1 bed: 50-55 sq.m                  1 bed plus study:53-66 sq.m                  2 bed: 70-94 sq.m                  3 bed: 101-115 sq.m</p>
<p><b>Advertised / Asking Prices</b></p>	<p>1 bed: from \$410,000                  1 bed plus study:\$395,000                  2 bed from \$550,000                  3 bed from \$780,000</p>
<p><b>Take-up Rates</b></p>	<p>Interest has been very strong, forcing the developer to bring forward the second stage of the release to launch the 14 and 18-storey towers both at once. Over 1,000 people lined up for the opportunity to purchase the units, with 300 parties paying a \$5,000 deposit. The first 230 units were sold in four hours.</p>
<p><b>Buyer Profile</b></p>	<p>Significant interest from investors as well as a lot of interest from local Asian residents who are looking at the property as an owner-occupier. It is believed that 95-100% of buyers in the first release were local Chinese buyers.</p>
<p><b>Source</b></p>	<p>Domain, Australian Financial Review</p>

<p><b>Project Name</b> EAST QUARTER - STAGE 2</p>	
<b>Developer</b>	East Quarter Hurstville Pty Ltd
<b>Location</b>	95 Forest Road, Hurstville
<b>Completion</b>	Late 2013
<b>Units</b>	296 (108 x 1 bed, 165 x 2 bed and 23 x 3 bed)
<b>Property Description</b>	Construction of Stage 2 of the East Quarter development, comprising apartments and 10 retail spaces across 3 buildings (2 x 12 level buildings and a 16 level building). The buildings are situated around a 3,500 sq.m central open air plaza. Car parking is provided in a four-level basement.
<b>Indicative Living Area</b>	Approximately 58 – 110 sq.m
<b>Advertised / Asking Prices</b>	1 bed: from \$360,000 2 bed: from \$500,000 3 bed: from \$620,000
<b>Take-up Rates</b>	n.a.
<b>Buyer Profile</b>	n.a.
<b>Source</b>	Project Website, Domain, INBIB

<p><b>Project Name</b> SOUTHBANK</p>	
<p><b>Developer</b></p>	<p>Winten Property Group and Lyon Group Australia</p>
<p><b>Location</b></p>	<p>Levey Street, Wolli Creek</p>
<p><b>Completion</b></p>	<p>2016</p>
<p><b>Units</b></p>	<p>316</p>
<p><b>Property Description</b></p>	<p>Construction of 316 apartments across three buildings varying in heights from 10-15 storeys. Communal facilities include a roof-top pool and garden area and a gym.</p>
<p><b>Indicative Living Area</b></p>	<p>1 bed: from 50 sq.m                  2 bed: from 70 sq.m                  3 bed: from 105 sq.m</p>
<p><b>Advertised / Asking Prices</b></p>	<p>1 bed: from \$430,000                  2 bed: from \$545,000                  3 bed: from \$860,000</p>
<p><b>Take-up Rates</b></p>	<p>75% of apartments in Stage 2 were sold on the launch weekend. The agent for the apartments had over 500 inquiries in the month following the initial launch.</p>
<p><b>Buyer Profile</b></p>	<p>Majority of buyers have been Australian and off-shore investors. The property also appealed to the Gen-Y demographic who have grown up in the surrounding suburbs, making up approximately 25% of buyers.</p>
<p><b>Source</b></p>	<p>Australian Financial Review, Property Observer</p>

<p><b>Project Name</b> <b>HABITAT</b></p>	
<p><b>Developer</b></p>	<p>Lumex Property Group</p>
<p><b>Location</b></p>	<p>308 Canterbury Road, Canterbury</p>
<p><b>Completion</b></p>	<p>Mid-2016</p>
<p><b>Units</b></p>	<p>134 (32 x 1 bed, 34 x 1 bed + study, 27 x 2 bed, 30 x 2 bed + study, 3 x 3 bed and 8 townhouses to be released at a later date)</p>
<p><b>Property Description</b></p>	<p>Construction of a 5 level building with outdoor rooms and private outdoor cinema for the use by residents. All apartments have parking spaces in the basement.</p>
<p><b>Indicative Living Area</b></p>	<p>1 bed: 45-56 sq.m 1 bed plus study: 53-67 sq.m 2 bed: 70-78 sq.m 2 bed plus study: 73-86 sq.m 3 bed: 89-106 sq.m</p>
<p><b>Advertised / Asking Prices</b></p>	<p>1 bed: from \$455,000 1 bed plus study: from \$505,000 2 bed: from \$635,000 2 bed plus study: from \$660,000 3 bed: from \$850,000</p>
<p><b>Take-up Rates</b></p>	<p>Less than 80 units remain for sale after two weekends of sales</p>
<p><b>Buyer Profile</b></p>	<p>The majority of the apartments sold to date have been to owner-occupiers from the local area, many of which are first-home buyers. There have also been a few sales to investors.</p>
<p><b>Source</b></p>	<p>Savills, Project Website, Infolink</p>

<p><b>Project Name</b>  <b>DISCOVERY POINT - PAVILION</b></p>	
<p><b>Developer</b></p>	<p>Australand</p>
<p><b>Location</b></p>	<p>1 Princes Highway, Wollri Creek</p>
<p><b>Anticipated Completion</b></p>	<p>Early 2016</p>
<p><b>Units</b></p>	<p>99</p>
<p><b>Property Description</b></p>	<p>Construction of a 10 storey building within the Village Square Precinct of Discovery Point.</p>
<p><b>Indicative Living Area</b></p>	<p>One-bedroom apartments: 59-65 sq.m                  Two-bedroom apartments: 81-100 sq.m                  Three-bedroom apartments: 129 sq.m</p>
<p><b>Advertised / Asking Prices</b></p>	<p>1 bed: from \$475,000                  2 bed from \$635,000                  3 bed from \$790,000</p>
<p><b>Take-up Rates</b></p>	<p>The first five stages at Discovery Point have all sold out. Currently selling includes Pavillion, Shore and Summit. 14 apartments available for sale within Pavilion</p>
<p><b>Buyer Profile</b></p>	<p>Popular with first home buyers, investors and owner occupiers.</p>
<p><b>Source</b></p>	<p>Domain</p>

<p><b>Project Name</b>  <b>CLEMTON PARK VILLAGE - PARKLIFE</b></p>	
<p><b>Developer</b></p>	<p>Australand</p>
<p><b>Location</b></p>	<p>60 Charlotte Street, Campsie</p>
<p><b>Anticipated Completion</b></p>	<p>Late 2015</p>
<p><b>Units</b></p>	<p>299</p>
<p><b>Property Description</b></p>	<p>Construction of a 7 storey residential apartment containing a mix of 1 and 2 bedroom apartments, with a cafe tenancy.</p>
<p><b>Indicative Living Area</b></p>	<p>1 Bed: From 56 sq.m                  2 Bed: From 74 sq.m</p>
<p><b>Advertised / Asking Prices</b></p>	<p>1 Bed: \$460,000 – \$480,000                  2 Bed: \$605,000 – \$665,000</p>
<p><b>Take-up Rates</b></p>	<p>The Courtyard and Air developments have fully sold out. Parklife is the final release and is 95% sold.</p>
<p><b>Buyer Profile</b></p>	<p>Half of Clemton Park buyers have been investors and the other half are a mixture between first home buyers and locals who are choosing to downsize. Strong presence of Chinese and Asian buyers as well.</p>
<p><b>Source</b></p>	<p>Cordell, Property Observer, Domain</p>

**Sydney**

Tower 2, Level 23, Darling Park  
201 Sussex Street Sydney, NSW 2000  
t +02 8233 9900  
f +02 8233 9966

**Brisbane**

Level 7, 123 Albert Street  
Brisbane, QLD 4000  
t +07 3007 3800  
f +07 3007 3811

**Melbourne**

Level 12, 120 Collins Street  
Melbourne, VIC 3000  
t +03 8663 4888  
f +03 8663 4999

**Perth**

Level 1, 55 St Georges Terrace  
Perth, WA 6000  
t +08 9346 0500  
f +08 9221 1779

Australia • Asia • Middle East  
w [urbis.com.au](http://urbis.com.au) e [info@urbis.com.au](mailto:info@urbis.com.au)

**3.2 108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville - Planning Proposal to amend Hurstville Local Environmental Plan (HLEP) 2012**

**Note:** Ms Gabrielle Morrish declared a conflict of interest in this matter and did not participate in any discussions or decision making.

**Speaker:**

- Anthony Polvere – Applicant

**Voting of the Panel Members:**

The decision of the panel was unanimous excluding Ms Gabrielle Morrish.

**Panel Determination**

That a report to Council be prepared to advise of the IHAP recommendations and request that Council consider forwarding the Planning Proposal to the NSW Department of Planning and Environment to request a Gateway Approval for an amendment to the Hurstville Local Environmental Plan 2012 in relation to Nos. 108, 112 and 124 Forest Road and Nos 1 and 3 Wright Street, Hurstville to:

- Amend the Land Zoning Map (LZM ) to rezone Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre Zone to B4 – Mixed Use Zone;
- Amend the Land Zoning Map (LZM) to rezone Nos 1 - 3 Wright Street, Hurstville from R3 - Medium Density Residential Zone to B4 - Mixed Use Zone;
- Amend the Height of Building map (HOB) to increase the height of buildings for Nos 108 and 112 Forest Road and 1 and 3 Wright Street, Hurstville to 34.5m;
- Amend the Height of Buildings map (HOB) to increase the height of buildings for No 124 Forest Road, Hurstville to 46.5m;
- Amend the floor space ratio map (FSR) to increase the maximum floor space ratio for Nos 108 and 112 Forest Road and Nos 1 and 3 Wright Street, Hurstville to 4:1; and
- Amend the Lot Size Map (Sheet LSZ\_008) to remove Nos. 1 and 3 Wright Street Hurstville from its application and consistent with the B4 - Mixed Use zone; and

- Amend Clause 4.4A of HLEP 2012 to include the a provision relating to the subject site stating that development consent must not be granted for development unless the non –residential floor space is at least 0.5:1.

THAT the Georges River IHAP also support the following:

- (a) The preparation of an amendment to the *Hurstville Section 94 Development Contributions Plan 2012* to include 108 Forest Road, 112 Forest Road and 1 and 3 Wright Street in the boundaries of the Hurstville City Centre to reflect the proposed B4 Mixed Use zoning of the land; and
- (b) The preparation of an amendment to the *Hurstville Development Control Plan No. 2 - Hurstville City Centre (Amendment No. 6)* to include the subject site within the boundary of the Hurstville City Centre and site specific provisions including (but not limited to), setbacks to the adjoining residential development, street activation provisions and vehicular access points, building massing and form as well as provisions to upgrades to public domain, provide deep soil landscaped areas and through site connections and linkages.



Paul Vergotis  
**Chairperson**

*Development Contributions Plan 2016*” be undertaken and the adopted Plan be forwarded to the Minister for Planning in accordance with the requirements of s94EA of the EP&A Act and the Environmental Planning and Assessment Regulation.

- (c) That public notification of the repeal of “*Kogarah City Council Section 94A Development Contributions Plan 2014*” be undertaken in accordance with the requirements of s94EA of the EP&A Act and the Environmental Planning and Assessment Regulation.

**CCL127-16 Planning Proposal to amend Hurstville Local Environmental Plan 2012 - Nos 108, 112 and 124 Forest Road and 1 and 3 Wright Street, Hurstville**  
(Report by Coordinator Strategic Planning, Rita Vella)

**Minute No. 210**

The Administrator moved and declared carried:

- (a) That Council endorse the forwarding of the Planning Proposal to the NSW Department of Planning and Environment to request a Gateway Approval for an amendment to the Hurstville Local Environmental Plan 2012 in relation to Nos. 108, 112 and 124 Forest Road and Nos 1 and 3 Wright Street, Hurstville to:
- Amend the Land Zoning Map (LZM ) to rezone Nos 108 and 112 Forest Road Hurstville from B2 - Local Centre Zone to B4 – Mixed Use Zone;
  - Amend the Land Zoning Map (LZM) to rezone Nos 1 - 3 Wright Street, Hurstville from R3 - Medium Density Residential Zone to B4 - Mixed Use Zone;
  - Amend the Height of Building map (HOB) to increase the height of buildings for Nos 108 and 112 Forest Road and 1 and 3 Wright Street, Hurstville to 34.5m;
  - Amend the Height of Buildings map (HOB) to increase the height of buildings for No 124 Forest Road, Hurstville to 46.5m;
  - Amend the floor space ratio map (FSR) to increase the maximum floor space ratio for Nos 108 and 112 Forest Road and Nos 1 and 3 Wright Street, Hurstville to 4:1; and
  - Amend the Lot Size Map (Sheet LSZ\_008) to remove Nos. 1 and 3 Wright Street Hurstville from its application and consistent with the B4 - Mixed Use zone; and
  - Amend Clause 4.4A of HLEP 2012 to include the a provision relating to the subject site stating that development consent must not be granted for development unless the non –residential floor space is at least 0.5:1.
- (b) That Council also note the IHAP resolution to support the following:
- (i) The preparation of an amendment to the *Hurstville Section 94 Development Contributions Plan 2012* to include 108 Forest Road, 112 Forest Road and 1 and 3 Wright Street in the boundaries of the Hurstville City Centre to reflect the proposed B4 Mixed Use zoning of the land; and
  - (ii) The preparation of an amendment to the *Hurstville Development Control Plan No. 2 - Hurstville City Centre (Amendment No. 6)* to include the subject site within the boundary of the Hurstville City Centre and site specific provisions including (but not limited to), setbacks to the adjoining residential development, street activation provisions and vehicular access points, building massing and form as well as provisions to upgrades to public domain, provide deep soil landscaped areas and through site connections and linkages.