

Planning Proposal

Site Specific Land Use, Height and FSR Amendment

37-41 Treacy Street, Hurstville

November 2016



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Introduction

This Planning Proposal (PP) has been prepared by TPG Town Planning and Urban Design (TPG) on behalf of the Georges River Council to seek an amendment to the Hurstville Local Environmental Plan 2012 (HLEP 2012) as it applies the Georges River Council owned site at 37-41 Treacy Street (subject site). The subject site is owned freehold by Georges River Council. It is envisaged that this proposal will be reviewed by an independent planning consultant on behalf of Council.

The PP seeks to amend the Hurstville Local Environmental Plan 2012 (HLEP 2012) to enable a future high density mixed use development to occur on the subject site within the Hurstville City Centre.

Ongoing population growth across the Sydney metropolitan area has resulted in a significant shift in the approach to urban development by both local and State government and the need for further urban consolidation within established urban centres such as Hurstville. As Sydney's population intensifies, the State Government's strategic framework seeks to focus urban growth efficiently within existing urban areas and close proximity to transport infrastructure to enhance amenity, accessibility, lifestyle choice and the well being of the community.

In order to keep pace with rapid population growth, opportunities are being sought throughout greater metropolitan Sydney to sustainably and efficiently accommodate a larger number of people. This includes initiatives that aim to:

- diversify housing and employment opportunities in close proximity to public transport nodes, services and amenities;
- intensify existing urban centres to promote integrated mixed use developments that activate streets and provide amenity and services locally;
- reduce vehicle trips by encouraging uptake in active transport modes, particularly within the 800m walking catchment of public transport nodes; and
- renew urban centres and improve design quality.

The Hurstville City Centre has undergone significant urban renewal in recent years that has led to its rejuvenation and transformation as a vibrant metropolitan regional centre and urban hub. This is particularly visible in areas close to the train station and the former brickworks site at the Hurstville City Centre's eastern end.

This Planning Proposal (PP) will provide for the opportunity for the development of an exemplary Transit Oriented Development (TOD) and enhance Hurstville City Centre's role as a connected and lively lifestyle hub, which offers a diverse range of employment, retail, residential and entertainment opportunities. It will promote a mixed use development on the strategically located and underutilised Treacy Street car park site in the Hurstville City Centre. Redevelopment of the site will complement the existing range of business and housing opportunities currently developing within the Hurstville Town Centre, in walking proximity to the town centre amenities and the site's location close to the Hurstville train station affords easy access to employment local and regional employment opportunities.

1. Part 1: Objectives and Intended outcomes

This PP seeks an amendment to the Hurstville Local Environmental Plan 2012 to enable the future redevelopment of the existing at grade car park at 37-41 Treacy Street Hurstville for high density mixed use purposes and to provide for a public car park either on site or in a suitable city centre location subject to the findings of a car parking study.

2. Part 2: Explanation of provisions

2.1 The Planning Proposal

This PP has been prepared to address the guidelines set out in 'A guide to preparing planning proposals' DPE 2016.

Whilst the provisions of the Hurstville Local Environmental Plan 1994 (HLEP 1994) are currently applicable to the subject site, this PP seeks amendment to the Hurstville Local Environmental Plan (HLEP 2012), under which the subject site is identified as a 'Deferred Matter'.

In particular, this PP seeks:

- an amendment to the Hurstville Local Environmental Plan 2012 land use zoning map 008A to rezone the site to B4 Mixed Use, where no zone currently provided for as the site is listed as a 'Deferred Matter' (DM) under the HLEP 2012 (refer Appendix A);
- an amendment to the HLEP 2012 maximum floor space ratio map 008A to set a maximum FSR of 7.2:1 under the FSR designation of 'AB', where no maximum FSR limit is currently in effect within HLEP 2012 (refer Appendix B);
- an amendment to the HLEP 2012 maximum height map 008A to set a maximum height of 53 metres under the height designation of 'Y', where no maximum height limit is currently in effect within HLEP 2012 (refer Appendix C); and
- an amendment to the HLEP 2012 active street frontage map 008A to include the subject site's Treacy Street frontage as an active street frontage', where no active street frontage is currently in effect within HLEP 2012 (refer Appendix D).

The site is classified as 'operational' under the *Local Government Act 1993*, which allows for its future development in accordance with the objectives and permissible land uses within the B4 mixed use zone.

The PP has been prepared with the purpose of amending the HLEP 2012 to the extent to which it identifies the subject site as a 'Deferred Matter' and is submitted to the Hurstville City Council for assessment under Part 3 of the *Environmental Planning and Assessment Act 1979* (EP&A Act). In particular, this PP aims to enable the future development of the site to accommodate a mixed use development that will consist of ground floor commercial/retail, first floor commercial and upper level residential land uses as per the development controls outlined within the Hurstville Development Control Plan 2012 (HDCP 2012). In addition to these land uses, it is the Georges River Council's intent that any future development of the subject site provide for a public car parking facility to ensure adequate provision of public car parking is maintained in the Hurstville City Centre, especially given the site's current use as an at grade public car park.

This PP is accompanied by the following investigations, which form part of the strategic context and support the proposed amendments to the HLEP 2012:

- Urban design feasibility study undertaken by BKA Architects (Refer to Appendix E).
- Traffic advice by GTA (refer to Appendix F).
- Site survey of the existing site (refer to Appendix G).
- Review of Section 117 Directions Schedule of Consistency (refer to Appendix H).
- Review of SEPPs Schedule of Consistency (refer to Appendix I).

2.2 Urban Design Objectives

This PP seeks to enable the future development of a high density mixed use development on the subject site. This will respond to the existing and emerging context of the Hurstville City Centre, which has resulted in recent development approvals, construction commencement, and completion of multiple new high density developments in close proximity to the subject site and the Hurstville train station. The PP seeks to enable the future redevelopment of a currently underutilised and strategically located local government owned Treacy Street car park site.

The PP seeks to enable a land use rezoning that would allow for mixed use development to occur on the subject site along with introducing maximum height and floor space ratio controls, which respond appropriately to the site's potential and context based on its location within the Hurstville City Centre, which is a well established regional shopping precinct and is in close proximity to:

- the Hurstville train station and bus routes;
- existing and emerging high density mixed use and residential growth areas; and
- existing transport infrastructure including regional roads and established public transport networks.

The Indicative Design Concept prepared by BKA Architects and provided in Appendix E and represented in Figures 1-2, would be achievable under the development controls proposed by this PP. This design concept aims to test and illustrate the effects and justification of the potential built form in relation to its urban design, architectural and town planning context. In particular, the PP will result in a development form that has the capability of achieving SEPP 65 compliance. It will also:

- enable a high quality contemporary mixed use building to be developed on the site of a suitable design, character and scale to correspond to the emerging scale of the immediate precinct and the Hurstville City Centre's evolving character as a lively mixed use precinct;
- be appropriate in its context in terms of scale, form and design to fulfil its role as a transit oriented development, whilst appropriately managing visual and amenity impacts, such as overshadowing of building bulk, on the surrounding town centre and residential context;
- enhance the economic strength of Hurstville by enabling the provision of new premium commercial and retail space that will give new life to business and amenity in the Hurstville City Centre, as well as adding to the housing mix, increasing population and bringing more visitors to the centre;
- be able to meet car parking needs for the development as well provide for public car parking within the Hurstville City Centre (either on site or in a suitable alternative location) and represents a reasonable increase in traffic that can be accommodate by the surrounding traffic network;
- avoid significant impacts relating to scale, bulk or overshadowing resulting from the proposed amendment to maximum height and FSR by taking advantage of the large rail reserve to the south of the site, which absorbs the

majority of solar impacts. In doing so a future development of the site as envisaged by this PP would not result in a built form that causes unreasonable impact on adjacent properties in terms of sunlight access, acoustic, visual privacy or views, or significant heritage values; and

- be consistent with the B4 Mixed Use zone in the Hurstville City Centre in terms of its urban scale, active street frontage and contemporary character of the development and in particular meet the objectives of the B4 zone to provide height, density and residential opportunities.

2.3 Indicative Concept Plan

An urban design feasibility study has been prepared by BKA Architects (BKA) and is provided as Appendix E. In preparing this study, BKA has prepared an indicative design concept that appropriately responds to the site's context and key requirements SEPP 65/ Apartment Design Guide (ADG). This concept has informed the proposed height and FSR controls sought by this PP.

The indicative design concept responds to a number of opportunities afforded to the site by its location and configuration. These are outlined as follows:

- The subject site's location in close proximity to the Hurstville train station enables a higher density mixed use development to respond to the Transit Oriented Development (TOD) opportunities on the site to increase public transport use, promote walkability and reduce reliance on private vehicles.
- The railway reserve located immediate south of the subject site enables a taller built form to be achieved on the site without significant overshadowing of residential land to the south of the railway reserve.
- Recent approvals and developments demonstrate that a significant increase of density is currently occurring in the vicinity of the site, particularly the adjacent 16 storey development at 23-35 Treacy Street providing an opportunity to consider a response to scale and density commensurate with the emerging context of the immediate locality.

The indicative development concept provided within the urban design feasibility on Appendix E demonstrates that a scale and density of built form can be achieved on the site to the following standards:

Building Height:	53m
Floor Space Ratio:	7.2:1
Gross Floor Area:	18,160m ²
Indicative unit yield:	40 x 1 bed units 128 x 2 bed units 12 x 3 bed units
Retail Floor Space (NLA)	780m ²
Commercial Floor Space (NLA)	1,800m ²

The indicative development concept has also taken into consideration a future development of the site to provide for a public car parking facility to replace the 90 public car parking spaces currently provided on the site. This is in addition to the required car parking to meet the needs of a future mixed use development. This will enable future car parking to be adequately met within the Hurstville City Centre and prevent attrition of public car parking supply resulting from redevelopment of an existing public car park.

Subject to the findings of a Car Parking Study, public car parking may be located within the subject site or at another suitable location within the Hurstville City Centre.



Figure 1. Indicative concept plan aerial view (source BKA)



Figure 2. Indicative concept plan - view from Treacy Street (western end) (source BKA)

3. Part 3: Justification

The following section of this report addresses the requirements in 'A guide to preparing planning proposals' (DPE 2016).

3.1 Section A – Need for the Planning Proposal

3.1.1 Is the planning proposal a result of any strategic study or report?

The need for a review of built form design controls, including height and FSR have been under consideration by the Hurstville City Council for some time. The following documents culminate these considerations and represent the adopted position of the Hurstville City Council with respect to the scale, density and character of future development within the city centre and specifically for the subject site:

- Hurstville City Centre Concept Master Plan (2004).
- Hurstville City Centre Urban Form Study (Dickson Rothschild 2007).

In addition to the above documents, the precinct in which the subject site is located has also been the focus of significant redevelopment resulting in a number of planning approvals that are resulting in a major contextual transformation of the locality. Largely this has occurred to an extent that is not consistent with and in some cases significantly exceeds permissible maximum height and FSR in the current HLEP 2012 for the precinct:

- a significant increase in density resulting from recent approval and developments, which in many cases has resulted in developments that exceed the permissible height and FSR stipulated for the Hurstville City Centre by the HLEP 2012 and previously the height control outlined in the Hurstville DCP 2.
- the approval and commencement of construction of a high density mixed use development of 14-16 storeys at 23-35 Treacy Street, adjacent to the subject site.

The above is indicative of development pressures in a locality where there is significant strategic merit for the development of high density mixed use development, however to date, the existing planning controls of the immediate surrounding area have not been conducive to achieving such outcomes. Approval pathways

Specific matters relating to the subject site and surrounds are included in the following sections as well as a site specific review of the site's urban design and planning context.

3.1.1.1 Hurstville City Centre Concept Master Plan (Government Architects Office 2004)

The Hurstville City Centre Concept Master Plan (the Master Plan) was adopted by Hurstville City Council in 2004. It sets a number of key directions for the future of the centre of Hurstville with a focus on setting out on implementable outcomes rather than setting out broad development principles.

The Master Plan acknowledges Hurstville's role as southern Sydney's regional centre due to its geographic, social and economic role along with Hurstville increasing importance through population growth and economic development.

The key objectives include:

- Consolidating Hurstville's regional role.
- Creating a civic identity.
- Accommodating and strengthening the civic focus of the city centre.
- Providing efficient, well designed and accessible public transport.
- Improving pedestrian movement.
- Providing a framework by which improvements to infrastructure may be facilitated.
- Reinforcing retail activity along Forest Road.
- Introducing a balanced approach to height and density.

The Master Plan specifically identifies the subject site's as an opportunity site that is appropriate for a potential mixed use development and its potential to provide for public car parking.

This PP will assist in delivering the outcomes envisaged by the Master Plan in that it proposes a high density mixed use development of the site, which is intended to facilitate the provision of public car parking in the Hurstville City Centre either within the subject site or at an alternative location subject to the findings of a Car Parking Study. At this stage there is no specific resolution to proceed with a car parking study, but as the Hurstville City Centre develops it is likely to be required.

3.1.1.2 Hurstville City Centre Urban Form Study (Dickson Rothschild 2007)

The Hurstville City Centre Urban Form Study is an examination of the potential built form and recommended development yield across the Hurstville City Centre. The Urban Form Study sought to complement the Hurstville City Centre Concept Master Plan and provide certainty for urban form controls. It aimed to optimise development potential within the Hurstville City Centre, whilst ensuring that development is consistent with best practice urban design.

The Urban Form Study identifies the site as being located within the City Centre East Precinct.

The study reaffirms the potential for the site to accommodate an element of public car parking to be integrated within a future redevelopment. It also acknowledges that FSR and Height incentives will be required to achieve this outcome.

The Urban Form Study identifies the site as appropriate for 16 storeys (53 metres) as illustrated in Figure 3.

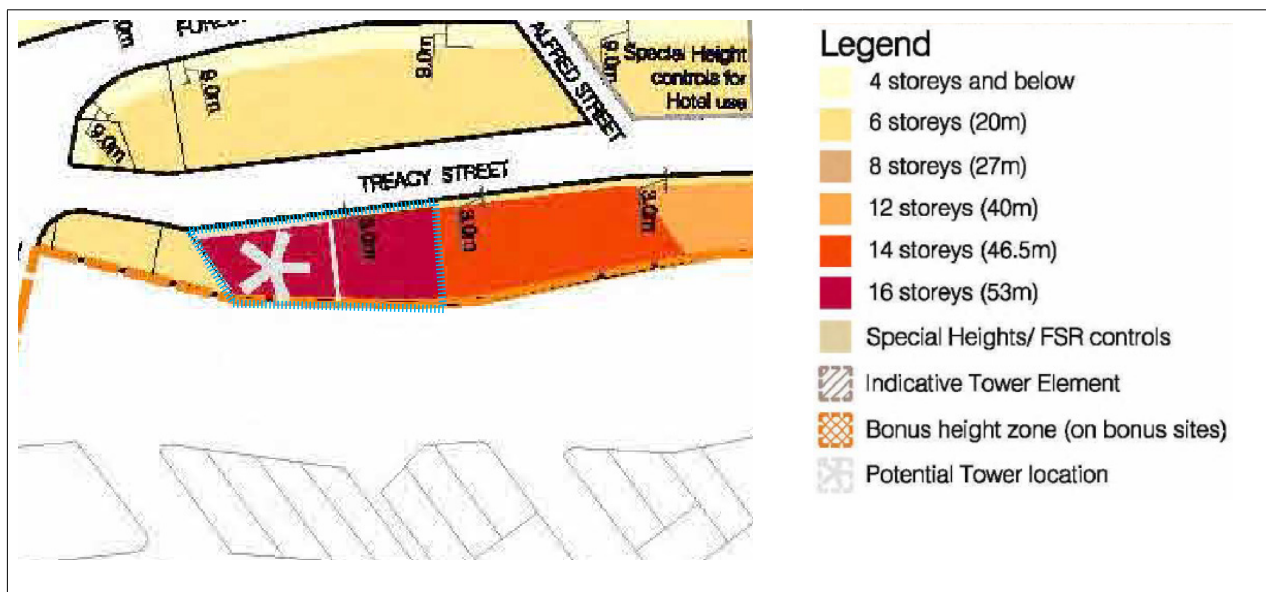


Figure 3. Overall Height Control proposed for the subject site outlined in blue dotted line (Source Dickson Rothschild)

Figure 4 illustrates the recommendation for a 14 to 16 storey height limit on the subject site.

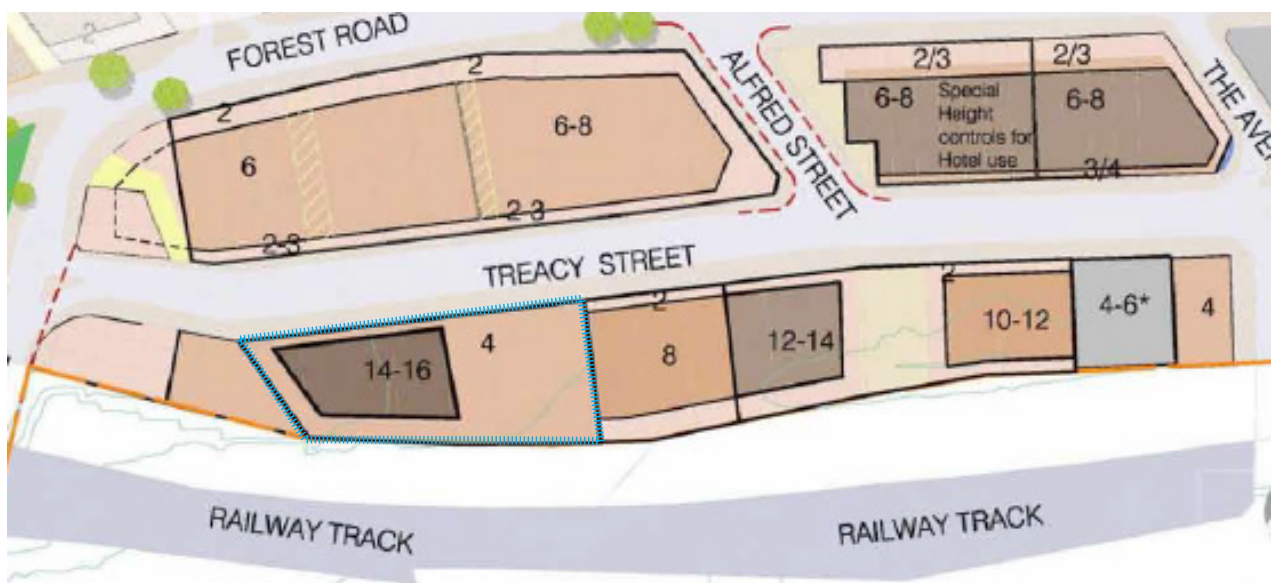


Figure 4. Recommended height limits within the City Centre East Precinct (subject site outlined in blue dotted line) (Source Dickson Rothschild)

The study was adopted in 2007. Since then, significant changes have occurred in the planning system. The introduction of a new metropolitan strategy, *A Plan for Growing Sydney* was released in December 2014 and supports further intensification in established railway based centres such as Hurstville. Given that developments that exceeded the current development controls have been approved via alternative statutory approval pathways including [the now repealed] Part 3A and via the JRPP since the adoption of the Study, it is considered that some departure to enable greater intensification on the subject site is warranted.

Recent development consent provided by the Planning Assessment Commission allows for a height of 55 metres (RL of 114.6) for the neighbouring site at 21-35 Treacy Street. For that site, the Dickson Rothschild Urban Form Study provides for a portion of 8 and 12-14 storeys. A development to a height of 16 storeys has been approved as is currently under construction on that site, which is significantly greater bulk and density than originally envisaged within the Study.

This PP supports the outcomes envisaged by the Dickson Rothschild Urban Form Study in that it proposes a 16 storey built form to intensify residential and commercial development in the City Centre East Precinct. The proposed form takes advantage of the subject site's inner urban TOD location.

Reflecting the strategies, directions and identified actions outlined in the Master Plan and Urban Form Study, the PP will establish an appropriate building envelope through height and FSR controls for the subject site that can be readily implemented in conjunction with the requirements of SEPP 65 and the ADG. The PP will culminate the directions reflected in these studies to enable contextually appropriate development to be realised, which is a key objective of each study.

3.1.1.3 Incremental Intensification of the Surrounding Precinct

The following section provides an urban design and planning context analysis, which highlights the subject site's location within the context of emerging high rise and high density precinct within the Hurstville City Centre.

A number of recently constructed developments, development approvals and construction commencements on Treacy Street and Forest Road in proximity to the subject site have exceeded existing development controls. This has resulted in development outcomes that are misaligned with existing development controls in the precinct. As a result, there has been a significant impact on the development context and how the future character of Treacy Street is currently defined and continuing to emerge. Current maximum height and FSR permissibility reflected in the HLEP 2012 are no longer a true reflection of the precinct's future strategic direction, nor do these controls reflect the high density character of the locality.

Increased density above the permissible height and FSR limits has been supported on some sites in the locality based on individual merit at the time. As recent approvals have exceeded current planning controls, a compliant development under current controls would now be considered out of context. This PP seeks to align the development controls for the subject site with the emerging context. It is clear that a broad scale review of height and FSR is warranted throughout the precinct.

Existing Height Context

At present, the site contains no substantial development other than an at-grade car park. Significant redevelopment has occurred to the east of the subject site, particularly around the East Quarter, which consists of high density residential and mixed use development up to 19 storeys. This is in addition to significant development occurring in the Hurstville City Centre further west of the subject site. Redevelopment in the precinct so far has occurred with greater intensity further away from the Hurstville train station than subject site and is primarily focused at East Quarter on the former brickworks site on the eastern side of The Avenue, with further development yet to occur over later stages. This is represented in Figure 5.

Given the subject site is located only 300 metres from the Hurstville train station and use as a public at grade car park, this highlights the current underutilisation of the subject site as a large strategically located opportunity site under a single land tenure.



Figure 5. Existing built form context

Recent development approvals on Treacy Street

A number of developments have been approved and constructed in close proximity to the subject site, which consists of high density mixed use developments. These are outlined in section 4.7.1 of this PP and are illustrated in Figure 6.

These new building are changing the built form context along Treacy Street, which will be significantly intensified, with height and density stretching nearer the western end of Treacy Street and the Hurstville train station.



Figure 6. Recent development approvals on Treacy Street

Comparison of approved development with existing height controls

Figure 7 illustrates the current permissible heights for the subject site and within the surrounding precinct. Permissible height controls have been extrapolated relative to the ground plane to enable visualisation of scale to and a comparison between permissible heights and approved development within the immediate locality.

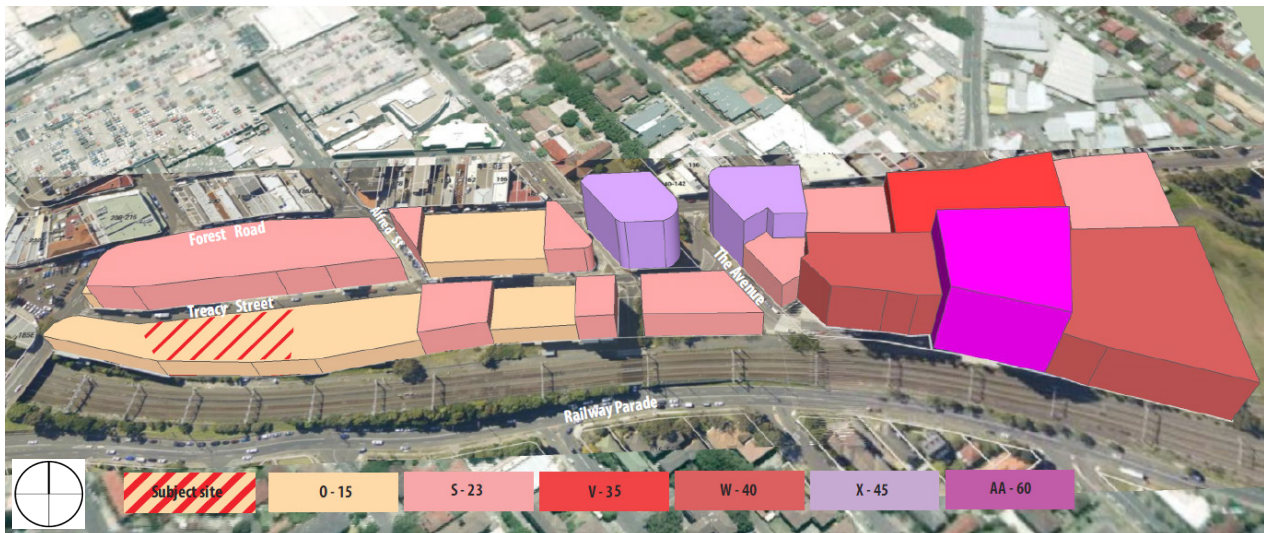


Figure 7. Maximum permissible height

Figure 8 provides an overlay of the approved building heights of recent developments and approved developments to illustrate the degree to which these have exceeded the maximum height permitted under the HLEP 2012.



Figure 8. Maximum permissible height and recently approved development.

The above planning analysis clearly demonstrates the inconsistency between recent developments and development approvals and the existing height and FSR controls within the locality.

This departure from the permissible height and FSR in the precinct confirms the need for a review of height and FSR for the subject site is warranted to reflect the existing and emerging high density character of the precinct.

The proposed amendments to permissible maximum height and FSR controls for the site has sufficient strategic planning and urban design merit in terms of the proposed scale and density and is considered an appropriate outcome that reflects the emerging character of the precinct and therefore the confirmed future context of the site.

3.1.2 Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

In this circumstance, where there is a suitable large scale site under single ownership, that is located within an intensifying transit oriented city centre within 300m of the Hurstville Train Station, then a PP that precedes a longer term review of planning controls is considered warranted, particularly where it is seeking to resolve a 'Deferred Matter'.

A comparison between HLEP 1994 and the HLEP 2012, illustrates that land surrounding the subject site was zoned 3(b) Business Centre zone (HLEP 1994), which has since been zoned under the HLEP 2012 as B4 Mixed Use. This is considered a like-for-like transition between land uses from the 1994 instrument to the 2012 instrument.

Given the B4 context of surrounding lands in proximity to the subject site, a B4 Mixed use zone would be considered the most appropriate and consistent with the surrounding context under the HLEP 2012 instrument. Key objectives and permissible uses within the B4 zone permit development of shop top housing and residential flat buildings, which is the key characteristic of existing and emerging development in the locality.

A PP is appropriate given Hurstville City Council had previously gazetted amendments to its HLEP 2012 In July 2015. This brought into line height and FSR controls into the instrument, which had previously only been provided for in the HDCP 2. The subject site is deferred under HLEP 2012 so the proposed PP will bring the site into line with surrounding development and apply height and FSR controls.

Whilst the PP will result in a like-for-like transition from its current zoning under the HLEP, it is appropriate to introduce height and FSR controls that are consistent with the emerging local context as proposed by this PP.

The PP seeks to rezone the site to an existing zone and include height, FSR and active street frontage standards of HLEP 2012.

It is therefore considered that amending the HLEP 2012 as proposed is the most appropriate, efficient and effective means of achieving the intended outcomes. This PP is the only way to achieve the intended high density mixed use development outcomes on the subject site.

3.2 Section B – Relationship to Strategic Planning Framework

3.2.1 Is the planning proposal consistent with the objectives and actions of the applicable regional, sub-regional or district plan or strategy (including any exhibited draft plans or strategies)?

3.2.1.1 A Plan for Growing Sydney 2014

The relevant metropolitan strategy relating to the proposed development is *A Plan for Growing Sydney* (the Plan) released by the NSW Department of Planning and Environment in December 2014. The plan identifies growth projections from a whole of Sydney perspective and specifically identifies Hurstville as a 'Strategic Centre'.

The strategy seeks to achieve the following outcomes for Sydney:

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

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

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

Goal 4: A sustainable and resilient city that protects the natural environment and has a balanced approach to the use of land and resources.

The plan aims to better connect people to strategic centres and in doing so, connecting them to jobs, education facilities, health centres and hospitals and sporting, cultural and entertainment facilities.

The plan identifies Hurstville as a strategic centre as identified in Figure 9.



Figure 9. Strategic Centres identified in A Plan for Growing Sydney (source DP&E)

As per the following direction, the Plan aims to focus future growth in strategic centres and advocates for intensification and diversification of centres such as Hurstville:

‘Direction 1.7: Grow strategic centres - providing more jobs closer to home’

With regard to the above direction, the Plan identifies the following action which is applicable to this PP:

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

The above action aims to encourage investment in strategic centres with a focus on removing the barriers to investment and economic activity. As advocated by the Plan, this PP will assist in unlocking developable land by improving the planning framework to promote higher density outcomes and a more diverse range of activities.

Increasing height and FSR on the subject site as per this PP will directly assist in delivering the intended outcomes of the Plan as it will facilitate urban renewal and provide for additional housing and business opportunities on a local, district and regional level. The PP will promote housing that provides opportunity to connect new homes in proximity to a number of major and strategic employment centres including Sydney CBD, Sydney Airport, and Port Botany along the Global Economic Corridor.

The PP meets the Goals, Principles and Directions of ‘A Plan for Growing Sydney’ as the PP:

- seeks to establish planning controls that will assist in achieving outcomes envisaged by *Goal 2: A city of housing choice, with homes that meet our needs and lifestyles*, which aims to accelerate and diversify housing supply across existing infill areas of Sydney and improve housing choice and affordability;
- will increase housing supply, diversity and affordability close to the Hurstville train station and City Centre, and by doing so will directly respond to *Principle 1: Increasing housing choice around all centres through urban renewal in established areas*; and
- deliver on *Action 2.1.1: Accelerate housing supply and local housing choices* and *Action 2.2.2: undertake urban renewal in transport corridors*, which are being transformed by investment, and around strategic centres.

In this regard, the PP will establish appropriate planning controls that enable housing development in close proximity to the Hurstville City Centre, which is close to jobs and is serviced by frequent public transport services, capable of moving large numbers of people.

In the long-term, the plan acknowledges future potential to investigate urban renewal in and around centres with a view to improving public transport links in cross-city corridors between:

- Macquarie Park and Hurstville via Sydney Olympic Park; and
- Parramatta and Hurstville via Bankstown.

The Plan acknowledges the importance of protecting transport corridors for potential future extension of Sydney’s Rapid Transport to Hurstville.

The Plan also lists the following priorities for Hurstville:

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

The subject site is located within the Hurstville City Centre. This PP seeks to support Hurstville's commercial core by facilitating a development outcome that provides housing supply and diversity in an area within close proximity to transport and a city centre and a wide range of strategic employment nodes. From a wider strategic perspective, the development will provide residents with superior access to key centres in Sydney that offer quality jobs, entertainment and leisure. The PP will assist in accommodating a changing and growing population, more affordable and high amenity living options, creation of more jobs closer to accessible transport options and allow for Hurstville's city centre to strengthen and grow sustainable to achieve the goals of the plan.

As demonstrated above, this PP is directly consistent with and supports the aims and objectives of A Plan for Growing Sydney.

3.2.2 Is the planning proposal consistent with Council's local strategy or other local strategic plan?

3.2.2.1 Hurstville Community Strategic Plan 2025

The Hurstville Community Strategic Plan 2025 (HCSP 2025) was adopted by Council in June 2015 and builds on Council's progress made against the previous Community Strategic Plan 2021. HCSP 2025 is an overarching and primary document underpinned by a suite of plans, reports and reviews that make up the integrated planning process. It sets clear strategic directions and provides a blueprint for building the future of Hurstville.

The HCS Plan contains 'four pillars' guiding the strategic direction of the council, which form a quadruple bottom line, namely 'social and cultural development', 'environmental sustainability', 'economic prosperity' and 'civic leadership'.

Pillar A: Social and Cultural Development: Creating a diverse, harmonious and inclusive City that provides a range of social, cultural, educational and leisure opportunities.

Pillar B: Environmental Sustainability: Protecting and improving the City's natural and built environments and cultural assets for the health, well-being and benefit of current and future residents.

Pillar C: Economic Prosperity: Increasing Hurstville's level of income and capital, and distributing this wealth to the community in the form of local facilities, services and jobs.

Pillar D: Civic Leadership: A highly effective, efficient and accountable organization, which engages with the community to provide responsive and relevant services.

The intent of the Four Pillars is to align a quadruple bottom line approach with strategic decision making within the Hurstville Local Government Area.

This PP will deliver directly on the following actions identified within four pillars of the HCSP 2025 and will ensure alignment with the strategic direction of the Hurstville City Council:

Table 1. Assessment of PP in accordance with HCSP 2025

HCSP Actions	PP Response
Pillar A: Social and Cultural Development	
A1.5 Improve lighting and maintain electronic surveillance activities in the CBD (including Central Plaza), and other foot traffic areas, car parks/empty spaces. Check and prune street trees to increase the feeling of safety.	The PP promotes high density development (TOD) within 300m of a suburban railway station. This focuses more eyes on the street and greater activity to increase passive surveillance and crowd out opportunities for crime.
Pillar B: Environmental Sustainability	
B.1 Environmentally sustainable practices – Adopting and promoting environmentally sustainable practices (such as saving water/ energy, improving water quality in creeks, and reducing noise pollution).	This PP encourages greater public transport use through best practice TOD planning. It also reduces the pressure on Sydney's expanding urban footprint by increasing density in an established urban centre.
Pillar C: Economic Prosperity	
C.1.1 Ensure that Council's Local Environmental Plans and Development Control Plans meet current and future population and employment needs (e.g. area reserved for residential, industrial or commercial development as well as parks and recreation areas).	The PP proposes to amend an outdated 1994 Local Environmental Plan to align the potential built form outcomes with emerging high density context for the Hurstville City Centre. A mixed use development of the proposed nature and scale will assist in accommodating population growth and establishing business opportunities.
C.1.5 Encourage individuals, investors and developers to undertake affordable long term sustainable, commercial, residential and industrial development.	The PP will enable a high density mixed use development that will increase the supply and diversity of residential and business accommodation in the Hurstville City Centre, which will carry benefits for both housing choice and affordability.
C3 Availability of car parking - Improving the availability of car parking	The PP allows for a future mixed use development that can deliver on Council's stated vision for the subject site to contain an element of public car parking that is integrated within a future development or in a suitable alternative location within the Hurstville City Centre subject to the findings of a Car Parking Study.
C.3.1 Increase car parking capacity by better utilisation of carparks, redeveloping existing or sourcing and acquiring new sites.	
C3.5 Provide commuter parking through joint agreements with Council, State and private enterprises.	
C4.2 Encourage residents to use public transport services as the preferred option.	The PP promotes high density transit oriented development (TOD) within 300m of a suburban railway station. This focuses a higher population within walking distance to a train station and promotes greater public transport patronage.
C.5.2 Provide better commuter parking around railway stations together with incentives.	The PP allows for a future mixed use development that can deliver on Council's stated vision for the subject site to contain an element of public car parking that is integrated within a future development
Pillar D: Civic Leadership	
D.3.2 Optimise Council management of assets over the long term to ensure that appropriate levels of services are provided to the community.	The PP will enable a more appropriate use of a presently underutilised site, while maintaining its current use within a future integrated mixed use development, or using proceeds from the disposal of the site to provide public car parking in an alternative inner city location.

3.2.3 Is the planning proposal consistent with applicable State Environmental Planning Policies (SEPPs)?

3.2.3.1 Overview of State Policy

There are a number of SEPPs that apply to the site and these are outlined in the following table. An overview of compliance with relevant SEPPs is outlined within Appendix I.

Table 2. Overview of SEPP Compliance

Relevant SEPP	Response
SEPP 1 – Development Standards	The PP will not contain provisions that will contradict or hinder the application of SEPP.
SEPP 55 - Remediation of Lands	Refer Section 3.2.1.2
SEPP 65 - Design quality of residential flat development	Refer Section 3.2.1.3
SEPP (housing for seniors or people with disability) 2004	The PP will not contain provisions that will contradict or hinder the application of SEPP.
SEPP (Building Sustainability Index: BASIX) 2004	The future residential components of the development will be subject to the requirements of this SEPP.
SEPP (Infrastructure) 2007	The PP has considered the relevant parts of the SEPP (Infrastructure 2007) namely traffic development and is considered consistent.
SEPP (Affordable rental housing) 2009	The PP will not contain provisions that will contradict or hinder the application of SEPP

3.2.3.2 State Environmental Planning Policy No.55 - Remediation of Lands

Clause 6 of State Environmental Planning Policy No 55 (Remediation of Land) (SEPP 55) states as follows:

(1) In preparing an environmental planning instrument, a planning authority is not to include in a particular zone (within the meaning of the instrument) any land specified in subclause (4) if the inclusion of the land in that zone would permit a change of use of the land, unless:

- (a) the planning authority has considered whether the land is contaminated, and
- (b) if the land is contaminated, the planning authority is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for all the purposes for which land in the zone concerned is permitted to be used, and
- (c) if the land requires remediation to be made suitable for any purpose for which land in that zone is permitted to be used, the planning authority is satisfied that the land will be so remediated before the land is used for that purpose.

Note. In order to satisfy itself as to paragraph (c), the planning authority may need to include certain provisions in the environmental planning instrument.

(2) Before including land of a class identified in subclause (4) in a particular zone, the planning authority is to obtain and have regard to a report specifying the findings of a preliminary investigation of the land carried out in accordance with the contaminated land planning guidelines

(3) If a person has requested the planning authority to include land of a class identified in subclause (4) in a particular zone, the planning authority may require the person to furnish the report referred to in subclause (2).

(4) The following classes of land are identified for the purposes of this clause:

(a) land that is within an investigation area,

(b) land on which development for a purpose referred to in Table 1 to the contaminated land planning guidelines is being, or is known to have been, carried out,

(c) to the extent to which it is proposed to carry out development on it for residential, educational, recreational or child care purposes, or for the purposes of a hospital—land:

(i) in relation to which there is no knowledge (or incomplete knowledge) as to whether development for a purpose referred to in Table 1 to the contaminated land planning guidelines has been carried out, and

(ii) on which it would have been lawful to carry out such development during any period in respect of which there is no knowledge (or incomplete knowledge).

(5) In this clause, planning authority has the same meaning as it has in section 145A of the Act.

The subject site is currently zoned Zone No 3(b) City Centre Business zone under HLEP 1994. The current zoning of the site permits development of commercial, retail and residential uses in a combined mixed use format as envisaged by this planning proposal.

Recent amendments to the HLEP 2012 which came into effect on 24 July 2015, resulted in the zoning of land surrounding the subject site from 3(b) City Centre Business to B4 Mixed Use. It is therefore considered that the proposed B4 zone is equivalent to the current zoning of the subject site.

In this regard, this proposal does not seek to rezone the subject site to permit more sensitive land uses to be developed on the site than those currently permitted.

Notwithstanding the historical use of the site, the site's current use as a car park may trigger a need for Phase 1 and 2 site investigations, including the preparation of a remedial action plan prior to redevelopment.

Based on the above, it is considered that the most appropriate time for such investigations to occur is at the development application stage at which time coordination between any identified remediation works and proposed development outcomes can be achieved to best effect.

3.2.3.3 State Environmental Planning Policy No.65 - Design Quality of Residential Flat Development

Whilst the objective of the design concept for the site was not to provide a detailed design or built form; overarching design matters such as height, setbacks and solar access are critical issues to be considered at the PP stage to ensure that an appropriate built form can be achieved prior to detailed design processes occurring.

As such, the proposed building envelope is consistent with SEPP 65 and the guiding elements of the Apartment Design Guide, in particular those pertaining to building separation and solar access for residential flat buildings.

The following table demonstrates that the PP is consistent with the key principles outlined within the Apartment Design Guide. The PP is consistent with State Environmental Planning Policy No 65 – Design Quality of Residential Flat Development.

Table 3. Assessment of PP in accordance with SEPP 65 Principles

Provision	Response
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.	• Responds appropriately to the TOD and town centre location in proximity to the Hurstville train station. • Responds to the transitional urban scale of Hurstville city centre and proposes a mixed use building that is consistent with the future character of Treacy Street and the broader city centre precinct. • Consistent with state government aim to intensify railway based centres with higher density mixed use development. • Takes advantage of the expansive railway reserve to the south of the site. • Responds to Hurstville's location in proximity to Sydney CBD, Airport, Port Botany, and Bankstown employment centres. • Reflects the emerging high density scale of the precinct.
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.	• The proposed height and FSR is consistent with the emerging scale of Hurstville City Centre and in particular, the immediate precinct. • The proposed height provides an appropriate response to the existing and emerging high density character of the Treacy Street and City Centre East precinct, which includes development of 16 storeys and above in some areas. • The development concept prepared by BKA Architects demonstrates that an Articulated built form can be achieved to reflect the human scale at the street edge by reinforcing visual qualities of lower levels and promoting 'lighter weight' construction of upper levels supported by increasing setbacks to the street edge on upper levels. • The indicative development concept demonstrates that an appropriate response can be achieved to approved development adjacent to the site. It is consistent in its interface with intended development on the street which is envisaged by the DCP to include active commercial frontage to ground level. • A retail interface at ground level will assist in defining the character at the street edge and enhancing the amenity of the street and public realm.
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.	• The indicative development concept provides for increased housing and business opportunities in an area where it is most appropriate, with convenient access to public transport and local retail and community facilities. • The FSR and height responds the emerging future scale of the Hurstville city centre and reflects recently approved development currently under construction. • The Hurstville City Centre is identified as a strategic centre, commensurate with its potential for a higher residential and employment population.

Provision	Response
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.	• Indicative concepts demonstrate that building bulk can be designed to ensure appropriate solar access to neighbouring properties, residential land to the south of the railway line and internal tenancies/ residences. • Intensification near the Hurstville train station will reduce reliance on private vehicles and encourage public transport use. • The proposal will increase residential and commercial opportunities in an area of high amenity encouraging walking instead of driving.
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.	• Utilising a zero setback and commercial interface, the proposed building form will integrate with the adjoining Treacy Street and provide activation and visual interest. • The PP will assist in realising the potential for Treacy Street to become a more pedestrian and cycling friendly place, with greater legibility for pedestrians and motorists. • A future canopy above the footpath will provide for climate control and protection for shops and pedestrians along with place making opportunities for alfresco dining and street merchandising. • Any future development has potential to integrate with the adjacent streetscape and may include tree planting and landscape improvements within the public realm.
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.	• The proposed form is well oriented to allow for appropriate solar access, ventilation and outlook for all dwellings. • In conjunction with appropriate setbacks to shared boundaries, the building envelope is of sufficient depth to ensure that rational and efficient floor layouts can be achieved in the proposed building envelope. • The concept takes advantage of the expansive railway reserve to the south to limit impacts on nearby residential development on Railway Parade.

Provision	Response
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.	• Passive surveillance of Treacy Street will be achieved through orientation of built form to maximise units and balconies overlooking the street. • Future public car parking may be provided within an integrated development rather than an open lot with limited night time lighting. This will enhance security and safety for the public car parking component. • An active street front will assist in activation of the street during day and night time hours to promote surveillance and safety. • Under awning lighting may be provided for as a part of a future detailed design process.
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.	• The proposed form will enable a variety of apartment types to cater for a variety of budgets and needs. • Retail/commercial tenancies at ground and first floor level will provide greater lifestyle choice and convenience. • Intensification of residential activity in the Hurstville City Centre will support local business enhancing viability and diversity of local amenities. • Business tenancies have potential to provide community gathering points to encourage social interaction at street level.
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.	• The indicative concepts demonstrate that an appropriate form and scale can be achieved on the site, consistent with the City Centre location and the desired high density character of the City Centre East precinct . • Activated street frontage and a potential future redevelopment will provide a desirable aesthetic to a presently blighted area of Treacy Street and the Hurstville City Centre. • The indicative form demonstrates that an appropriate relationship can be achieved between neighbouring forms through building setbacks. • An appropriate detailed architectural response at as a part of a future development application will appropriately address the architectural quality of a future development as required by the ADG.

3.2.3.4 Development Near Rail Corridors and Busy Roads – Interim Guidelines

Development Near Rail Corridors and Busy Roads - Interim Guidelines is a Departmental guideline implemented through the Infrastructure SEPP to identify matters to be considered in the assessment of development adjacent to particular types of infrastructure. The aim of the guidelines is to reduce health impacts of rail and road noise and adverse air quality on sensitive adjacent development such as residential.

Neighbouring mixed use (residential and commercial) developments under construction along Treacy Street and abutting the railway reserve, demonstrate that the outcomes intended by this PP can be achieved adjacent to the railway reserve. It is noted that particular design considerations will be required at development application stage in order to mitigate potential effects of noise and vibration associated with the adjacent railway line on future occupants.

The guideline is applied in the design and approval process at later DA stage.

3.2.4 Is the planning proposal consistent with applicable Ministerial Directions (s117 directions)?

The PP is consistent with all applicable Ministerial Directions. An assessment against the relevant Ministerial Directions under Section 117 of the EP&A Act is provided below:

3.2.4.1 1.1 Business and Industrial Zones

The objectives of this Direction are to:

- encourage employment growth in suitable locations;
- protect employment land in business and industrial zones; and
- support the viability of identified strategic centres.

This direction aims to ensure the economic and efficient development of existing business areas and centres, and related public services. This direction applies when a relevant planning authority prepares a planning proposal that will affect land within an existing or proposed business or industrial zone (including the alteration of any existing business or industrial zone boundary).

The PP is consistent with the Ministerial Directions as it does not propose the alteration of the subject site's existing land use zoning in that it proposes a like for like transition of the subject site's former Zone No 3 (b) City Centre Business Zone under the HLEP 1994 to a B4 Mixed use zone as has previously occurred for surrounding land irrespective of the subject site's current status as a 'Deferred Matter' under the HLEP 2012. Specifically, the PP will create (not reduce) potential floor space area for employment uses and related public services in an area that is predominantly business zoned.

3.2.4.2 2.3 Heritage Conservation

The objective of this direction is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance. When applicable, this direction stipulates that a PP should propose provisions that facilitate the conservation of:

- items, places, buildings, works, relics, moveable objects or precincts of environmental heritage significance to an area, in relation to the historical, scientific, cultural, social, archaeological, architectural, natural or aesthetic value of the item, area, object or place, identified in a study of the environmental heritage of the area,
- Aboriginal objects or Aboriginal places that are protected under the National Parks and Wildlife Act 1974, and
- Aboriginal areas, Aboriginal objects, Aboriginal places or landscapes identified by an Aboriginal heritage survey prepared by or on behalf of an Aboriginal Land Council, Aboriginal body or public authority and provided to the relevant planning authority, which identifies the area, object, place or landscape as being of heritage significance to Aboriginal culture and people.

A planning proposal may be inconsistent with the terms of this direction only if the relevant planning authority can satisfy the Director-General of the Department of Planning (or an officer of the Department nominated by the Director-General) that:

- the environmental or indigenous heritage significance of the item, area, object or place is conserved by existing or draft environmental planning instruments, legislation, or regulations that apply to the land; or
- the provisions of the planning proposal that are inconsistent are of minor significance.

The PP does not affect existing provision in the HLEP 2012.

It is considered that the further assessment of heritage matters can be dealt with at any future DA stage for the subject site.

3.2.4.3 3.1 Residential Zones

The objectives of this direction are:

- to encourage a variety and choice of housing types to provide for existing and future housing needs,
- to make efficient use of existing infrastructure and services and ensure that new housing has appropriate access to infrastructure and services, and
- to minimise the impact of residential development on the environment and resource lands.

This direction applies when a relevant planning authority prepares a planning proposal that will affect land within:

- an existing or proposed residential zone (including the alteration of any existing residential zone boundary); and
- any other zone in which significant residential development is permitted or proposed to be permitted.

A B4 Mixed use zone would enable a significant portion of the site to be developed for residential purposes, therefore this direction applies. This PP is consistent with this direction as it will provide housing that will:

- assist in broadening and diversifying the choice of building types and locations available in the housing market in an area is undergoing mixed use development in a shop top housing format;
- make more efficient use of existing infrastructure and services by increasing availability of housing in a town centre area well serviced by regular rail based public transport services;
- reduce the consumption of land for housing and associated urban development on the urban fringe, by intensifying housing and business opportunities in the existing urban footprint; and
- promote high quality contemporary design outcome that will improve the existing character of the Hurstville City Centre.

In addition to the above, the subject site is located in an exiting city centre, providing access to available services. It proposes to include provisions that will increase residential density on the land.

3.2.4.4 3.4 Integrating Land Use and Transport

This direction applies to all LGAs when a planning proposal is prepared that will create, alter or remove a zone or a provision relating to urban land, including land zoned for residential, business, industrial, village or tourist purposes. The PP has been considered against the provisions of this direction and is considered acceptable for the site. The PP is consistent with the objectives of this Ministerial Direction. It is considered that this PP, if implemented, will:

- improve access to housing, jobs and services by walking, cycling and public transport;
- reduce travel demand including the number of trips generated by development and the distances travelled, especially by car; and
- support the efficient and viable operation of public transport services.

With regard to Planning Proposals, this direction requires Council to consider the aims, objectives and principles of:

- Improving Transport Choice – Guidelines for planning and development (DUAP 2001); and
- The Right Place for Business and Services – Planning Policy (DUAP 2001).

A summary of consistency with relevant principals of the above guidelines is provided in the following tables:

Table 4. Assessment in response to 'Improving Transport Choice – Guidelines for planning and development' DUAP 2001

Improving Transport Choice – Guidelines for planning and development	
Principle	Response
Principle 1: Concentrate in Centres	The guidelines consider that best practice is achieved when shopping centres, and entertainment and recreational facilities, locate in activity centres that are within an acceptable walking distance of public transport nodes. The PP provides for a mix of both commercial, retail and residential uses in an existing city centre.
Principal 2: Mix Use in Centres	The PP proposes a B4 land use which will permit a variety of uses consistent with the subject site's CBD location. The subject site adjacent to a key public transport node and within an existing city centre.
Principal 3: Align Centres with Corridors	The guidelines consider that best practice is achieved when new centres are located along key transport corridors and existing centres in corridors are reinforced. The PP proposes to enable high density mixed use development of the subject site within the existing Hurstville CBD, which will reinforce economic vitality and amenity adjacent to the Illawarra rail line.
Principle 4: Link Public Transport with Land Use Strategies	The guidelines consider that best practice is achieved when a mix of trip purposes at nodes or stops - such as shops, childcare centres, post offices and homes - provides two-way passenger loads on public transport services, maximising asset utilisation and reducing empty return trips. By increasing density on the subject site, the PP furthers Hurstville City Centre's role as a strategic economic centre adjacent to Hurstville railway station.
Principle 5: Connect Streets	The guidelines consider that best practice is achieved when the arterial and major collector road network is designed and engineered to accommodate public transport vehicles, as well as access to public transport stops for pedestrians and cyclists. The PP will facilitate the development of a high density mixed use development and public car park that achieves access from an existing street and benefits from the culmination of existing vehicle transport infrastructure (i.e. Princes Highway and M5), train station and public transport routes.
Principle 6: Improve Pedestrian Access	This principle seeks to provide walkable environments and give greater priority to access for pedestrians, including access for people with disabilities. The PP will facilitate activation of a presently inactive street front, thus improving the pedestrian experience. By locating a high density mixed use development on the subject site, a closer integration between retail amenities and residences can be achieved thus improving accessibility. Greater activation of street frontages will also improved the streetscape quality and visual interest for pedestrians.
Principle 7: Improve Cycle Access	This principle seeks to maximise cyclists' accessibility to centres, services, facilities and employment locations. The subject site is located within an high amenity city centre and train station, which is conducive to cycling on a local, district and regional level. Cycling facilities are required under SEPP 65 which can be facilitated as part of a future DA.
Principle 8: Manage Parking Supply	This guideline seeks to use the location, supply and availability of parking to discourage car use. Appropriate levels of parking can be accommodated on site in a manner that is of a high visual quality. It is acknowledged that a public car park uses is a vehicle based use, however this seeks to deliver parking on a whole of city centre level. The PP promotes greater proximity between homes public transport and retail/ commercial/ civic amenities to assist in reducing vehicle dependence. The Traffic Impacts Study provided as Appendix F demonstrates that the impacts of a high density mixed use development and proposed public car park will not have unreasonable impacts on the locality.

Improving Transport Choice – Guidelines for planning and development

Principle	Response
Principle 9: Improve Road Management	This guideline indicates traffic management measures should help to establish clear priorities for access by different modes of transport. These priorities, and the requirements of pedestrians, cyclists and public transport users, should be part of an integrated approach to transport. A mixed use building on the subject site enables appropriate delineation and access to public transport, pedestrian crossing points and cycle routes as well as controlled vehicle access/ egress.
Principle 10: Implement Good Urban Design	The PP and indicative development concepts achieve design with an emphasis on the needs of pedestrians, cyclists and public transport users. This is achieved through integration of residential, commercial, retail, public transport, pedestrian and planned cycle route access in line with TOD principles. The proposed high density mixed use development will result in significant streetscape improvements to Treacy Street that will be facilitated by the proposed active frontage and the ADG/ SEPP 65.
Protect and maximise community investment in centres, and in transport infrastructure and facilities	The PP will facilitate greater intensity and diversity of activities adjacent to existing public transport routes, which will reinforce their viability.
Encourage continuing private and public investment in centres, and ensure that they are well designed, managed and maintained	The PP will facilitate the development of a mixed use building that promotes investment in the Hurstville City Centre, which will act as a catalyst to future and ongoing revitalisation.
Foster growth, competition, innovation and investment confidence in centres, especially in the retail and entertainment sectors, through consistent and responsive decision making.	The PP will facilitate greater local competition within the centre to the benefit of local residents. It will also provide for new business opportunities, with the introduction of additional commercial floor space and a critical mass of residents to support them.

Table 5. Assessment under the objectives of 'The Right Place for Business and Services — Planning policy' DUAP 2001

Improving Transport Choice – Guidelines for planning and development	
Objective	Response
Locate trip-generating development which provides important services in places that: • help reduce reliance on cars and moderate the demand for car travel • encourage multi-purpose trips • encourage people to travel on public transport, walk or cycle • provide people with equitable and efficient access	The PP proposes to include mixed use development that will encourage walking, multi-purpose trips and alternative modes of transport due to its CBD location in close proximity to Hurstville Train Station.
Minimise dispersed trip-generating development that can only be accessed by cars.	The PP promotes consolidation in a CBD location.
Ensure that a network of viable, mixed use centres closely aligned with the public transport system accommodates and creates opportunities for business growth and service delivery.	The PP proposes to include mixed use development in a CBD location in close proximity to Hurstville Train Station to promote business growth and service delivery.
Protect and maximise community investment in centres, and in transport infrastructure and facilities.	The PP will promote investment and revitalisation of the Hurstville City Centre.
Encourage continuing private and public investment in centres, and ensure that they are well designed, managed and maintained.	The PP will promote investment and revitalisation of the Hurstville City Centre.
Foster growth, competition, innovation and investment confidence in centres, especially in the retail and entertainment sectors, through consistent and responsive decision making.	The PP is consistent in scale with adjacent development currently under construction and reflects a form that will foster greater activity during later construction and operation phases.

The site's position within close proximity to Hurstville railway station and bus services in the immediate vicinity allows the development to take advantage of the State government's response to higher density residential development near rail corridors. The State government emphasises the importance of integrating land uses and taking advantage of public transport, especially in designing medium to high density developments. The State government emphasises the importance and need in utilising transport corridors:

“The land use strategies for transport corridors and centres are all important components of the Government's suite of planning initiatives to meet the priorities in the State Plan, including: providing places and locations for services, commercial and business activities and a range of other employment and economic activity, increasing densities and clustering business and other activities in strategic centres, and increasing public transport use and improving liveability” (Development near Rail Corridors and Busy Roads – Interim Guideline, December, 2008).

In summary, the PP will allow for the future mixed use development of the site, which will include both commercial and residential land uses that are appropriately located to take advantage of the existing public transport and town centre amenity in close proximity to the site. The PP is therefore consistent with this Ministerial Direction.

3.2.4.5 3.5 Development Near Licensed Aerodromes

The objectives of this direction are:

- to ensure the effective and safe operation of aerodromes;
- to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity; and
- to ensure development for residential purposes or human occupation, if situated on land within the Australian Noise Exposure Forecast (ANEF) contours of between 20 and 25, incorporates appropriate mitigation measures so that the development is not adversely affected by aircraft noise.

This direction applies as this planning proposal seeks to create a zone and height and FSR provision relating to the subject site in the vicinity of a licensed aerodrome, being Sydney Airport.

The subject site's location in relation to Sydney Airport requires consideration for protecting the functionality of airspace. The Sydney Airport Master Plan 2033 (SAMP 2033) states the following, which is applicable to the subject site:

“Under the Airports (Protection of Airspace) Regulations 1996, a system has been established for the protection of airspace at and around regulated airports, such as Sydney Airport, in the interests of the safety, efficiency or regularity of existing or future air transport operations.”

Obstacle Limitation Surface

In this regard, the following matters are considered relevant to this PP. Figures 10 and 11 highlight the site's location in relation to Sydney Airport's Obstacle Limitation Surface (OLS) and Procedures for air navigation services – aircraft operations surfaces (PANS-OPS). These give heights (to Australian height datum – AHD) above which all developments, including those outside of the airport, need to consider issues relating to obstacle height.

SAMP 2033 defines OLS as ‘a series of surfaces in the airspace surrounding an airport. The OLS defines the airspace to be protected for aircraft operating during the initial and final stages of flight, or manoeuvring in the vicinity of the airport.’ Figure 10 illustrates the subject site’s location on the OLS map, which provides for a maximum height of 140 and 150AHD. The PP proposes a height of 53 metres which would result in an RL of 118.62 AHD, which is less than the maximum achievable height under the OLS map.

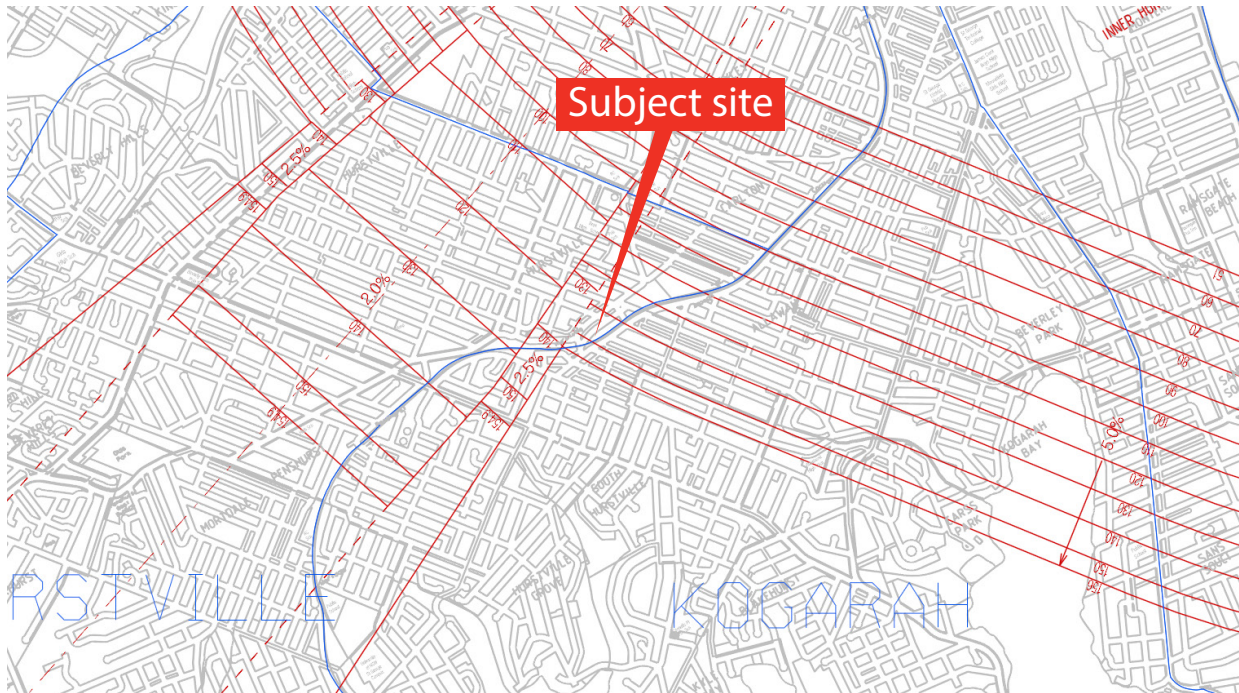


Figure 10. Sydney Airport OLS Map (Source SAMP 2033)

Procedures for air navigation services – aircraft operations (PANS- OPS) surfaces

SAMP 2033 considers ‘at major airports such as Sydney, radio-navigation aids and satellite navigation enable aircraft to operate safely in poor weather conditions. PANS-OPS are established to protect those stages of take-off, landing or manoeuvring when aircraft are operating in non-visual (instrument) conditions. Pilots must be assured of obstacle clearance in these circumstances, although transition from or to visual conditions will still occur at some point in the flight.’

The PANS-OPS surfaces identified in Figure 11 are not permitted to be exceeded. Figure 11 illustrates the subject site’s location on the PAN-OPS maps, which is assigned a PANS-OPS designation of 151(495).

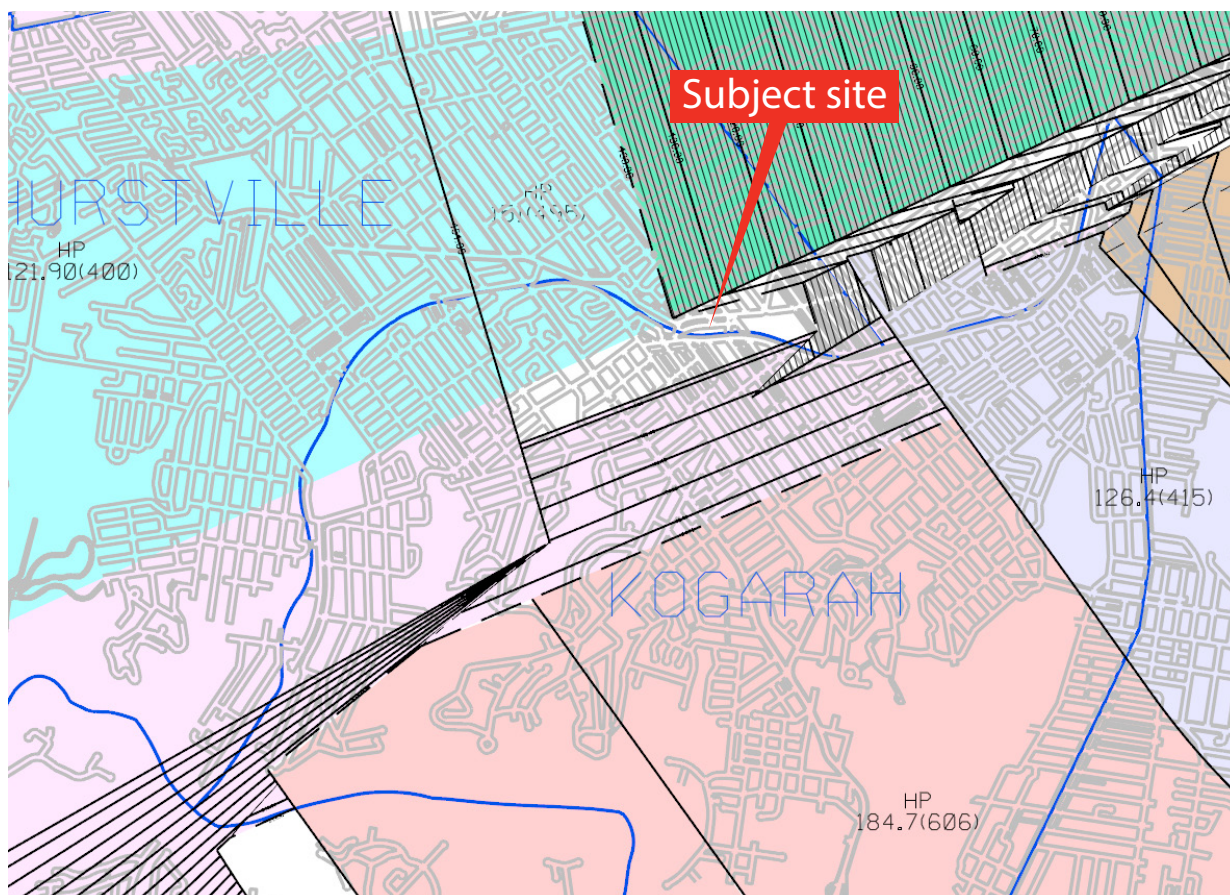


Figure 11. Sydney Airport PANS-OPS Map (Source SAMP 2033)

With respect to the above, it is recognised that Hurstville City Council may need to refer the PP to the relevant aviation authorities for comment. It is also noted that buildings in close proximity to the subject site have been approved to a similar or greater height than is proposed by this PP.

Noise Impacts – ANEF

SAMP 2033 considers that the Airports Act requires Sydney Airport to manage aircraft noise intrusion and mitigate noise impacts associated with airport traffic. SAMP 2033 states:

‘Sydney Airport helps to achieve this outcome by preparing the ANEF, a process that involves engagement with the NSW and local governments (see Section 14.4). The ANEF, which is designed to create a land use planning tool to manage noise sensitive land uses around the airport, provides guidance for the NSW Department of Planning and Infrastructure (NSWDPI) and councils to make informed planning and development decisions. The system underpins Australian Standard AS2021-2000 Acoustics – Aircraft Noise Intrusion – Building Siting And Construction. The standard defines areas where construction of certain building types is “acceptable”, “conditionally acceptable” and “unacceptable”.

The PP proposes to intensify residential flats on the subject site. Table 14.5 of SAMP 2033 outlines that for a residential flat building, 20 ANEF would be considered acceptable, 20-25 ANEF would be conditional and 25 ANEF or greater is considered unacceptable. For commercial components of a mixed use development, noise tolerances are slightly higher with 35 ANEF or greater considered unacceptable for commercial uses.

The subject site is located outside of the 20 ANEF and it is therefore considered the intended residential uses of the site will be minimally impacted by noise generated from passing aircraft.

This PP is consistent with this Direction as it:

- does not propose to increase residential density on land where the ANEF exceeds 25;
- does not propose to enable office uses on land where the ANEF exceeds 30; and
- proposes appropriate height and FSR standards so as not to encroach into the OLS.

As the subject site is located outside of the 20 ANEF, this PP does not require a provision to ensure that development meets AS 2021 regarding interior noise levels.

3.2.4.6 4.1 Acid Sulphate Soils

The objective of this direction is to avoid significant adverse environmental impacts from the use of land containing Acid Sulphate Soils. This direction applies when a relevant planning authority prepares a planning proposal that will apply to land having a probability of containing acid sulphate soils as shown on the Acid Sulphate Soils Planning Maps.

A review of Council's Acid Sulphate Soils map indicates that the subject site is not classified as being within an area that would impact Acid Sulphate Soils.

3.2.4.7 6.3 Site Specific Provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.

The PP is consistent with this direction as it does not seek to impose any development standards or requirements in addition to those already contained in the principal environmental planning instrument being amended, which is the Hurstville LEP 2012. The PP does not seek to unnecessarily restrict the site.

3.2.4.8 7.1 Implementation of A Plan for Growing Sydney

The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in *A Plan for Growing Sydney*. The Direction applies to a number of listed Local Government Areas (LGA), which includes the LGA of Hurstville (now Georges River).

This PP is consistent with this Direction in that it will assist in delivering on the outcomes envisaged by the strategy as outlined in Section 3.2.1.1. Appendix H provides a summary of consistency with all Section 117 Directions.

3.3 Section C – Environmental, Social and Economic Impact

3.3.1 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?

The site is currently occupied by asphalted car park and surrounded by low scale retail buildings. There is no critical habitat; threatened species populations or ecological communities, or their habitats on the site.

3.3.2 Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?

This PP proposes to increase the maximum height and FSR permissible and introduce an active frontages controls to the Treacy Street frontage of the subject site. While this will result in a change in visual impacts resulting from increased building bulk, it is considered that these are appropriate and manageable in a city centre TOD context in walking distance of 300m from the Hurstville train station. The impacts on building bulk can be appropriately managed as outlined within this PP and further assessed against HLEP 2012 objectives for height and FSR within the Hurstville LGA as follows:

3.3.2.1 Height

The proposed amendment to the HLEP 2012 Height of Buildings development standard for the subject site seeks to allow future development on the site to facilitate a more appropriate contextual response to its Hurstville City Centre location in close proximity to Hurstville train station.

The indicative building envelope for the subject site is consistent with the proposed amendment to the HLEP 2012 Height of Buildings Map. The concept is also represented within the future height context of the locality, which includes recent development approvals. This PP adopts the principals of Transit Oriented Development which seeks to intensify activity adjacent to major public transport nodes by proposing increased development intensity adjacent to the Hurstville train station.

The table below assesses and demonstrates the consistency of the requested building height amendment with the objectives of Clause 4.3 Height of Buildings.

Clause 4.3 Objective	PP Justification
(a) to ensure that buildings are compatible with the height, bulk and scale of the existing and desired future character of the locality,	- The proposed height is consistent with approved development at neighbouring site on 21-35 Treacy Street. - The subject site is located within an intensifying urban city centre precinct identified as a strategic urban centre under A Plan for Growing Sydney.
(b) to minimise visual impact, disruption of views, loss of privacy and loss of solar access to existing development and to public areas and public domain, including parks, streets and lanes,	- The southern boundary of the subject site abuts the railway reserve, which provides a buffer to reduces impacts on nearby residential activity to the south. Refer section 3.3.2.2. - Protection of solar access to neighbouring lots is assisted by the application of SEPP 65 separation distances.
(c) to minimise the adverse impact of development on heritage items,	- The subject site is not identified as a heritage item. - The subject site is not located within a heritage conservation area. - Any future impacts on nearby heritage items can be managed at future detailed design stages as a part of a future development application.
(d) to nominate heights that will provide a transition in built form and land use intensity,	- The proposed height is consistent with approved development at neighbouring site on 21-35 Treacy Street. - Modulated building height includes a podium, with upper levels set back to ensure the building can respond appropriately to the human scale of the street while minimising the visual impact of upper levels from the street.
(e) to establish maximum building heights that achieve appropriate urban form consistent with the major centre status of the Hurstville City Centre,	The proposed height of 16 storeys responds appropriately to the intended future scale of the Hurstville City Centre within the locality of the subject site, which is undergoing rapid transformation as a high density mixed use precinct.
(f) to facilitate an appropriate transition between the existing character of areas or localities that are not undergoing, and are not likely to undergo, a substantial transformation,	- The proposed height of 16 storeys responds appropriately to the intended future scale of the Hurstville City Centre within the locality of the subject site, which is undergoing rapid transformation as a high density mixed use precinct. - The subject site itself is not considered to be in a transition zone and the interface between surrounding uses can be appropriately managed.
(g) to minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain.	Building separation distances outlined within the Apartment Design Guide/ SEPP 65 will ensure that the boundaries of all neighbouring development to ensure that undeveloped neighbouring sites are not disadvantaged in terms of their future development potential

3.3.2.2 Floor Space Ratio

This PP seeks to amend the existing permissible FSR on the site from 3:1 to 7.2:1. The proposed FSR is based on site testing of the building envelope for the subject site outlined in design concept outlined in Section 2.3 and provided in Appendix E.

The proposed FSR is also consistent with the approved FSR for neighbouring site at 21-35 Treacy Street.

Clause 4.4 Objective	PP Justification
(a) to ensure that buildings are compatible with the bulk and scale of the existing and desired future character of the locality,	• The proposed height is consistent with approved development at neighbouring site on 21-35 Treacy Street. • The subject site is located within an intensifying urban city centre precinct.
(b) to establish the maximum development density and intensity of land use, accounting for the availability of infrastructure and generation of vehicular and pedestrian traffic to achieve the desired future character of the locality,	• Refer to Appendix E. • The proposed density is consistent with the approved density of neighbouring site at 21-35 Treacy Street as well as the emerging high density context east of the site. • The subject site is in an existing urban area with access to service utilities. • Location within the Hurstville City Centre and train station will reduce the need for vehicle trips and thus minimise impacts on the existing road network.
(c) to minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain,	• Modulated building height includes a podium, with upper levels set back to ensure the building can respond appropriately to the human scale of the street whilst minimising the visual impact of upper levels from the street.
(d) to facilitate an appropriate transition between the existing character of areas or localities that are not undergoing and are not likely to undergo a substantial transformation,	• The proposed height of 16 storeys responds appropriately to the intended future scale of the Hurstville City Centre within the locality of the subject site, which is undergoing rapid transformation as a high density mixed use precinct.
(e) to minimise the adverse impact of the development on heritage items,	• The subject site is not identified as a heritage item. • The subject site is not located within a heritage conservation area. • Any future impacts on nearby heritage items can be managed at future detailed design stages as a part of a future development application.
(f) to establish maximum floor space ratios that ensure the bulk and scale of development is compatible with the major centre status of the Hurstville City Centre.	• The proposed height of 16 storeys responds appropriately to the intended future scale of the Hurstville City Centre within the locality of the subject site, which is undergoing rapid transformation as a high density mixed use precinct.

3.3.2.3 Achieving SEPP 65 compliance within the nominated development controls

This PP proposes a maximum height of 53m and FSR of 7.2:1 for the subject site, which is based on the indicative concept prepared by BKA Architects in response to the site's context, which demonstrates that FSR of 7.2:1 may be achieved on the site whilst achieving compliance with SEPP 65 ADG requirements. A key consideration is to ensure that the nominated maximum building height and floor space ratio can be optimally achieved and address the key requirements of SEPP 65 and the Apartment Design Guide.

The indicative concept provided as Appendix E has undergone extensive testing to ensure a mutually optimal relationship between height and FSR which is demonstrated by the following assessment of the concept provided by BKA Architects.

Table 6. Indicative Concept ADG Compliance Assessment (source BKA Architects)

Site Area	2,497 sq.m	
GFA	18,160 sq.m (allows for flexibility in DD stage)	
FSR	7/ 7.2:1	
Number of Units	180	
Unit Mix	40 One Bedroom (22%) 128 Two Bedroom (72%) 12 Three Bedroom (8%)	
Car Parking	375 spaces (6 levels of basement req.)	
	237 spaces for Residential 90 spaces for Public Parking 48 spaces for Commercial	
Affordable Housing	- 50% accommodation dedicated for 10 years and no parking req. for component	
ADG Compliance	Requirement	Scheme Compliance
Building Height	53m	YES
Building Depth	Apartment depth to be between 12-18m	YES Range between 9m - 14.6m
Building Separation	4 stories (approx. 12m) 5 -8 stories (approx. 25m) 9 and above (over 25m)	YES No side boundary windows
Street Setback	0m	YES Mixed use building using zero street setback
Side and Rear Setback	0m	YES No side boundary windows
Communal Open Space	25% of site area, and to achieve 50% direct sunlight for a min of 2 hours	YES Area = 625 sq.m (25%) and located on street frontage.
Deep Soil Zones	7% of site area, with min. dimension of 6m	YES Area = 175 sq.m (7%)
Building Entries	Connection and address to public domain, accessible easily identified	YES - Multiple Street Entries
Vehicle Access	Located to minimise conflict and create high quality streetscape	YES
Solar Access	- 70% apartments living and balcony to have 2hrs sun - Max 15% apartments to receive no direct sun	YES
Natural Ventilation	- 60% apartments are naturally cross ventilated in the first 9 levels - Max. 18m apartment depth	YES
Ceiling Heights	Habitable Rooms 2.7m, Non-Habitable Rooms 2.4m	YES
Apartment Size	1 Bed = min. 50 sq.m 2 Bed = min. 70 sq.m 3 Bed = min. 95 sq.m	YES
Apartment Layout	Bed 1 min. size 10 sq.m, other Beds 9 sq.m, Beds to have min. dim of 3m, living/ dining to have 3.6m for 1 bedroom apartment and 4m for 2/ 3 bedroom apartment	YES
Private Open Space/ Balconies	1 Bed = min. 8 sq.m 2 Bed = min. 10 sq.m 3 Bed = min. 12 sq.m	YES
Common Circulation	Max. apartments off corridor is 8, max. number of apartments sharing single lift is 40	YES
Storage	1 Bed = min. 6 sq.m 2 Bed = min. 8 sq.m 3 Bed = min. 10 sq.m	YES

3.3.2.4 Traffic Impacts

GTA has prepared a traffic impact assessment in relation to the PP and the indicative concept plan prepared by BKA Architects, which is included at Appendix E. With respect to this PP to rezone the site to a B4 Mixed use zone, increase the permissible height limit and introduce a site specific floor space ratio, along with the intent to maintain the 90 space car park currently provided on-site (noting that these may be provided in an alternative suitable location subject to the findings of a Car Parking Study), GTA concluded:

- The site generates a DCP parking requirement of 251 spaces.
- The proposed car parking supply of 285 spaces exceeds the DCP parking requirements and is generally acceptable. Further consideration of residential visitor parking would be required at the Development Application stage.
- It is recommended that the proposed development provides some 59 bicycle parking spaces for staff/residents and up to 26 spaces for customers/ visitors.
- The site is expected to generate up to 122 additional vehicle movements during the PM peak hour.
- The anticipated traffic generation is similar to the traffic generating characteristics of the site under the Hurstville City Centre TMAP forecasts (up to 157 additional vehicle movements).
- As such, the proposed additional traffic generated by the indicative development yield following rezoning of the site (and any mitigating measures) has been adequately considered by the TMAP, with no further quantitative analysis required.
- There should be adequate capacity in the surrounding road network to cater for the additional traffic generated by the planning proposal based on the results of the existing conditions intersection modelling undertaken by Lyle Marshall and Associates, which are consistent with the existing conditions modelling undertaken for the Hurstville TMAP.
- Intersection modelling completed in the Hurstville TMAP for Year 2021 and 2036 indicate that the surrounding road network would continue to operate satisfactorily. However, upgrade works were identified for the Railway Parade intersection with Treacy Street, Ormonde Parade and West Street to improve capacity for turning movements.

3.3.2.5 Solar Impacts

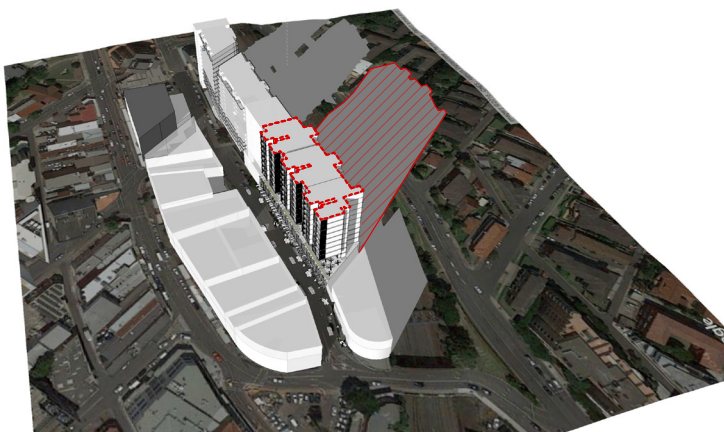
The proposed concept utilises the site's location adjacent to the railway reserve to minimise impacts on solar access for nearby development. The expansive railway reserve is located to the south of the subject site and enables taller buildings to be established on Treacy Street without significant impacts on residential lands to the south. Figure 12 provides an analysis of solar shadowing impacts prepared by BKA Architects.



June 21 - 9am
Solar Analysis - proposed



June 21 - 12 noon
Solar Analysis - proposed



June 21 - 3pm
Solar Analysis - proposed

Figure 12. High level solar impacts analysis (source BKA Architects)

The following observations can be drawn from the above solar analysis:

- The subject site is favourably located adjacent to the railway reserve in that the reserve absorbs a large portion of solar impacts.
- Residential properties to the south of the railway reserve will not be significantly impacted during mid winter.

Any future detail design process associated with a development application would be required to undertake further detailed analysis to ensure impacts on residential properties on Railway Parade are appropriately managed in accordance with SEPP 65 requirements. This PP provides a broad overview of solar impacts, which may be refined at a later detailed design stage.

3.3.3 Has the planning proposal adequately addressed any social and economic effects?

Social and economic considerations relating to this PP have been integrated into the previous sections of this PP. This proposal to amend maximum permissible FSR and height on the subject site located in the Hurstville City Centre will facilitate change, which will result in positive social consequences that will enhance the lifestyle of the existing and future community in Hurstville City Centre and LGA.

3.3.3.1 Economic Effects

The PP is intended to be a catalyst for positive change in this retail and transport hub. It provides for 180 residential units, 780m² of retail floorspace and 1,800m² of commercial office space, which will support existing town centre economic in terms of growth and sustainability. It is intended to support population growth, which in turn will result in greater utilisation of existing retail and transport infrastructure. The works proposed at the ground level and the intended integration with the existing public realm is aimed at improving resident and community amenity and quality of life as well as support economic development and revitalisation in the immediate locality.

Council's strategic intent to provide public car parking on the site or suitable CBD location subject to the findings of a car parking study. The increase in height and FSR for the subject site will provide incentive for the inclusion of public car parking facilities by assisting to offset cost imposts of providing such infrastructure.

There will be little change (if any) to the actual amount of retail and commercial floor space on the site as a result of the PP than is otherwise permitted by the current development controls pertaining to the site. Shop top development with retail at street level and commercial office at the first level is currently permitted and encouraged within the precinct by HDCCP 2.

The PP does not propose the alteration of the subject site's existing land use zoning in that it proposes a like-for-like transition of the subject site's current Zone No 3 (b) City Centre Business Zone under the HLEP 1994 to a B4 Mixed use zone as has previously occurred for surrounding land irrespective of the subject site's current status as a 'Deferred Matter' under the HLEP 2012. In this regard, the PP will not result in the creation of a mixed use zone that had not already been previously provided for.

It is therefore considered that further economic review and analysis is not necessary. There will not likely be any impact on the retail hierarchy of the centre due to this proposal. The economic considerations are favourable with the future development of the site providing improved and revitalised facilities for business and contributing to broader dwelling supply.

3.3.3.2 Public Benefit

The amendments to the HLEP 2012 Land Use Map, Height of Buildings and FSR development standards on the subject site would deliver a number of positive community benefits. It will establish the best use and a basis for the most economic and orderly development of land within walking distance of an existing train station and in an established and emerging mixed use retail, commercial and residential setting. The PP will facilitate activation of a currently inactive street frontage, which will enhance visual quality and safety of Treacy Street. This will also create opportunities for retail activities at street level which have potential to provide places for community interaction promoting greater social cohesion and community development.

In particular the PP will:

- present the opportunity to consider an appropriate mixed use 'shop top' housing building typology to occur on the subject site of a scale that considers the site's Hurstville City Centre location in proximity to the Hurstville train station and the emerging high density and high rise context of the immediate locality;
- allow for a higher density built form outcome to be achieved on the subject site that takes advantage of the railway reserve that reduces potential for significant or detrimental impacts on existing residential lands to the south of the adjacent railway reserve to the south of the subject site;
- facilitate the urban renewal of an underutilised site within a revitalising area of the existing town centre by supporting economic activity and thereby enhance public enjoyment and safety by encouraging greater activity on the street and increasing activity and passive surveillance from both ground level and upper levels land uses;
- allow for the provision of more housing choice for the subject site and in the Hurstville City Centre, in a location of high amenity and public transport accessibility;
- ensure the activation of the streetscape with non-residential land uses at ground level, which will assist in improving and enhancing the vibrancy and town centre service offer in the locality within the Hurstville city centre;
- allow a more detailed approach to building envelope and massing controls on the subject site, which take into consideration potential impacts on the amenity of neighbouring properties in the vicinity of the subject site whilst also having regard to achieving a high quality streetscape outcome on Treacy Street;
- present an opportunity for a higher density residential development to take advantage of nearby rail and road based public transport opportunities, increasing the range of housing choices and general housing stock; and
- allow a more dense residential development that will provide the opportunity for greater urban consolidation in a location capable of accommodating it. In this regard, greater density in this location will take full advantage of an urban renewal opportunity in an existing town centre and accommodating demand for housing without further exacerbating the need to extend Sydney's urban footprint.

The PP will result in a net community benefit as it will allow future development to take full advantage of its location in close proximity to transport hubs and infrastructure in the form of a transit oriented development, which has wider benefits than just for the local community. This encourages sustainable transport use and discourages car dependence, which in turn has positive flow-on effects for the local and wider traffic network such as reduced energy consumption and a smaller ecological footprint.

3.4 Section D – State and Commonwealth interests

3.4.1 Is there adequate public infrastructure for the planning proposal?

Public transport and utility services infrastructure are available in the locality and within close proximity to the site. The Hurstville rail station is located within a 300m path of travel.

The site is located within an existing CBD area with readily available water, telecommunications, sewer, stormwater and gas infrastructure to accommodate a mixed use development.

The traffic impacts statement provided as Appendix F confirms that available capacity exists in the road network to accommodate a future development of the intended density.

More detailed engineering studies and plans for utility services infrastructure connections would be carried out as part of a future Development Application for detailed design and construction of development.

3.4.2 What are the views of State and Commonwealth public authorities consulted in accordance with the Gateway determination?

State and Commonwealth public authorities will be consulted following the outcomes of the Gateway determination. Consultation will be carried out in accordance with the EP&A Act.

4. Part 4: Mapping

4.1 Site Description

The subject site is located at 37-41 Treacy Street Hurstville. It consists of a combined area of approximately 2,497m². The site is located adjacent to the Illawarra railway line and currently accommodates an at grade public car parking facility.

4.2 Legal Description

The legal description of the subject site is outlined in the Table 7:

Table 7. Land parcels forming the subject site

Lot	Deposited Plan	Location	Area
1	323090	37 Treacy Street	201.3m ²
2	323090	37 Treacy Street	638.9m ²
2	11931	37 Treacy Street	402.0m ²
B	31479	37 Treacy Street	408.3m ²
1	535805	37 Treacy Street	606.3m ²
2	535805	37 Treacy Street	119.4m ²
3	535805	37 Treacy Street	120.9m ²

The subject site is classified as 'operational' under the *Local Government Act 1993*. A site survey has been prepared for the subject site and is provided within Appendix G of this report. The site survey confirms the above legal description of the subject site. Figure 13 below illustrates the cadastral setting of the subject site and the extent of the planning proposal area.

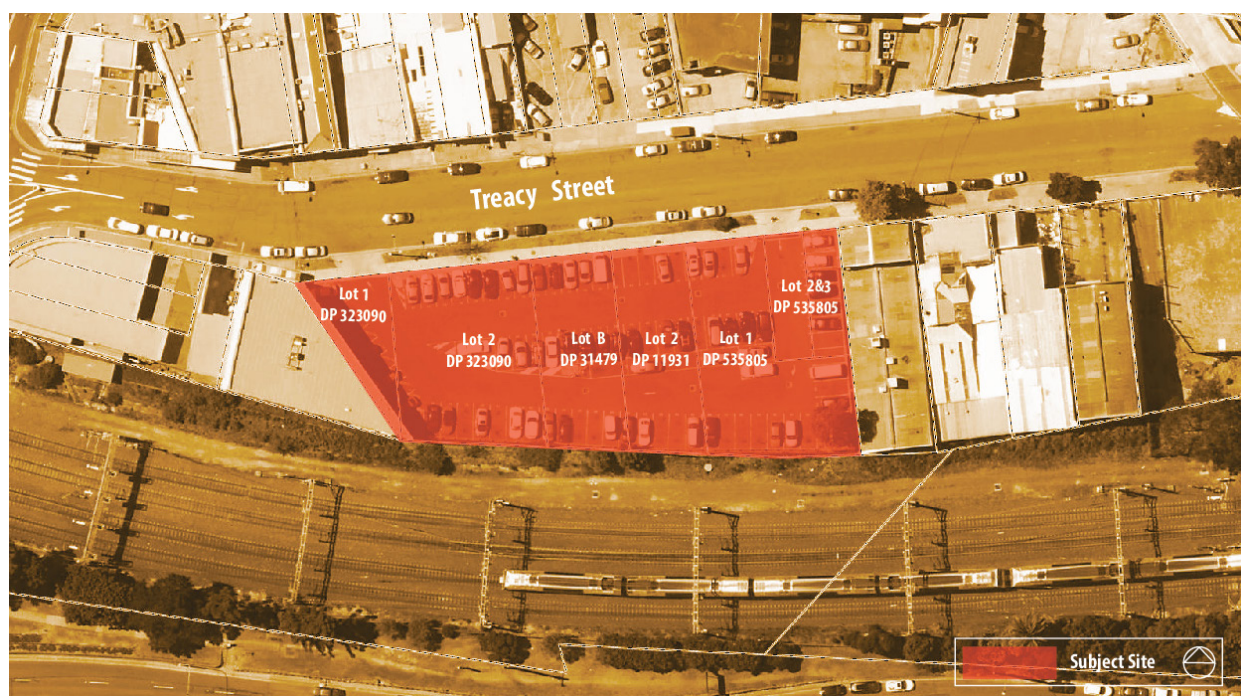


Figure 13. Cadastral map of the subject site (Source: Spatial Information Exchange website)

4.3 Site history

The subject site is owned freehold by Hurstville City Council.

Lots 1 and 2 DP323090, Lot B DP31479 and Lot 2 DP11931 were acquired by Council on 1 June 1979.

Lots 1-3 inclusive DP535805 were acquired by Council on 3 December 1986.

Since acquiring the land, Council demolished all of the buildings on the land and has since operated the land as a public car park.

4.4 Site features and existing development

The subject site contains an existing at-grade car park, which currently consists of 90 public car parking spaces. A block retaining wall exists on the southern boundary and accommodates the grade transition between the subject site and the adjacent railway reserve.

Development on the site is minimal and includes bitumised surface, kerbing, painted lines and drainage infrastructure. Vehicle barriers and chain mesh fencing are provided to the south and east boundaries of the site.

A medium sized tree is located at the south east corner of the site.

The land is subject to various interests including a right of carriageway affecting part of the land, cross easements and leases, which are no longer relevant and as such will be deleted from the certificates of Title accordingly.

The following photographs highlight key site features. Further detail is provided in the site survey within Appendix G.

Photographs 1- 4 highlight key site features.



Photograph 1. The subject site accommodates a car park of 90 spaces.



Photograph 2. Chain mesh fencing, block wall retaining and a vehicle barrier separate the subject site from the railway reserve.



Photograph 3. The eastern boundary is separated from the neighbouring site by chain mesh fencing, block wall retaining and a vehicle barrier.



Photograph 4. A medium sized tree is located at the south east corner of the site (left of the photo).

4.5 The Local Area

The subject site is located within a favourable TOD location with ready access and proximity to a variety of local employment, civic, cultural and retail opportunities. The subject site is located in the pedestrian friendly Hurstville City Centre and is in close and level walking distance of 300m to Hurstville train station, which is situated to the west of the subject site.

The vicinity of the subject site is characterised by a number of high density redevelopments, many of which have occurred in recent years. Most notably, the former brickworks site now accommodates a number of mixed use and residential towers known as 'East Quarter' and is only 260m from the subject site at the eastern end of Treacy Street.

The immediate context of the subject site includes several aging commercial buildings and warehouses, with a number of large consolidated opportunity sites that present significant development opportunity sites. Some of these are either undergoing development or have been recently completed.

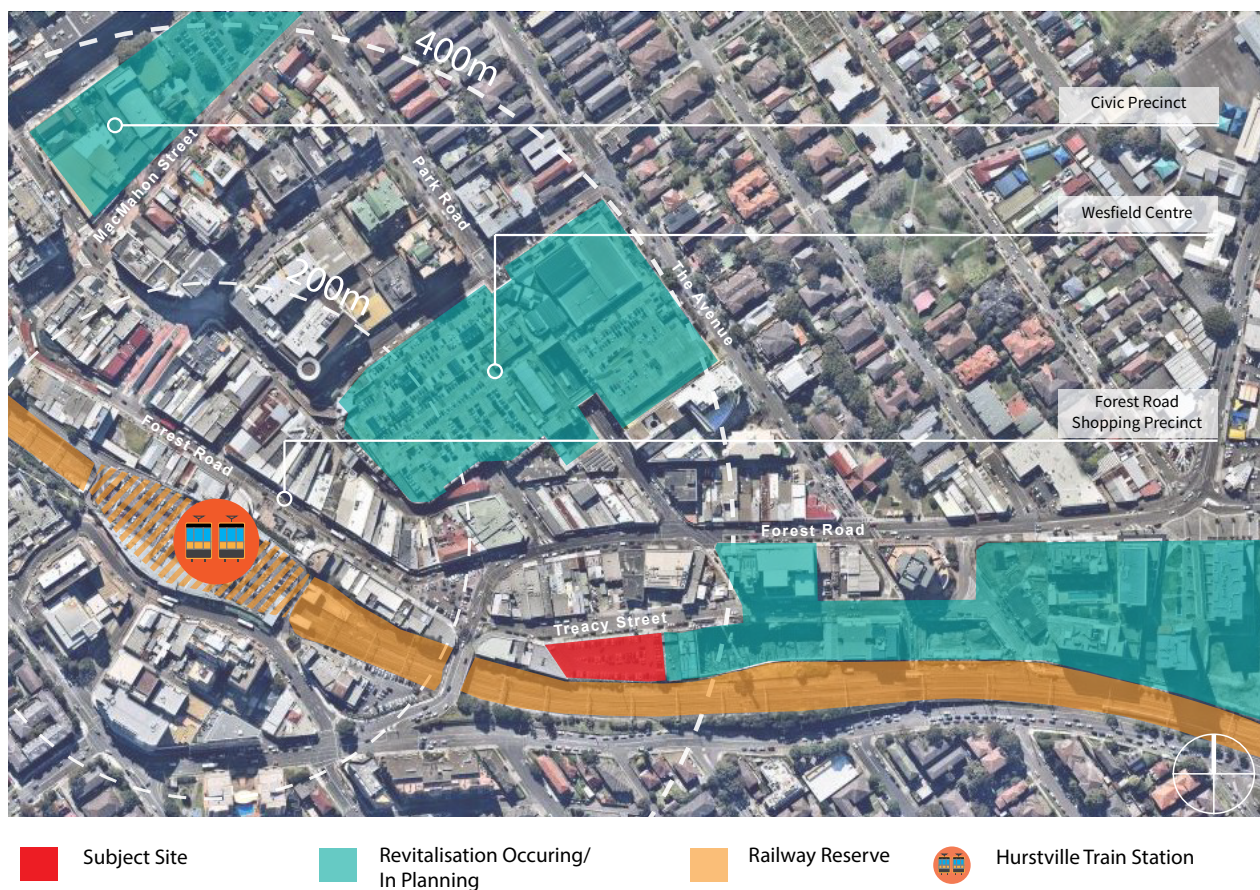


Figure 14. Hurstville City Centre Context (source Nearmap)

The following photographic analysis, represented as Photographs 5-14, illustrate specific contextual characteristics of the land surrounding the subject site.



Photograph 5. View from the subject site highlighting the high density context of the subject site. These developments are further away from Hurstville Station than the subject site.



Photograph 6. Hurstville Station is 300m from the subject site.



Photograph 7. Recently approved 16 storey development at 21-35 Treacy Street is in close proximity to the subject site. (source: Stanistic Architects)



Photograph 8. 21-35 Treacy Street currently under construction



Photograph 9. 1-5 Treacy Street currently under construction to 9 storeys.



Photograph 10. View towards the west along Treacy Street towards the subject site.



Photograph 11. East Quarter development on the former brickworks site (source Google Maps).



Photograph 12. 15 storey development on to the south west of the subject site on Railway Parade.



Photograph 13. The 7 storey Hurstville Times Plaza development has frontage to Forest Road, Alfred Street and Treacy Street.



Photograph 14. High density mixed use development at 107-109 Forest Road, which also has frontage onto Treacy Street.

4.6 Regional Context

The Hurstville City Centre is located some 15 km from the Sydney CBD with direct access to the railway network connecting the centre to employment opportunities on a district and regional level.

The subject site is favourably located within proximity to regional road connections and public transport. Hurstville train station and access to the M5 Motorway provides excellent regional access to a variety of employment nodes including the Sydney CBD, Port Botany and Mascot Airport as well as the numerous centres comprising the Global Economic Corridor, which are accessible via the metropolitan railway network. In addition, the subject site has close proximity to the Bankstown to Liverpool Enterprise Corridor, which enables any future redevelopment of the site to take advantage of local employment opportunities.

The Department of Planning and Environment's (DP&E) A Plan for Growing Sydney identifies Hurstville as a strategic centre. The State government acknowledges the important economic role of strategic centres and seeks to intensify their role as employment and lifestyle hubs. Hurstville's location in proximity to key transit gateways such as Sydney Airport, Port Botany and Bankstown Airport enhances its regional profile and importance.



Figure 15. Regional Context (Source: SIX Maps/ TPG)

4.7 Height Context

The immediate local precinct surrounding the subject site is characterised by existing and emerging high density developments, which contribute strongly to the desired future character of the locality. Figure 16 illustrates the location of a number of existing and approved large scale residential and mixed use developments in proximity to the subject site. Relevant existing and approved building heights are highlighted in Figure 16, which clearly demonstrates the changing nature of the locality and the move toward higher density and taller buildings in the locality.



Figure 16. Height Context (Source: SIX Maps/ TPG)

4.7.1 Recent Approvals and Developments

Development consent has been issued for a number of developments in close proximity to the subject site in recent years. Many of these have exceeded the permissible height and FSR outlined within the Hurstville (City Centre) Development Control Plan 2 (HDCP2). These are outlined in the following sections:

21-35 Treacy Street Hurstville



Photograph 15. Approved development at 1-5 Treacy Street (Source: Stanisc Architects)



Photograph 16. Currently under construction

A 16 storey building was approved on the adjacent site for a high density mixed use building over a number of proposed stages. The building is proposed to abut both its side boundaries and therefore will abut the side boundary of the subject site. The development consent was originally issued in July 2012. Key metrics associated with the approved development include:

Height:	16 storeys (approx 55m to RL 114.6)
Unit Yield:	257 residential units
FSR:	6.78:1
Land uses:	Ground floor retail/ First Floor Commercial/ residential above

A Section 75W Modification Application (Mod 2) was subsequently approved in September 2012, which resulted in redistribution of floor space between the commercial and residential components of the building with no impact on gross floor area and FSR.

At the time approval was issued for this site, the permissible maximum height for the site was 15 metres for the majority of the site and 23 metres (7 storeys) for the portion of the site. FSR of 3:1 was permissible on the site at the time approval was issued. The approved development represents a significant departure from permissible height and FSR for that site.

A further application has been submitted to Council on 9 May 2016 seeking an additional three storeys to a height of 66.4m (19 storeys) and FSR of 7.3:1. At the time of writing this report the application had yet to be determined.

It is noted that construction has commenced on the first stage of the approved development as described above.

127-141 Forest Road Hurstville



Photograph 17. Approved development at 1-5 Treacy Street (Source: Stanisis Architects)

This development was approved by order of the Land and Environment Court on 21 April 2010 with construction having been recently completed. The approved development consists of a 7 storey mixed use building, with frontage to both Forest Road and Treacy Street. The development incorporates the former Swans Hardware building facade on the Forest Road frontage.

The permissible height at the time approval was 15m for the majority of the site and 23m (7 storeys) at the site's 'bookends'.

The lower height of this site in comparison to 21-35 Treacy Street and the height sought by this PP for the subject site is commensurate with the transition from the approved large scale built form on Treacy Street to lower scale built form to the north of Forest Road.

At the time of writing his report, construction of this development had been completed.

1-5 Treacy Street



Photograph 18. Approved development at 1-5 Treacy Street (Source Dickson Rothschild)



Photograph 19. 1-5 Treacy Street currently under construction

A mixed use development was approved for an 11 storey mixed use development by the Joint Regional Planning Panel on 1 April 2015. The permissible height at the time approval was issued was 23 metres, whereas the development was approved to a maximum of 39 metres. The development was approved with an FSR of 4.87:1, which exceeds the permissible 3:1 on that site.

At the time of writing his report, construction had commenced for the approved development.

4.8 Transport and Accessibility

GTA has undertaken relevant analysis of the site's transport context. A summary of key findings is provided as follows. Further detail is provided in GTA's traffic impacts statement at Appendix F.

4.8.1 Road Network

Treacy Street is aligned in an east-west direction and caters for westbound movements only. Forest Road runs parallel to Treacy Street and caters for eastbound movements only. It is noted that to the east and west of the site, the Forest Road corridor is classified as a RMS State Road, whilst in the vicinity of the site it operates as a lower order road.

Alfred Street, The Avenue and Hill Street connect Treacy Street and Forest Road.

4.8.2 Car Parking

A desktop review of the existing car parking in the vicinity of the site indicates that the majority of on-street parking is time restricted during business hours. In particular, car parking on Treacy Street is restricted to 30 minutes.

A total of 90 car parking spaces are provided on the site, including 80 standard spaces, two disabled spaces and eight reserved spaces (not available to the public). The publicly accessible parking is restricted to 3-hour parking (sourced from Georges River Council website).

4.8.3 Public Transport, Walking and Cycling

The site is located approximately 300m to the east of Hurstville Train Station and 400m from the Hurstville Bus Interchange therefore it is considered to be well serviced by public transport.

The Hurstville train station is serviced by the Illawarra line and provides direct access to the Sydney CBD, and on to Bondi Junction and the eastern suburbs. The Hurstville bus interchange is serviced by over 20 bus routes run by the

Punchbowl Bus Company, Sydney Buses and Transdev NSW. This is illustrated in Figure 17.

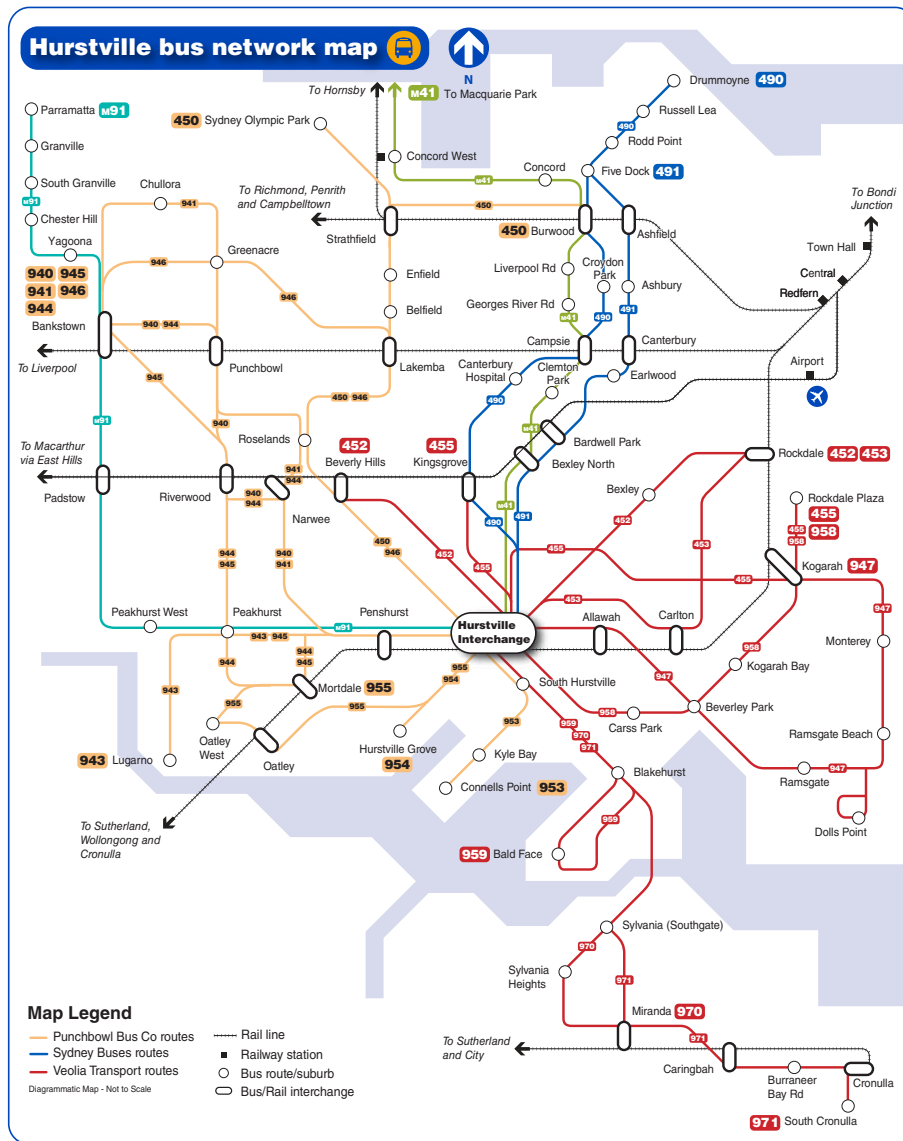


Figure 17. Hurstville Bus Network Map (source Sydney Buses)

Pedestrian paths are generally provided on both sides of each of the roads in the vicinity of the site. Pedestrian zebra crossings are provided across Treacy Street at its intersection with Forest Road, whilst a signalised pedestrian crossing of Forest Road is provided at the intersection. Good pedestrian links are provided between the site and the Hurstville Train Station and Bus Interchange.

There are limited cycling facilities in the vicinity of the site. Forest Road between Treacy Street and Queens Road is designated as a "bicycle friendly road" although no specific on-road facilities are provided.

4.8.4 Local Car Sharing Initiatives

Car share facilities are available within a short walking distance from the site, with three GoGet vehicles located at the Westfield Shopping Centre.

4.9 Current Planning

The Hurstville Local Environmental Plan 1994 (HLEP 1994) is currently the principal environmental planning instrument applicable to the site. Whilst the Hurstville Local Environmental Plan 2012 (HLEP 2012) is applicable to the majority of the Hurstville LGA, the subject site has been listed as a 'Deferred Matter' and therefore the provisions of HLEP 1994 are still applicable to the site. There are no height or development standards contained within the HLEP 1994; however these are provided for in the Hurstville Development Control Plan 2 (HDCP 2).

4.9.1 Hurstville Local Environmental Plan 1994

4.9.1.1 Land Use

In accordance with the HLEP 1994, the subject site is zoned 3(b) - City Centre Business Zone, which is illustrated as Figure 18.

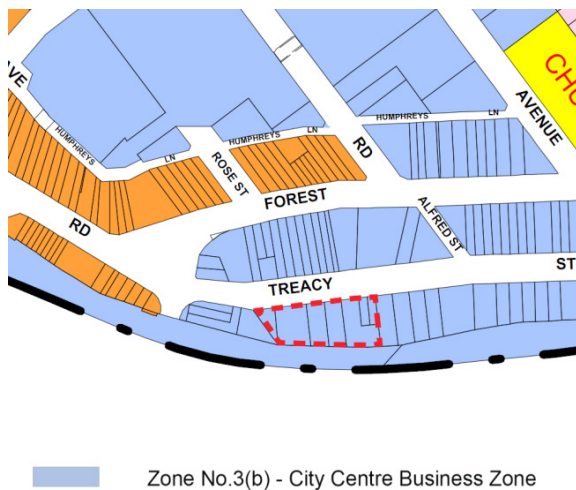


Figure 18. HLEP 1994 Land use map (source GRC)

The following objectives and permissibility apply within the 3(b) zone:

Zone No 3 (b) (City Centre Business Zone)

Zone objectives

The objectives of this zone are:

- (a) to designate sufficient areas of land to meet the projected needs of the Hurstville Town Centre as a multi-functional regional centre,
- (b) to facilitate development of land within the Hurstville Town Centre for commercial, retail, residential and community purposes,
- (c) to provide a single business zone for the Hurstville Town Centre as a sub-regional centre,
- (d) to facilitate the implementation of a development control plan for the Hurstville Town Centre:

- (i) by introducing appropriate floor space ratio controls,
 - (ii) by encouraging an economically viable retail core which is centrally located and in close proximity to public transport,
 - (iii) by enhancing employment opportunities and to service the needs of the local and regional community,
 - (iv) by encouraging and facilitating the use of public transport,
 - (v) by providing and enhancing pedestrian and public open space areas for shoppers and workers,
 - (vi) by maintaining and improving the environmental and aesthetic quality of the Hurstville Town Centre and its surrounds,
 - (vii) by ensuring adequate and accessible off-street car parking, and
- (e) to improve traffic flow in and around the Hurstville Town Centre.

1 Without development consent

Exempt development; public utility undertakings other than gas holders or generating works.

2 Only with development consent

Any purpose other than a purpose included in item 1 or 3.

3 Prohibited

Amusement centres; animal establishments; boarding houses; caravan parks; gas holders and generating works; hazardous industry; hazardous storage establishments; industries; institutions; materials recycling yards; offensive industries; offensive storage establishments; panel beating workshops; sex services premises; transport depots; warehouse or distribution centres.

Based on the above, residential flat buildings, business premises, office premises and shops are not expressly prohibited in the zone and are therefore considered permissible within the 3(b) zone.

4.9.1.2 Building Height

The HLEP 1994 does not state a maximum building height for development in the 3(b) zone. Height controls for the subject site are stipulated within the Hurstville City Centre Development Control Plan 2, which applies to development within the Hurstville City Centre. Refer Section 4.9.3.

4.9.1.3 Floor Space Ratio

The HLEP 1994 does not state a maximum Floor Space Ratio (FSR) for development in the 3(b) zone. FSR controls for the subject site are stipulated within the Hurstville City Centre Development Control Plan 2, which applies to development within the Hurstville City Centre. Refer Section 4.9.3.

4.9.2 Hurstville Local Environmental Plan 2012

The provisions of the HLEP 2012 are not currently applicable to the subject site, however it is noted that the subject site is listed as a 'Deferred Matter'. Clause 1.3 (1A) of the HLEP 2012 states:

(1A) Despite subclause (1), this Plan does not apply to the land identified as "Deferred matter" on the Land Application Map.

The above confirms that HLEP 1994 remains the principal environmental planning instrument applicable to the subject land, until such time that the subject site's status as a 'Deferred Matter' is removed and an appropriate zone is assigned.

Land Use Zoning Map Tile 008A

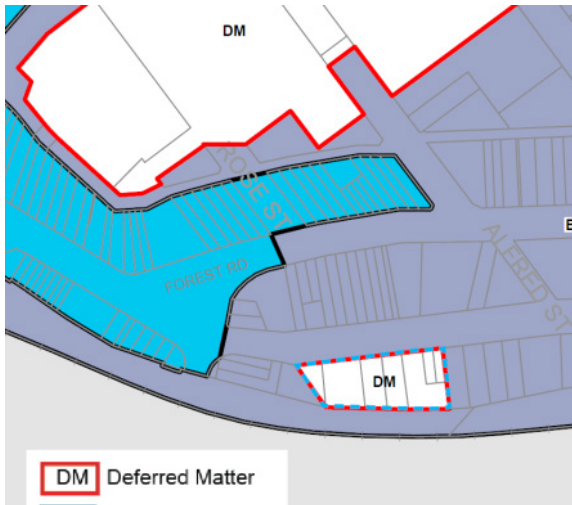


Figure 19. HLEP 2012 Land Use Map – subject site outlined in blue dotted line (Source NSW Legislation)

The subject site is listed as a ‘Deferred Matter’ under HLEP 2012.

Height of Buildings Map Tile 008A

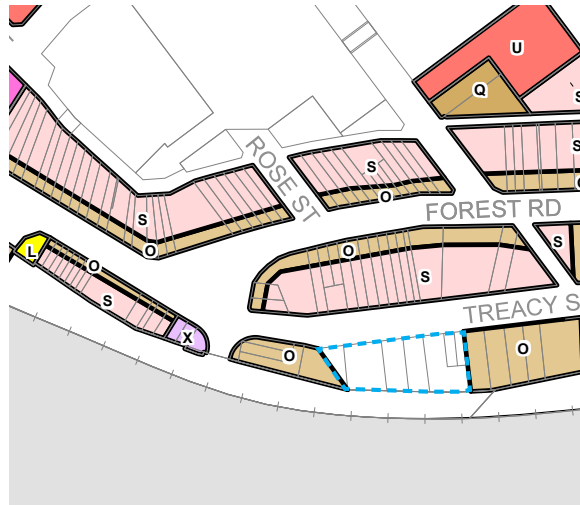


Figure 20. HLEP 2012 HOB Map – subject site outlined in blue dotted line (Source NSW Legislation)

No maximum building height controls are designated for the subject site under HLEP 2012.

Floor Space Ratio Map Tile 008A

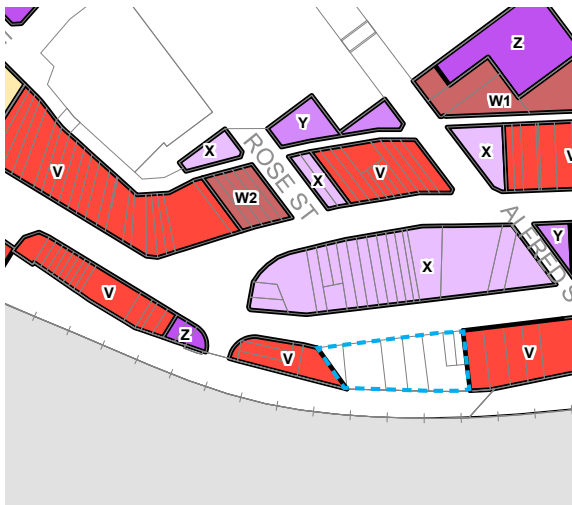


Figure 21. HLEP 2012 FSR Map – subject site outlined in blue dotted line (Source NSW Legislation)

No maximum floor space ratio (FSR) controls are designated for the subject site under HLEP 2012

Active Street Frontages Map Tile 008A

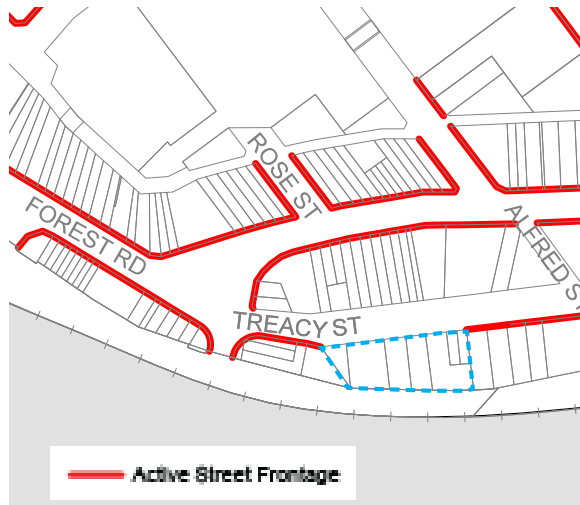


Figure 22. HLEP 2012 ASF Map – subject site outlined in blue dotted line (Source NSW Legislation)

No active street frontages controls are designated for the subject site under HLEP 2012

4.9.3 Hurstville Development Control Plan 2

The provisions stipulating the maximum Height and Floor Space Ratio (FSR) and Active Street Frontages are applicable to the subject site are contained in the Hurstville Development Control Plan 2 (HDCP 2). In this DCP 2, the subject site has a height limit of 15 metres, an FSR of 3:1 and a stipulation for an active street frontage to the Treacy Street frontage.

It should be noted that the maximum height and FSR controls as well as the active street frontage requirements for land surrounding the subject site were been translated like-for-like from the HDCP 2 into HLEP 2012 in July 2015, with the exception of sites identified as a Deferred Matter, including the subject site.

This PP seeks to bring the planning controls for the subject site, currently a 'Deferred Matter', in line with both the zoning and also the application of height and FSR development standards. For surrounding sites within the precinct, height and FSR controls have been directly translated from HDCP2 without due consideration to the actual development occurring in the precinct or what height and FSR should be for a precinct with such attributes afforded by its city centre and transit oriented location.

This PP seeks to apply a revised maximum height and FSR as well as include active street frontage provisions through the HLEP 2012, which is consistent with the approach utilised throughout the majority of the Hurstville LGA and other LGAs within New South Wales. As the subject site would no longer be identified as a 'Deferred Matter' under the HLEP 2102 instrument, the provisions of Clause 1.3 (1A) of the HLEP 2012 would no longer apply.

HDCP 2 provides a key basis for the context of permissible height and FSR applicable to the subject site and surrounds that will need to be taken into consideration in this PP's request to amend the HLEP 2012.

It is intended that the proposed height and FSR controls sought to be included in the HLEP 2012 by this PP would supersede those under the HDCP 2 and provide for height, FSR and active building frontage development controls at a higher statutory level. It is expected that the HDCP 2 would be updated in due course to exclude such height, FSR and active building frontage controls for this site and surrounding land as this would no longer be required upon zoning under the HLEP 2012.

HDCP 2 - Height of Buildings Map

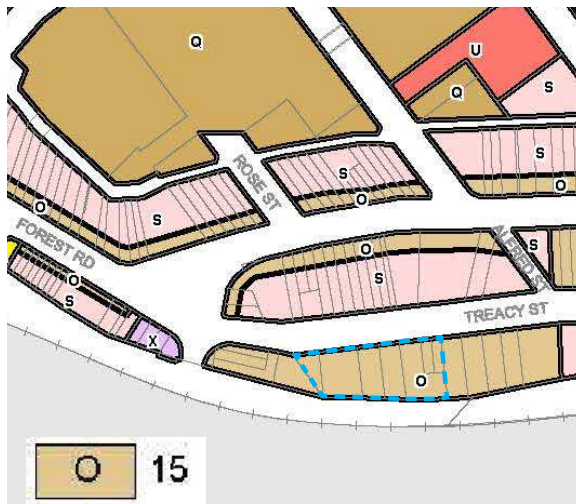


Figure 23. HDCP 2 HOB Map – subject site outlined in blue dotted line (Source GRC)

HDCP 2 sets a maximum height of 15 metres for the subject site.

HDCP 2 - Floor Space Ratio Map

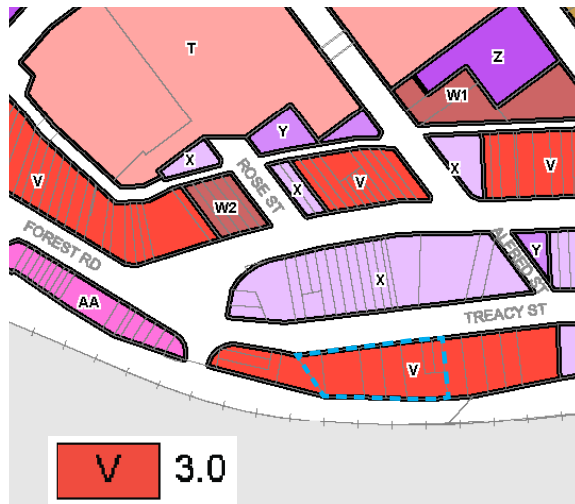


Figure 24. HDCP 2 FSR Map – subject site outlined in blue dotted line (Source GRC)

HDCP 2 sets a maximum FSR of 3:1 for the subject site.

HDCP 2 - Active Street Frontages Map

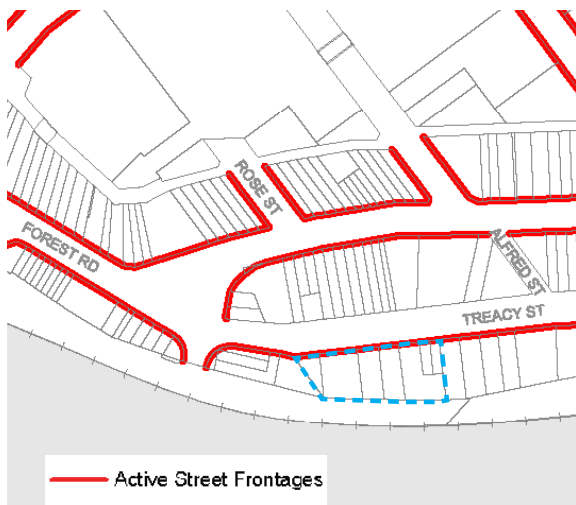


Figure 25. HDCP 2 ASF Map – subject site outlined in blue dotted line (Source GRC)

HDCP 2 sets Treacy Street to include active frontage

4.10 Proposed Planning Provisions

This PP seeks to amend the Hurstville Local Environmental Plan 2012 (HLEP 2012). By amending the land use zoning of subject site, it will no longer carry the status as a 'Deferred Matter', but will be zoned and have the provisions of HLEP 2012 apply. This PP will also seek to introduce height, FSR and active street frontage controls commensurate with the subject site's planning and urban design context, consistent with all land in the LGA. This PP specifically proposes to amend the HLEP 2012 as follows:

4.10.1 Land Use Zoning Map

This PP seeks to amend the HLEP 2012 land use zoning map 008A to remove the 'Deferred Matter' and rezone the site to B4 Mixed Use.

The land parcels adjoining and in close proximity to the subject site are assigned a B4 Mixed Use zone and is the zone that is most characteristic of the desired future context surrounding the subject site, which consists of high density shop top housing. The proposed B4 Mixed Use zone is the most consistent with the subject site's former 'Zone No 3 (b) City Centre Business Zone' and should therefore be considered a like-for-like transition to a zone that is consistent with the zoning of neighbouring land parcels in the precinct.

4.10.2 Height of Buildings Map

This PP seeks to amend the HLEP 2012 maximum height map 008A to set a maximum height of 53 metres under the height designation of 'Y', where no maximum height limit is currently in effect within HLEP 2012 (refer Appendix B).

4.10.3 Floor Space Ratio Map

This PP seeks to amend the HLEP 2012 maximum floor space ratio map 008A to set a maximum FSR of 7:2 under the FSR designation of 'AB, where no maximum FSR limit is currently in effect within HLEP 2012 (refer Appendix C); and

4.10.4 Active Street Frontages Map

This PP seeks to amend the HLEP 2012 active street frontage map 008A to include the Treacy Street frontage of the subject site as an active frontage. (refer Appendix D).

Land Use Zoning Map Tile 008A

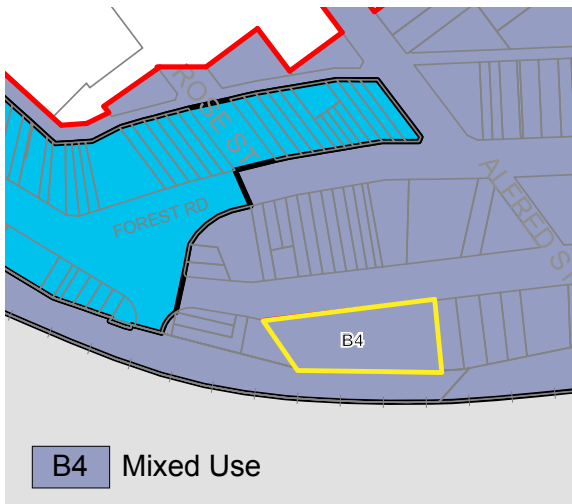


Figure 26. Proposed Land Use Zoning Map (Source: NSW Legislation)

The subject site is to be zoned B4 Mixed Use under HLEP 2012.

Height of Buildings Map Tile 008A

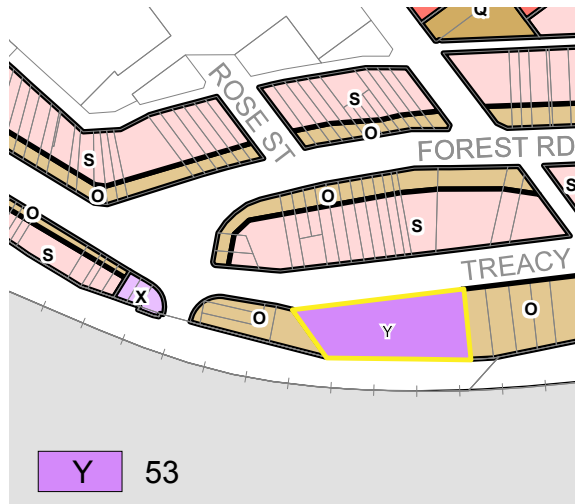


Figure 27. Proposed Height of Buildings Map (Source: NSW Legislation)

Height designation of 'Y' to enable a height of 53 metres for the subject site under HLEP 2012.

Floor Space Ratio Map Tile 008A

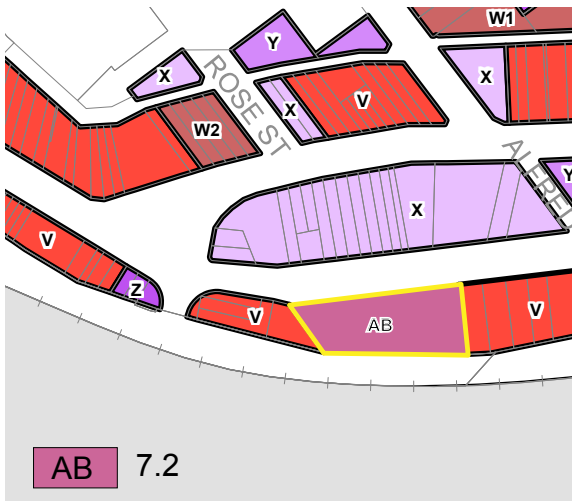


Figure 28. Proposed Floor Space Ratio Map (Source: NSW Legislation)

FSR designation of 'AB' to enable FSR of 7.2:1 for the subject site under HLEP 2012.

Active Street Frontages Map Tile 008A

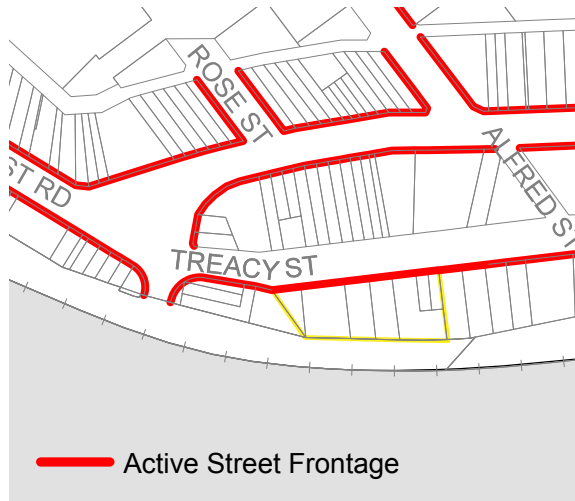


Figure 29. Proposed Active Street Frontages Map (Source: NSW Legislation)

Treacy Street frontage of the subject site to be identified on the Active Street Frontage Map under the HLEP 2012.

5. Part 5: Community Consultation

The proponent has not yet undertaken community consultation. It is anticipated that the planning authorities in Georges River Council and Department of Planning and Environment will conduct community consultation in accordance with the relevant provisions of the EP&A Act and Regulation which includes newspaper advertisement, public exhibition at Council offices and on Council's website and notification letters to adjacent property owners.

6. Part 6: Project timeline

The following indicative timeline is provided in accordance with 'A guide to preparing planning proposals' prepared by the Department of Planning and Environment (2016).

Stage	2016			2017											
Month	O	N	D	J	F	M	A	M	J	J	A	S	O	N	D
Finalise PP															
Proposal Lodged with Council															
Council Endorsement															
DPE Assessment															
Gateway Determination															
Agency Consultation															
Public Exhibition of PP															
Consideration of Proposal Post Exhibition															
Council Assessment															
Submission to DP&E to finalise LEP															
DPE Assessment															
Plan Making															

7. Conclusion

This PP has been prepared to seek an amendment to the Hurstville LEP 2012 land use zoning, maximum floor space ratio (FSR) and maximum height of building development standards, which apply to the site at 37-41 Treacy Street Hurstville.

It is concluded that this PP considers all matters required to be addressed under the requirements for a planning proposal and has:

- taken into account and is consistent with State Government policies;
- taken into account and is consistent with all Ministerial Directions under Section 117 of the EP&A Act;
- identified that the site is suitable for the site and will not adversely impact any existing or future centres nearby; and
- demonstrated that it will bring about a number of net community benefits.

As such, it is respectfully requested that Council support the PP. The PP will facilitate future redevelopment of the subject site in a manner that will:

- align approved and recent developed outcomes with the HLEP 2012;
- enable an increase in residential activity within a definite short term time frame in line with the vision outlined in *A Plan for Growing Sydney*, as a site is under a single land tenure that can be readily developed to achieve envisaged revitalisation outcomes;
- enable a high quality contemporary mixed use building to the Hurstville City Centre of a suitable design, character and scale to correspond to the desired future character of the centre as an urban scaled and lively mixed use precinct;
- be appropriate in its context in terms of scale, form and design to fulfil its role as a transit oriented development, whilst appropriately managing visual and amenity impacts of building bulk on the surrounding city centre and residential context;
- enhance the economic strength of Hurstville by enabling the introduction of commercial and retail space that will give new life to business and amenity in the Hurstville City Centre, as well as increasing population and bringing more visitors to the centre;
- be able to meet car parking needs for the development and represents a reasonable increase in traffic that can be accommodate by the surrounding traffic network;
- include a broad range of positive social and economic effects in the locality catalysing urban revitalisation outcomes for the Hurstville City Centre;

- be able to meet the objectives of relevant planning instruments. Where specific environmental impacts have been identified, this PP demonstrates that these can and will be appropriately managed to minimise potential land use conflict and adverse impacts;
- not result in any significant impacts relating to scale, bulk and height resulting from the proposed amendment to maximum height and FSR under the HLEP 2012;
- be consistent with the existing and desired future character of the locality in the B4 Mixed Use zone in the Hurstville City Centre in terms of its urban scale and contemporary character of the development and in particular meet the objectives of the B4 zone to provide height, density and residential opportunities;
- not result in encroachment into OLS and therefore will not adversely impact the operation of Sydney Airport;
- not result in a built form that causes unreasonable impact on adjacent properties in terms of sunlight access, acoustic, visual privacy or views, or significant heritage values; and
- provide for improved and appropriate streetscapes with an articulated and activated building façade at the ground floor level.

In light of the above, the PP will result in development controls that, in conjunction with the application of Council's DCP and SEPP 65/ ADG and appropriate guidance from Council's design assessment panel , will assist in facilitating a high quality contemporary built form that will be a catalyst for the urban renewal and economic revitalisation of the transit oriented Hurstville City Centre.

Given the above assessment, the PP has planning merit and is considered to be in the public interest.

Appendix A: Proposed Amendments to HLEP 2012 Land Use Zoning Map

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Appendix B: Proposed Amendments to HLEP 2012 Height of Buildings Map

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Appendix C: Proposed Amendments to HLEP 2012 Floor Space Ratio Map

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Appendix D: Proposed Amendments to HLEP 2012 Active Street Frontage Map

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Appendix E: Indicative Concept Feasibility

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Appendix F: Traffic Impact Statement

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Appendix G: Site Survey

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Appendix H: Section 117 Ministerial Directions Compliance Table

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Appendix I: SEPP Compliance Table

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