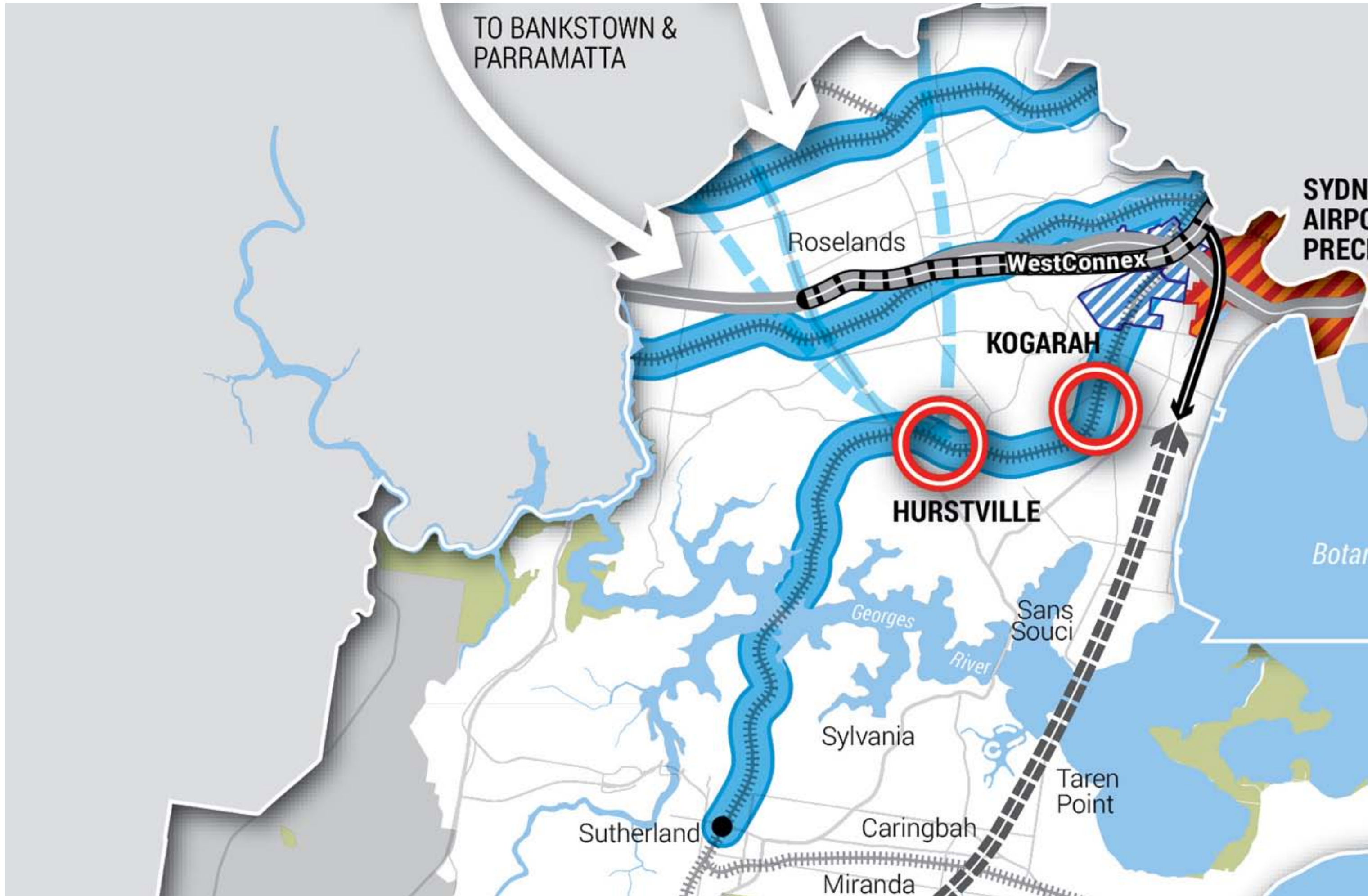




Urban Design Report | Planning Proposal
Forest Road and Durham Street
Hurstville





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01 INTRODUCTION

01 OVERVIEW

01.01 INTRODUCTION

Dickson Rothschild has been commissioned to prepare an Urban Design Report for the site bounded by Forest Road, Durham Street and Roberts Lane, Hurstville, referred to herein as 'Landmark Square'.

The site is in a prominent position at the eastern gateway to Hurstville City Centre. It is currently an isolated site, zoned for industrial uses although it is adjacent to residential, business, mixed use and special uses zones and within walking distance of 2 railway stations. With the current zoning constraining potential outcomes on the site and the site's inclusion within the Hurstville City Centre, there is an opportunity to achieve a land use and built form outcome on the site which is commensurate with its strategic position within the metropolitan area and its high degree of transport accessibility.

01.02 DCP NO. 2 AND HURSTVILLE CITY CENTRE

"THE EASTERN BOOKEND OF THE CITY CENTRE"

Hurstville Council's DCP No. 2 sets out the existing Vision and Urban Design Guidelines for the Hurstville City Centre. The DCP and Urban Form Study which underpins the DCP includes the subject site in its "Eastern Bookend" Precinct but relegates it to retaining its current light industrial use. The DCP states that the light industrial area is to provide a transition between the City Centre and the residential areas beyond while protecting the amenity of the residential areas. However, it is not resolved how a light industrial precinct could provide a transition between a mixed-use centre and a residential area from a built form perspective and the suitability of locating industrial land uses adjacent to residential land uses is not addressed.

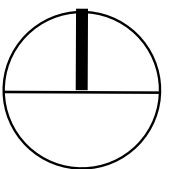
The DCP also fails to recognise the suitability of the residential areas to the east of the City Centre boundary for increased density due to their proximity to Allawah Station.

01.03 THE PURPOSE AND AIM OF THIS REPORT

This Urban Design Report has been prepared to support the proposed rezoning of the subject site from IN2 - Industrial to B4-Mixed Use with increased Height and FSR standards and as such incorporating it fully into the City Centre vision set out by Council.

This Urban Design Report provides a broad analysis of the site and establishes the overall vision, principles, potential outcomes and indicative metrics to support the Planning Proposal to rezone the site via the Gateway process. Further detailed design will occur through the subsequent phases of the planning process, which may include a Development Control Plan (DCP) and/or a Staged Development Application (DA).





N.T.S.

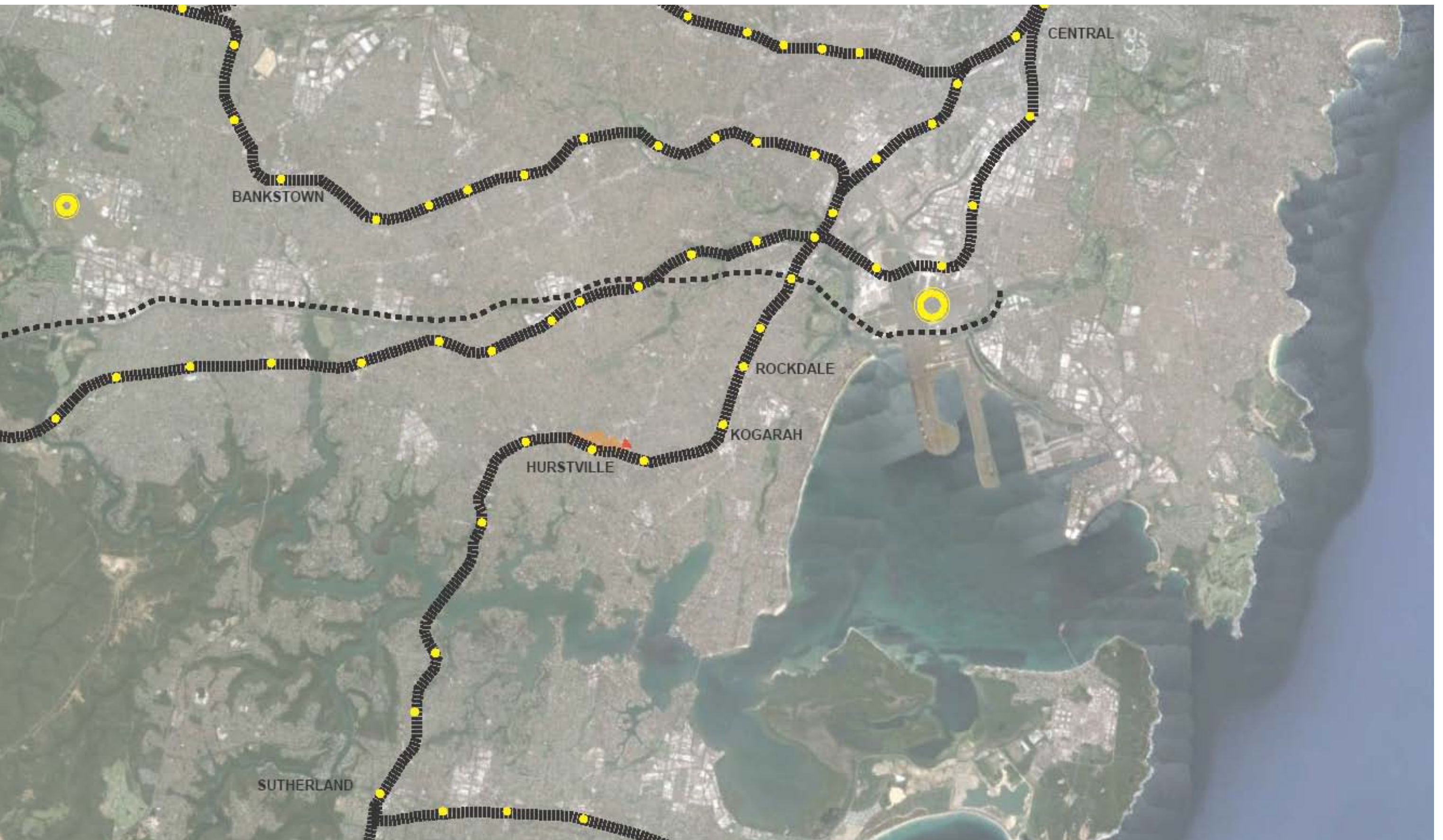
01 REGIONAL CONTEXT

01.04 REGIONAL CONTEXT

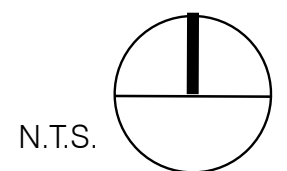
The site is located 16 km southwest of the Sydney CBD, 5.5 km south west of Kingsford Smith Airport, and 4 km west of Botany Bay, key components of the Global Economic Corridor.

Hurstville is a major centre in the southern suburbs of Sydney, strategically located to the Sydney airport it is the largest town centre between Sutherland and Wolli Creek. Hurstville is located on an important transport corridor that stretches from southern Sydney to Sutherland which includes major roads such as the Princes Highway and the Eastern Suburbs and Illawara railway line. This corridor provides excellent access to major employment areas from Sutherland to the Sydney CBD.



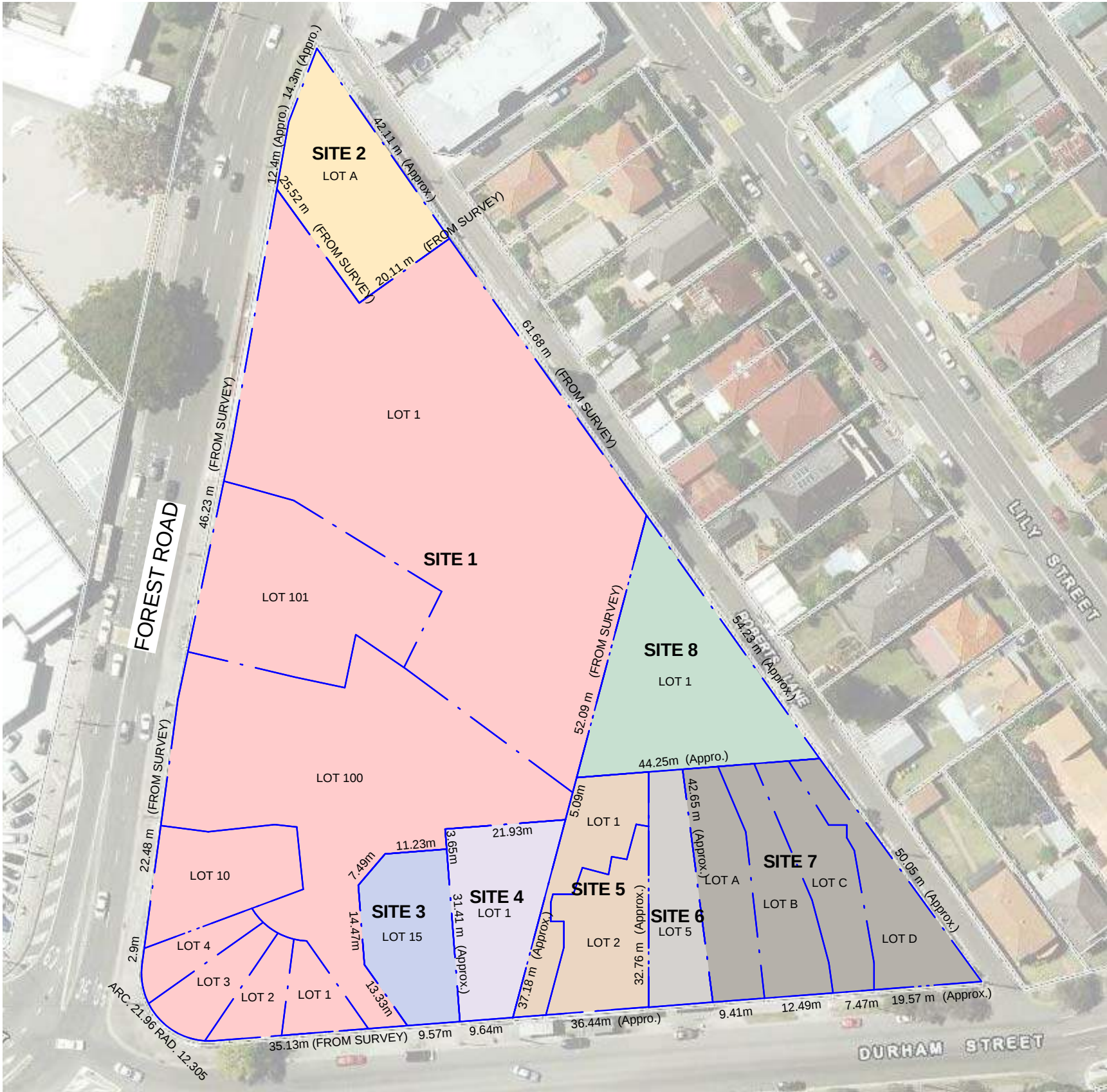


- The site
- Town Centre District
- Train line
- R Train stations
- M4
- Airports

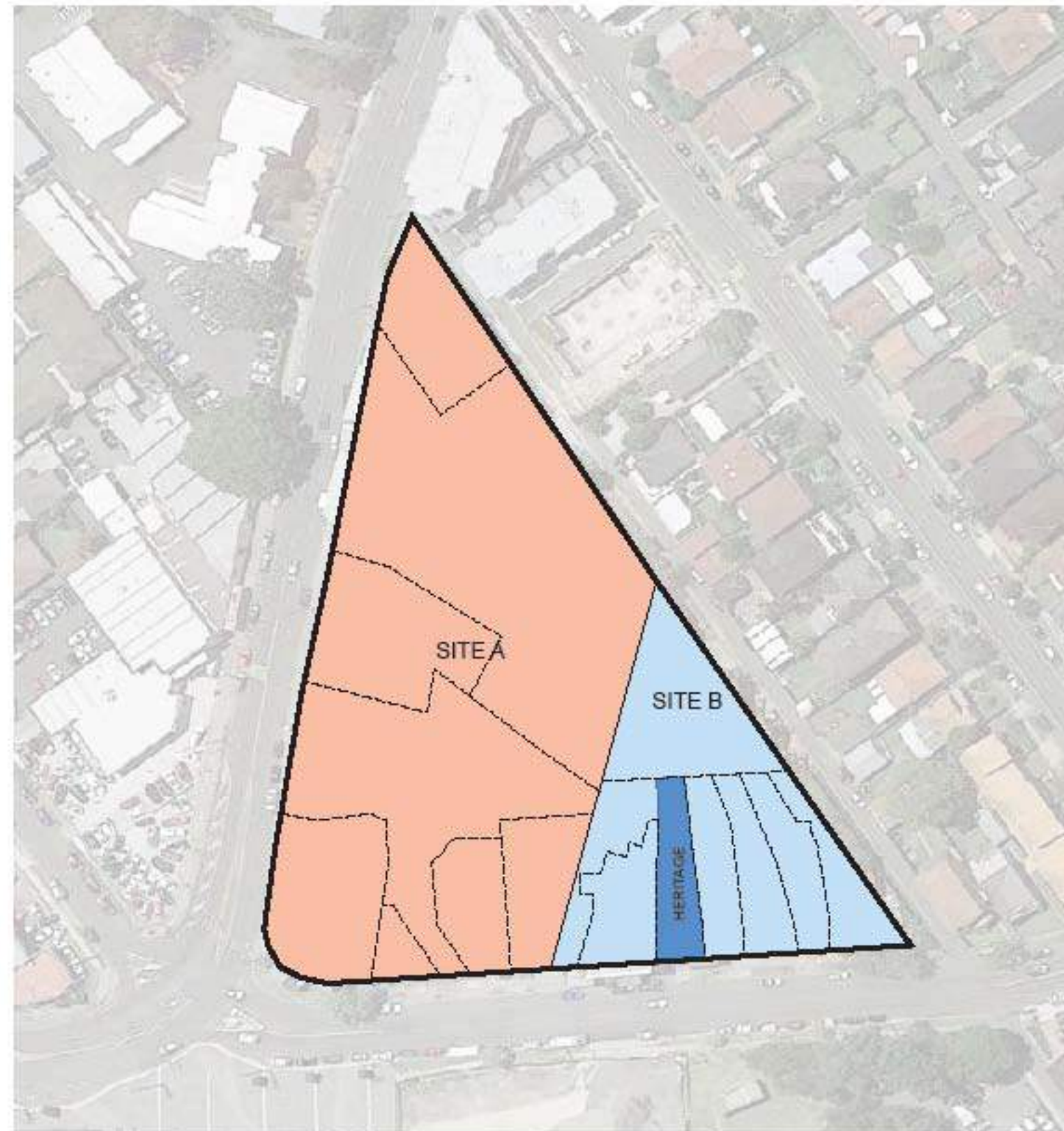


01 LAND OWNERSHIP

INSPIRATIONAL URBAN SOLUTIONS



SITE	AREA	DP No.	Land Owner
1	8546 m2	LOT1 - DP225302	OWNER 1 GR CAPITAL
		LOT101&102 - DP776275	
		LOT10 - DP621395	
		LOT1&2&3&4 - DP12517	
2	706.8 m2 (approx.)	LOTA - DP372835	OWNER 2
3	463.9 m2 (approx.)	LOT15 - DP601341	OWNER 3
4	553.4 m2 (approx.)	LOT1 - DP337499	OWNER 4
5	805.6 m2 (approx.)	LOT1&2 - DP601341	OWNER 5
6	380.6 m2 (approx.)	LOT5 - DP171179	OWNER 6
7	1574.6 m2 (approx.)	LOTA&B&C&D - DP391801	OWNER 7
8	1028.8 m2 (approx.)	LOT1 - DP172819	OWNER 8





Artist's impression, plaza/retail interface concept



02 SITE CONTEXT

02.01 THE SITE

The site is located 16 km southwest of the Sydney CBD, 5.5 km south west of Kingsford Smith Airport, and 4 km west of Botany Bay, key components of the Global Economic Corridor. Hurstville forms part of an identified "Urban Renewal Corridor" and Hurstville itself is considered a "Strategic Centre" within the Metropolitan Plan for Sydney. With growth planned it will play an increasingly important role servicing the greater metropolitan area for commercial uses, community and recreational facilities and employment opportunities.

The subject site is within walking distance of 2 railway stations. While the site is particularly well located in relation to existing rail infrastructure, it also offers convenient access to the regional road network and planned cycle routes.

02.02 HOUSING

A Plan for Growing Sydney (December 2014) points out that Sydney's population is growing faster than previously predicted. The Plan actions emphasise the need to focus urban renewal where there is actual or planned transport capacity to assist in strategically accommodating 664,000 new homes in the metro by 2031. "Accelerating urban renewal across Sydney at train stations, providing homes closer to jobs," is the first action stated in the Plan. Within this context, Hurstville is designated as a Strategic Centre. Refer to the adjacent figure.

The Social Impact Assessment forming part of this proposal states that forecasts by the Bureau of Transport Statistics estimate a growth of 20,274 people in Hurstville Statistical Area 2 by 2041. Furthermore, household sizes are decreasing.

IMPLICATIONS

The site being less than 400 m from Allawah Station and less than 800 m from Hurstville station makes it highly suited to increased residential densities to meet existing and future demand.

02.03 AIRPORT

The site by virtue of its proximity to the airport is subject to height restrictions, but it is just south of the Runway 07 path. The height restrictions for the site are:

- The sloping surface affecting the northern tip of the site is indicated as 138.30 AHD; and
- The horizontal surface affecting the remainder of the site is indicated as 151 AHD.

IMPLICATIONS

Allowable height on the subject site may be constrained by limits set by the Airport; However, these height restrictions still allow for significant height on the subject site.

02.04 TOURISM

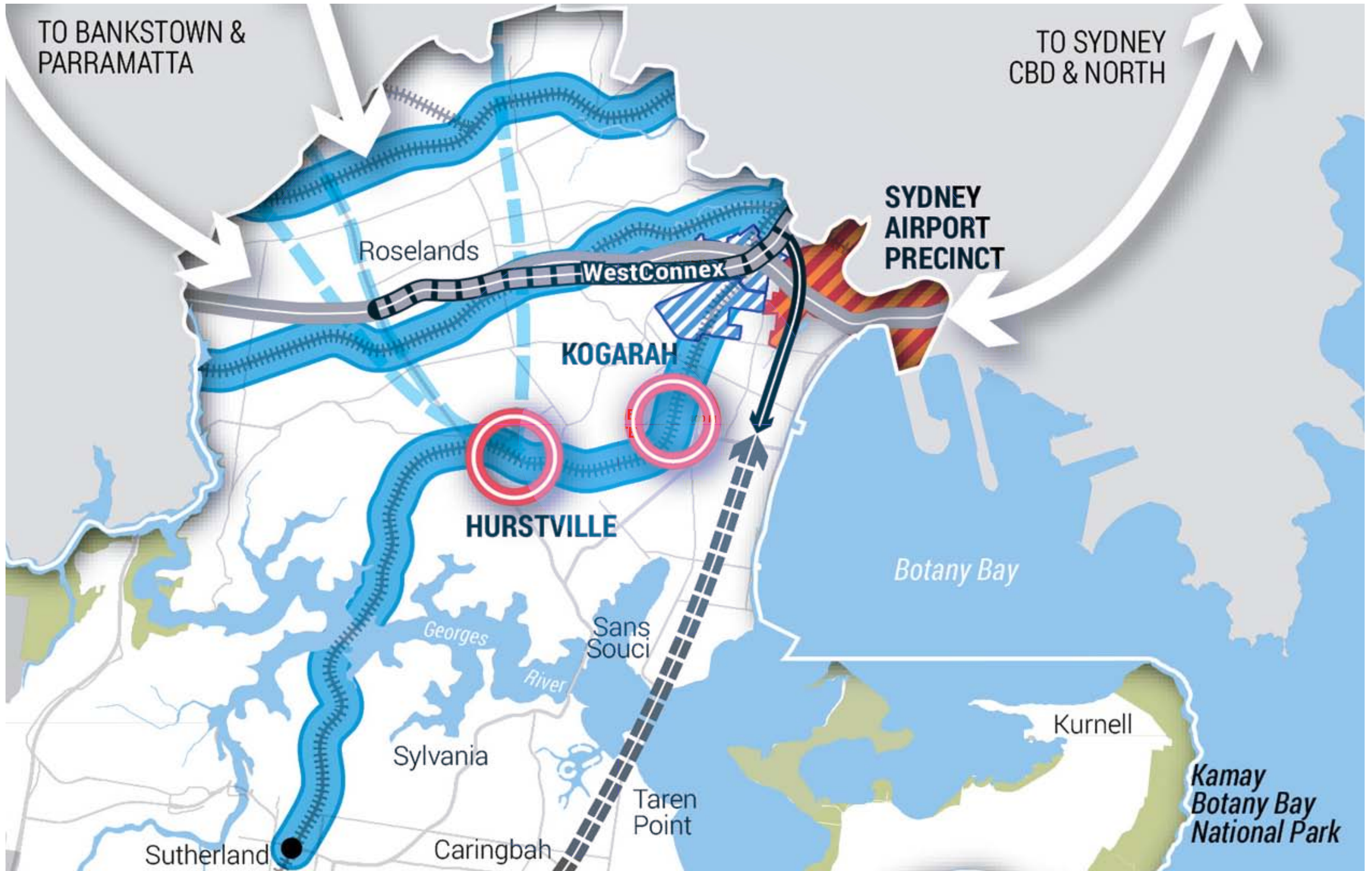
The recent publication of the Visitor Economy Action Plan dramatically underscores the importance of tourism for the economy of New South Wales and Australia and with the proximity of the site to the airport, rail infrastructure, motorway and WestConnex, it is well located for tourist and visitor accommodation.

In 2011-2012, tourism generated \$106.6 billion in consumer spending and contributed over \$41 billion to Australia's Gross Domestic Product. Tourism earns nearly 10% of Australia's total export earnings annually, making it Australia's largest service export industry. Tourist and Visitor accommodation also creates jobs.

The supplementary report prepared by HILL PDA states that there are only 4 tourist and visitor accommodation premises in the St. George Region and that such a use is appropriate to the site based on its location.

IMPLICATIONS

With the site being currently zoned IN2, it is designated as Employment Lands. With the site being at the edge of the city centre where the road network becomes less constrained making the site easily accessible by car without impacting on the congested City Centre core. This together with the site also being highly accessible from the railway station, makes it suited to tourist and visitor accommodation.



02 SITE CONTEXT | SURROUNDING DEVELOPMENT

02.05 HURSTVILLE CITY CENTRE

The site is located at the 'eastern bookend' of the Hurstville City Centre. The site is located at the junction of Forest Road and Durham Street where the tight and irregular street network within the core of the City Centre opens up in a similar manner to the 'western bookend' of the City Centre which is marked by the 'Toga' development.

The site is within walking distance of retail, services, social infrastructure, open space and amenities within the City Centre. Access to services is augmented by the close proximity of the site to Hurstville and Allawah Station.

It is noted that in the 2004 Master Plan by the Government Architect's Office and the 2007 Public Domain Plan, the subject site was identified as a "Major Redevelopment Site". In these documents a home maker centre was suggested.

IMPLICATIONS

More than 10 years on from the Master Plan, the potential role of the subject site to contribute to consolidating densities within an accessible area should be acknowledged.

In any rezoning, a mix of land uses should be contemplated which maintains and enhances employment opportunities but also takes advantage of the particular locational attributes of the site in terms of locating dwellings in highly accessible areas.



458 - 460 Forest Road & 1B Pearl Road,
Hurstville

	FSR	Building Height
Approved DA 2011SYE110	4.6:1	56.75m
DCP No. 2	4.77:1	45m
Draft LEP 2011/DCP No. 2	4.5:1	45m

2-2A Barratt St & 22 Woodville Rd,
Hurstville

	FSR	Building Height
Approved DA 2011SYE110	5.93:1	8 storeys
DCP No. 2	5.57:1	8 storeys
Draft LEP 2011/DCP No. 2	5:01	40m (12 storeys)

13-17 Woodville Rd,
Hurstville

	FSR	Building Height
Approved DA 2010SYE072	4.0:1	10 storeys
DCP No. 2	4.0:1	5 storeys
Draft LEP 2011/DCP No. 2	6:01	10 storeys



21-35 Treacy St,
Hurstville

	FSR	Building Height
PAC Approved MP 10_1010	6.78:1	55m (16 storeys)
DCP No. 2	3:1	4-7 storeys
Draft LEP 2011/DCP No. 2	3.0:1-4.0:1	15-23m (4-7 storeys)

127-141 Forest Rd,
Hurstville

	FSR	Building Height
Approved S96AA 2011SYE110	3.3:1	6-8 storeys
DCP No. 2	3.4:1 - 4.8:1	3-7 storeys
Draft LEP 2011/DCP No. 2	4.1:1 - 4.5:1	4-7 storeys

1-5 Treacy St,
Hurstville

	FSR	Building Height
Approved DA 2011SYE018	4.9:1	39.7m
DCP No. 2	3.1:1	23m
Draft LEP 2011/DCP No. 2	3:1	23m

105 Forest Rd & 1A Hill St,
Hurstville

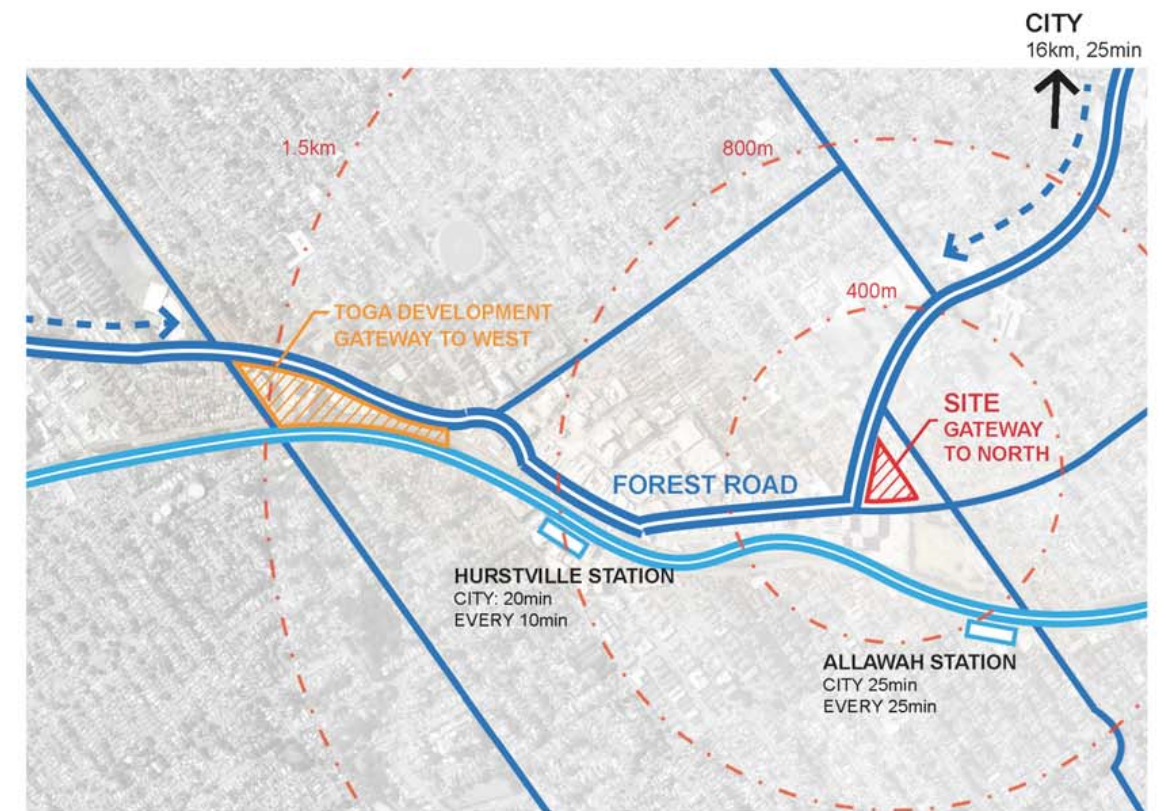
	FSR	Building Height
Current Proposal DA-2012/132	4.18:1	7-13 storeys
DCP No. 2	3.9:1	14 storeys
Draft LEP 2011	3.0:1 - 3.5:1	2,4 & 10 storeys

95 Forest Rd,
Hurstville

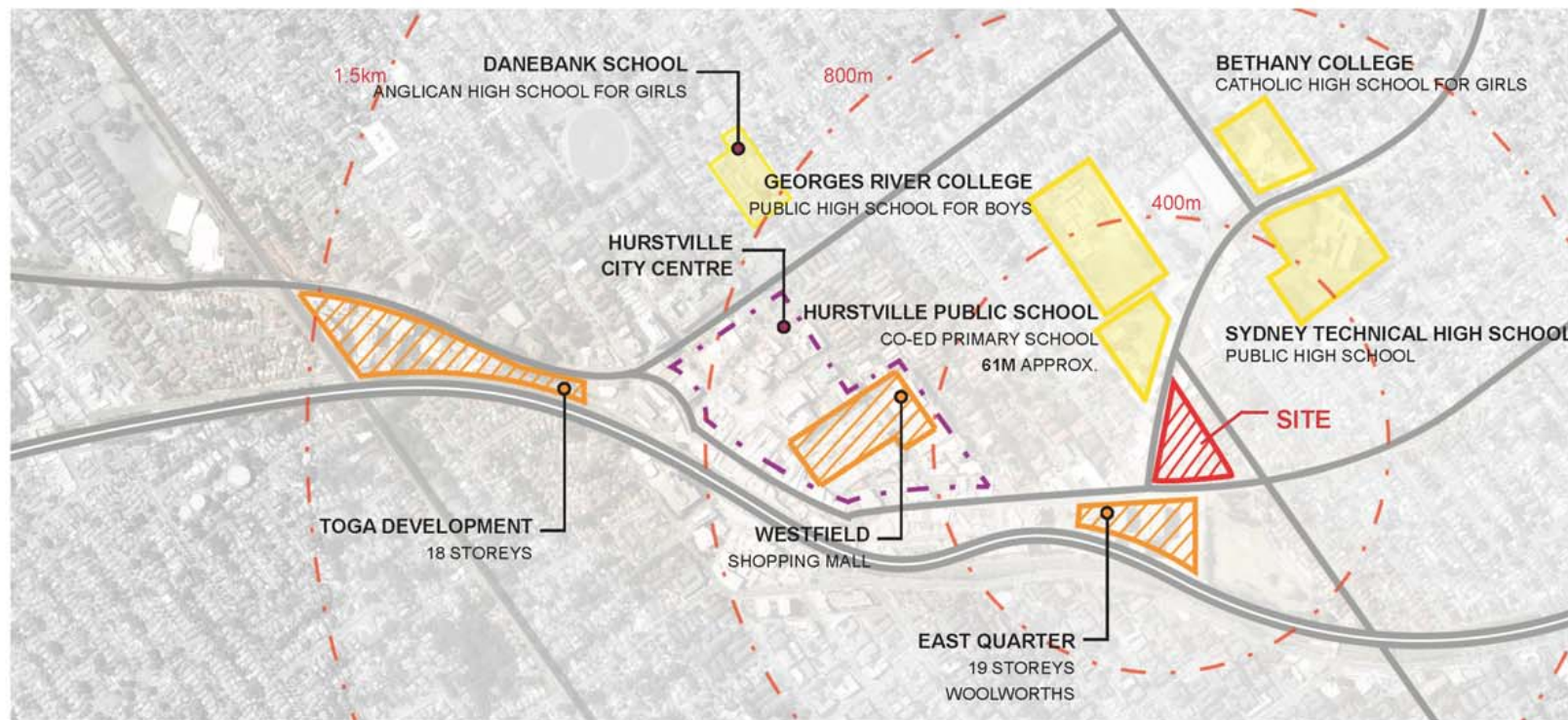
	FSR	Building Height
Approved DA 2011SYE018	2.63:1	55.65m
DCP No. 2	1:1	4 storeys
Draft LEP 2011/DCP No. 2	2.5:1	23-60m (7-19 storeys)



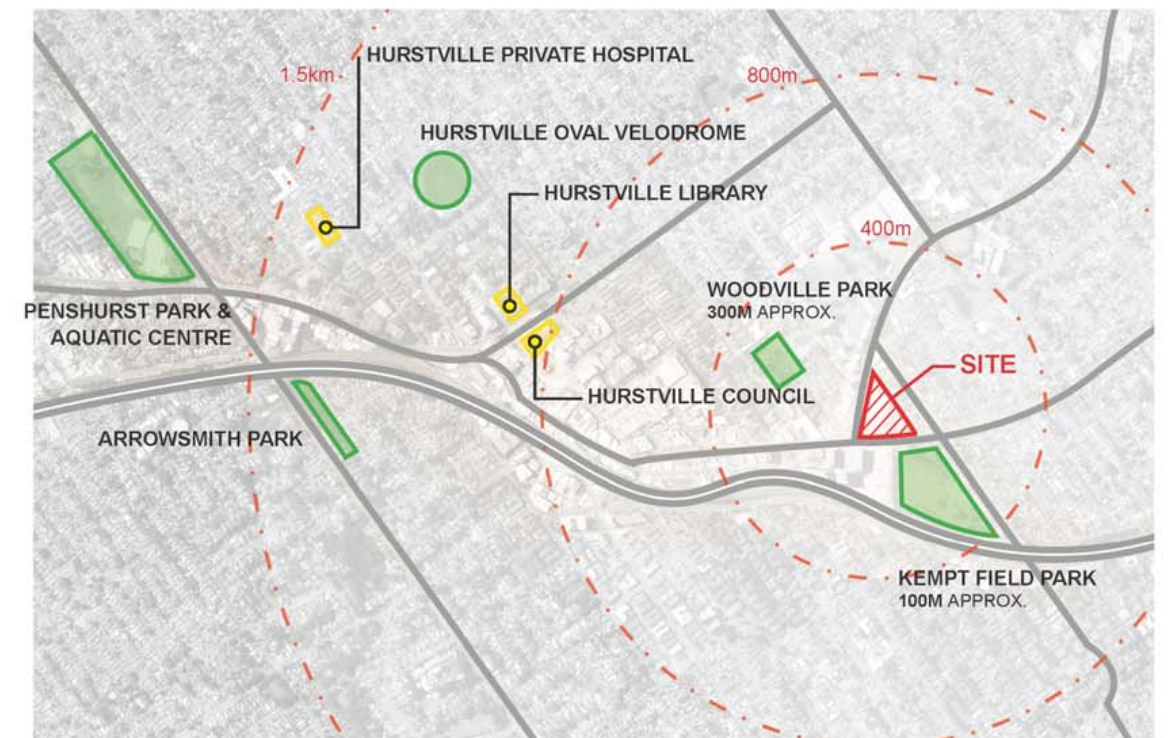
SITE OVERVIEW



ACCESS PLAN



SHOPPING AND EDUCATION PLAN



PARKS AND AMMENITIES PLAN

02 SITE CONTEXT | ANALYSIS

2.06 VEHICULAR ACCESS

The site is well located within the subregional road network and it is also within 400 m of Allawah Railway Station and 800 m walking distance of Hurstville station.

Allawah rail station is serviced by the T4 line and Hurstville rail station is serviced by both the T4 and south coast rail lines, which connect Hurstville and Sydney's southern subregion to Sydney CBD with frequent service.

The site is located at the convergence of Forest Road and Durham Street which are the entry routes into the City Centre from the east.

A clear hierarchy of street exists in the vicinity of the subject site.

Forest Road

West of the subject site, built form along Forest Road begins to change from a continuous streetwall with street trees which characterises the core of the City Centre, to a more intermittent commercial character. There is little in the way of street tree planting. The road is heavily trafficked and there are very few pedestrian crossings, reinforcing the dominance of motor vehicles on the character of the area.

Durham Street

Durham Street quickly transitions from a mixed use character established by the East Quarter development and the existing commercial development on the subject site to a residential character. The road provides one of the frontages to Kempt Field just south of the subject site. Beyond Kempt Field, the character of the street transitions from Mixed Use to Residential, still with very few street trees. It does however benefit from the landscaped front yards of existing dwellings.

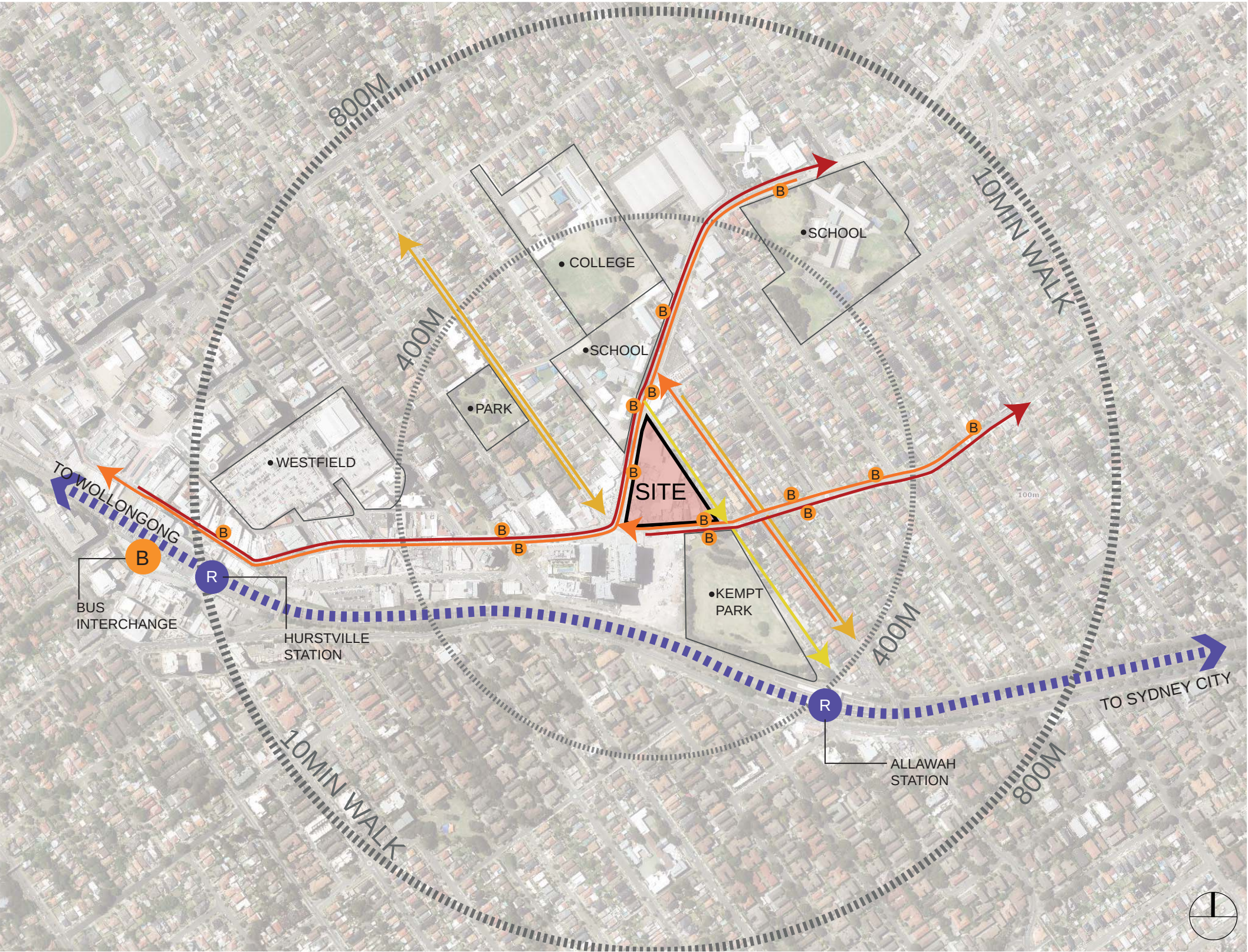
Pedestrian crossings are very few making access in the north-south direction difficult and reinforcing the dominance of motor vehicles within the area.

Roberts Lane

Roberts Lane is narrow and in its current form allows for one way traffic in a southerly direction, jogging to the east and joining Lily Street at the Railway Line. The Laneway has a service function for each land use it adjoins.

IMPLICATIONS

Major redevelopment of the site would provide opportunities to reduce traffic generation by eliminating car based businesses in an area which is accessible to public transport. Opportunities to create a signalised intersection would significantly improve the safety and convenience for pedestrians trying to access Kempt Field and more generally any north-south movement within the eastern portion of the city centre.



INSPIRATIONAL URBAN SOLUTIONS

- Railway
- Higher traffic movement
- High traffic movement
- Normal traffic movement
- Lower traffic movement
- Bus Station
- Train Station

02 SITE CONTEXT | ANALYSIS

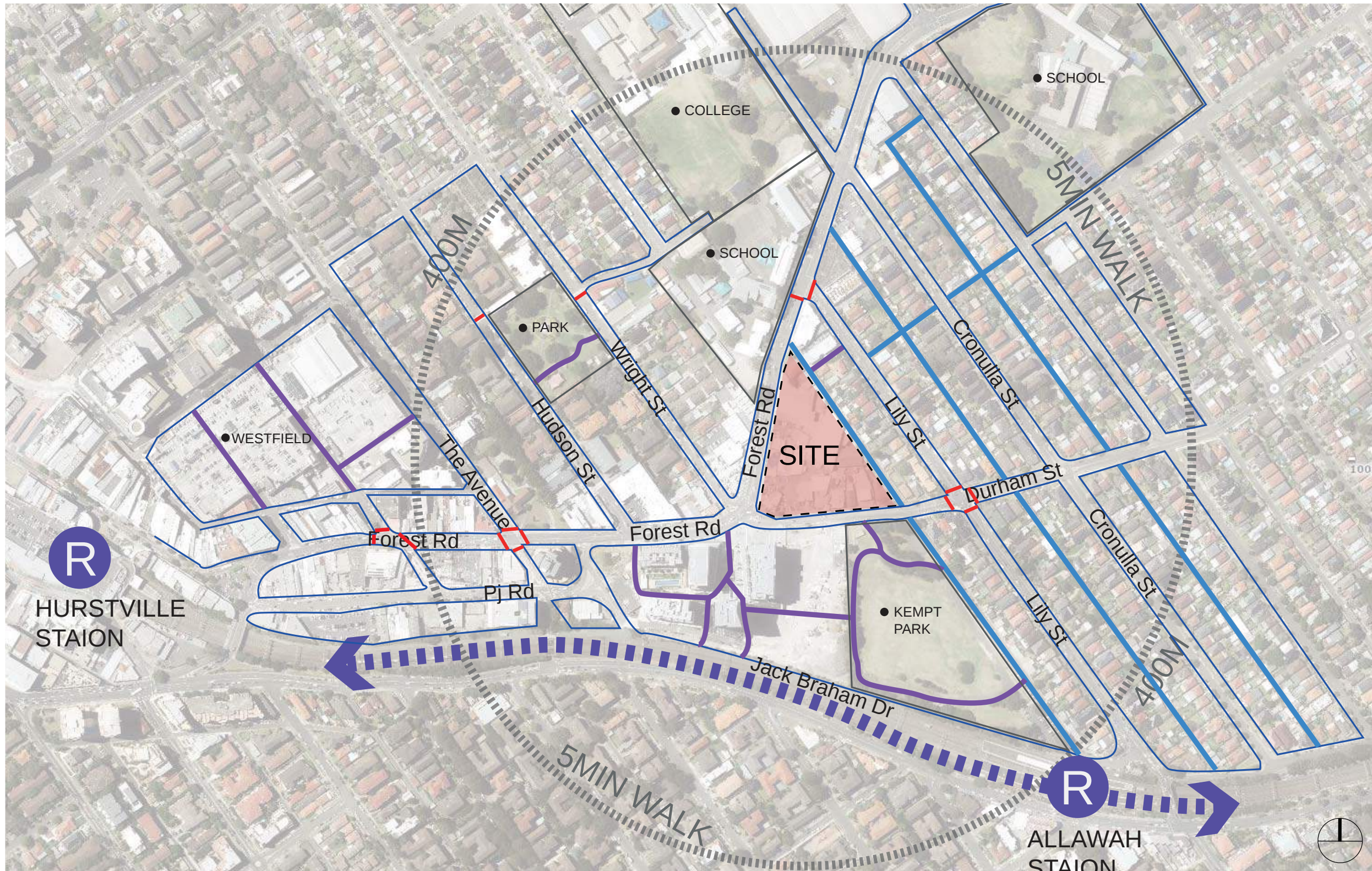
2.07 PEDESTRIAN ACCESS

As stated in the previous section pedestrian access across the Durham Street and Roberts Lane is intermittent, making the level of pedestrian permeability in the vicinity of the site low.

The existing network in the area does provide footpaths along streets other than laneways. Recent developments such as East Quarter represent a significant improvement in achieving pedestrian permeability, providing through site links.

IMPLICATIONS

Given the larger block sizes at the eastern end of the city centre, through block links and increasing the number of dedicated pedestrian crossings to Forest Road and Durham Street would be critical to any future development.



-  Railway
-  Footpath
-  Lane
-  Through Block Link
-  Pedestrian Crossing

02 SITE CONTEXT | ANALYSIS

2.08 OPEN SPACE AND LANDSCAPE

Overall, the extent of public open space in the city centre, particularly green space is relatively small. Within close walking distance of the subject site, public open space is restricted to Kempt Field and Woodville Park. Facilities within these spaces are minimal; the Hurstville Open Space, Recreation Community & Library Facilities Strategy finds that there is a lack of items within local parks such as footpaths, seating, shade, etc., which decreases their usability and that many of the facilities which do exist are nearing the end of life.

The courtyard/plaza space at East Quarter contributes to public open space with an urban character but that space does not yet function well due to the lack of retail tenants lining the space. It is likely that over time these spaces will become tenanted and help to activate the space.

While a public domain strategy and tree planting occurs in the core of the City Centre, generally there is little in the way of street tree planting and landscape within the nonresidential areas of the City Centre.

IMPLICATIONS

Given the lack of public open space in the area and increasing population densities any future development would present an opportunity to increase usable open space in the centre and contribute to public domain improvements such as street trees, increased footpath width, pedestrian through site links and spaces suitable for programmed used such as festivals, fairs, markets, etc.

COMMUNITY INFRASTRUCTURE

Council's Strategy also identifies that there is a lack of community space for group activities and meetings and that those spaces which are affordable are overbooked. The strategy also identifies that there is a need to co-locate community facilities with open space.

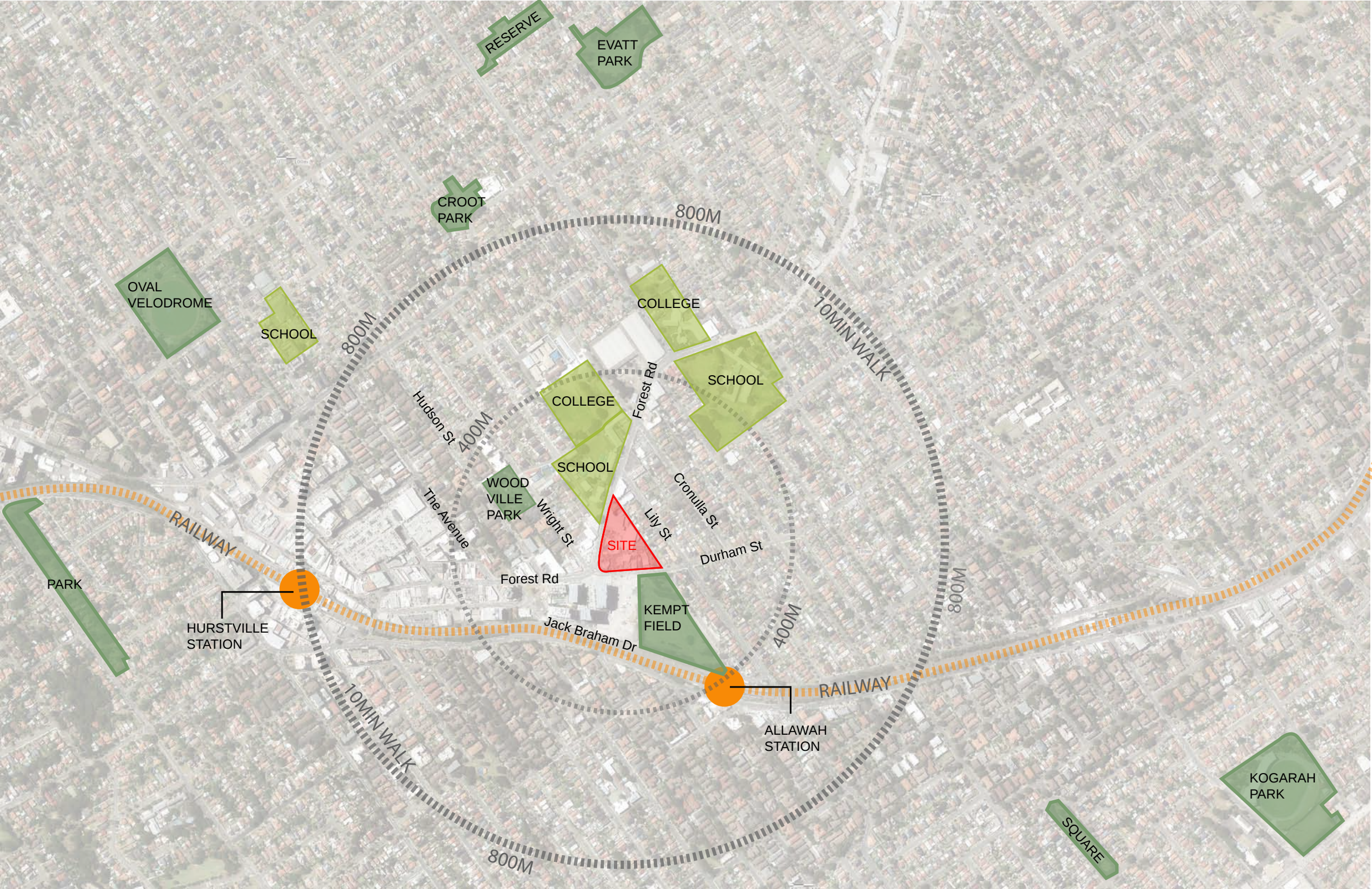
The existing condition of the single community facility on the subject site, the Scout Hall benefits from its adjacency to Kempt Field and its long association as the home of the Scouts (also resulting in its heritage listing) but the building is old and lacks natural light.

Council's Strategy identifies the use of partnerships for delivering community infrastructure.

Hill PDA states that there is also a high demand for child care services with all Council services having a waiting list for available positions.

IMPLICATIONS

Redevelopment of a major site in close proximity to 2 railway stations provides the opportunity to include community facilities and meeting spaces to help address the under supply of usable space in the area including childcare, open space and meeting space.



INSPIRATIONAL URBAN SOLUTIONS

- Public Open Space
- Private Open Space
- 800m Radius
- 400m Radius
- Railway

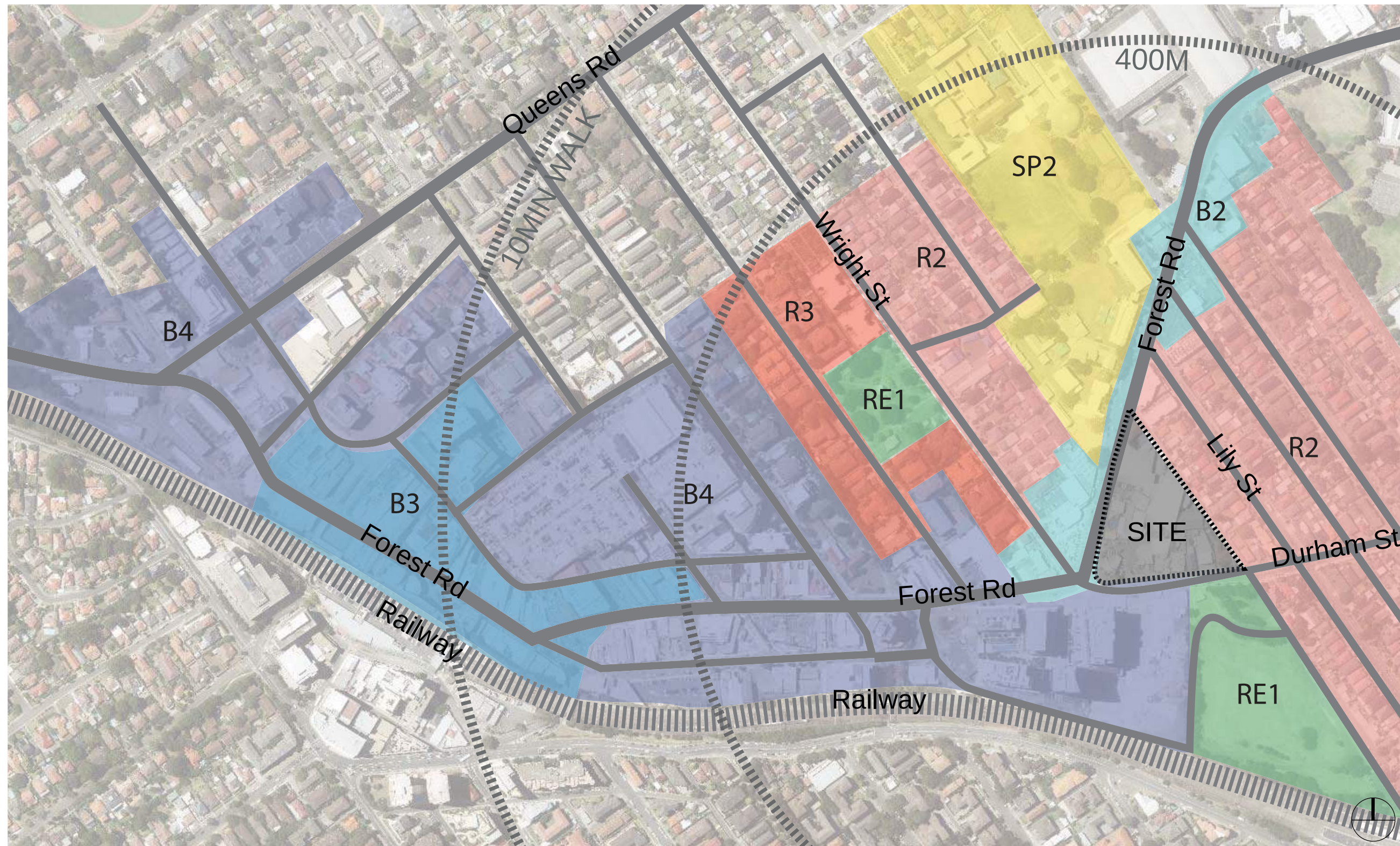
02 SITE CONTEXT | ANALYSIS

2.09 LAND USE

The subject site is located at the confluence of Forest Road and Durham Street at the eastern bookend of the City Centre. It is the only industrially zoned site in the area. It adjoins a B2-Local Centre (commercial) zone to the north, a SP2 - Special Uses zone (Education) to the north west, an R2 - Low Density Residential Zone to the east and the B4-Mixed Use zone to the west.

The existing zoning of the site gives rise to potential conflicts with the adjoining R2 zone, greatly restricting the types of land uses which are both permissible and compatible with the local area.

The variation in land uses in the area echoes the eclectic nature of built form in the area.



- B4 Mixed Use
- B3 Commercial Core
- R3 Medium Density Residential
- R2 Low Density Residential
- B2 Local Centre
- SP2 Infrastructure
- RE1 Public Green

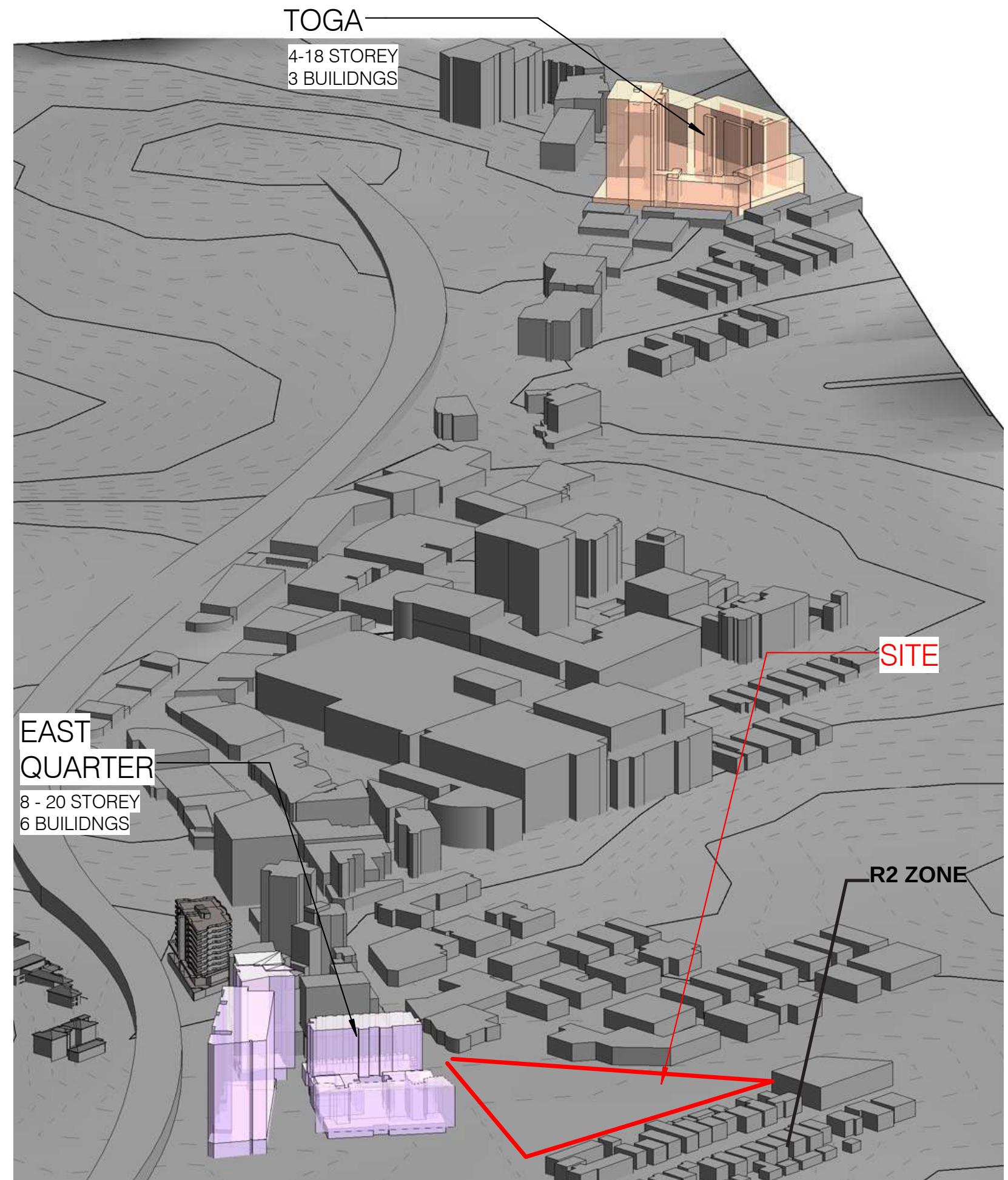
03 SITE CONTEXT | HEIGHT

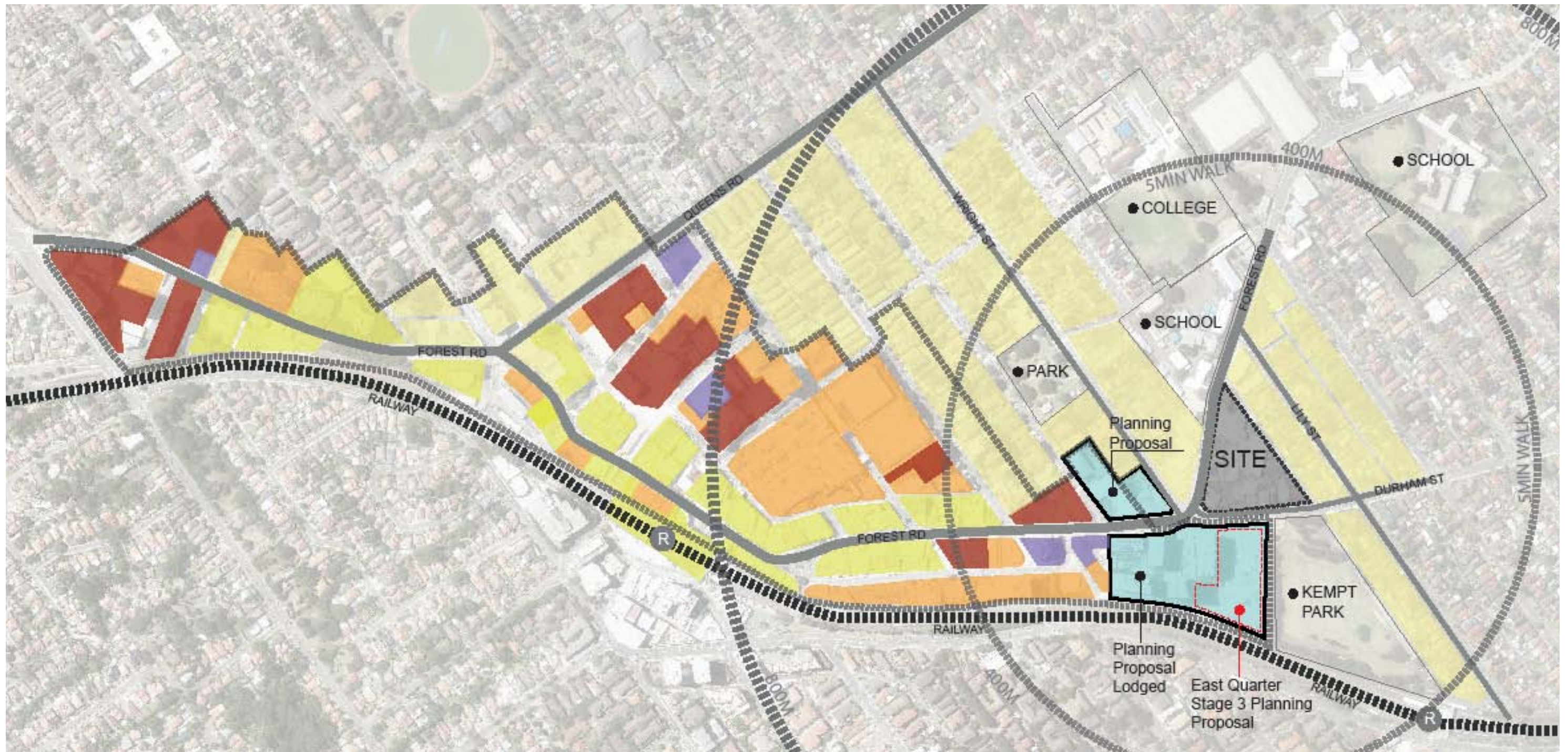
2.10 EXISTING BUILDING HEIGHT

Existing built form in the area is concentrated as compact yet low to medium rise built form within the core of the city centre with built form increasing in height but also building separation at the eastern and western edges of the city centre where the street network becomes less constrained.

The notable difference in bulk and scale is signalled by the 'Toga' development in the west and the 'East Quarter' development in the east.

Refer to the Axonometric view of the city centre adjacent which shows the character of existing built form in Hurstville. The adjacent plan indicates the general pattern of existing building heights in the centre.



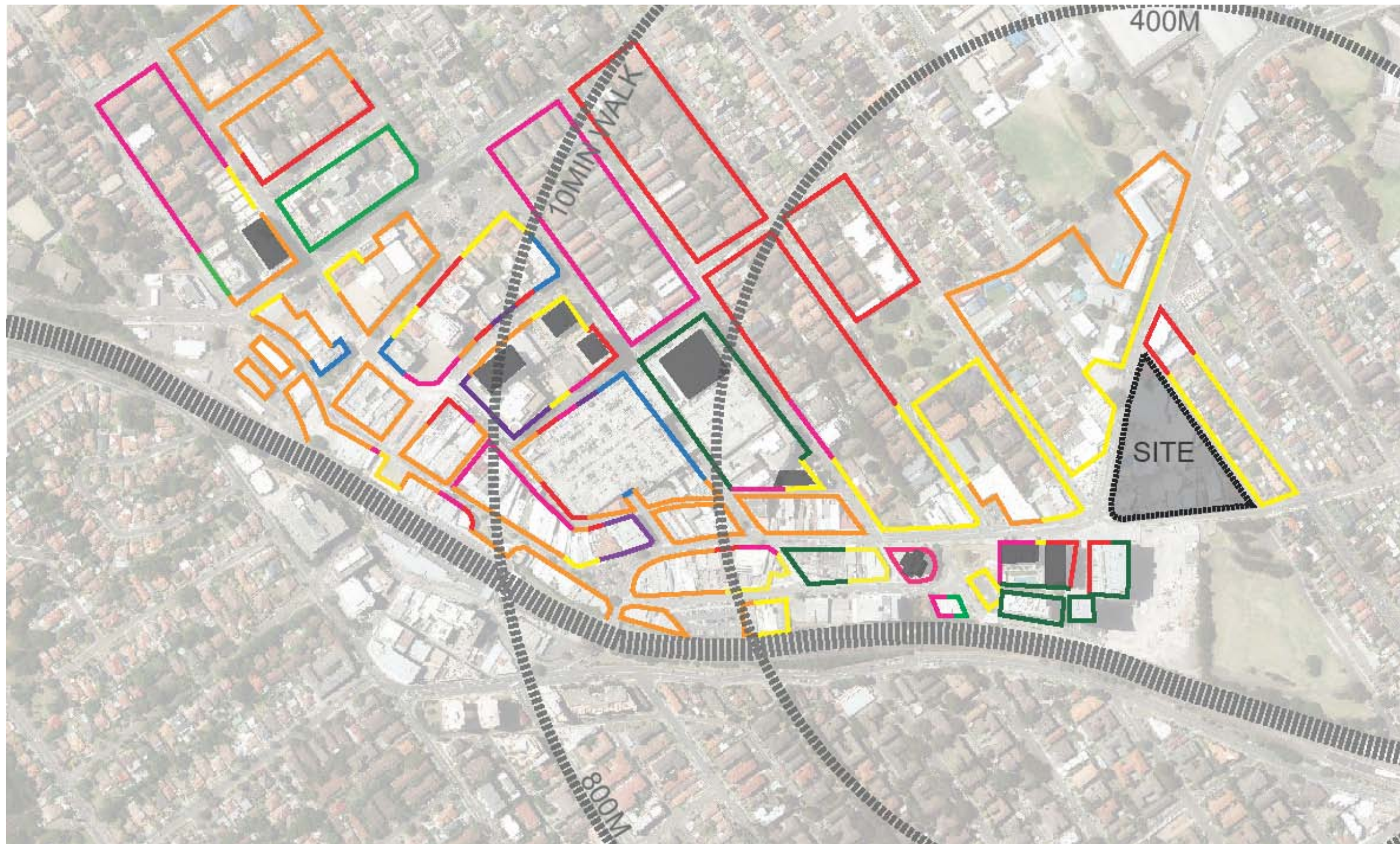


-  Town Centre District
-  45-65m height
-  30-45m height
-  15-25m height
-  10-15m height
-  Under 10m height

02 SITE CONTEXT | STREET WALL

2.11 STREET WALL

An analysis of the street wall built form to all the streets within the Hurstville town centre has been taken. It was found that the town centre predominately has two and three storey podiums throughout. This is also supported by the recent development at East Quarter which also has a three storey podium. The proposed development is expected to follow the same built form character.



- 1 storey street wall
- 2 storey
- 3 storey
- 4 storey
- 5 storey
- 6 storey
- 7 storey
- 8 storey
- Tower above podium

02.13 BUILTFORM

The site is located at the interface of a number of zones and built form characters. The historic character of the eastern end of the town centre is generally low rise with shops fronting Forest Road. The traditional metropolitan town centre form is apparent with a 1-3 storey streetwall built to the property boundary. Refer to the adjacent figures.

More recent development in the city centre is in line or exceeding the LEP for the area with high rise development, podium/tower forms with a street wall. This is particularly true in the eastern portion of the City Centre between Forest Road and the Railway Line where development has already transitioned to high rise development. This increase in height and density is reinforced by the City Centre LEP.

At the southern side of Forest Road in the vicinity of Treacy Street, a number of high rise developments are located and a number of others with DA consents. Buildings are in the order of 8-12 storeys.

At Forest Road, approaching the subject site, the bulk and scale of built form increases significantly with buildings having 3-4 storey podiums and towers of 8+ storeys with varying setbacks to the street.

The northern side of Forest Road remains relatively low scale with 2 storey commercial buildings mixed with aged residential stock and intermittent residential flat building of 4-6 storeys. It is noted however that much of the lower scale existing development in the area has a relatively high susceptibility to change based on the age of stock, the applicable planning controls and the densification of Hurstville occurring through redevelopment and renewal.



South side of Forest Road, City Centre



North Side of Forest Road, City Centre



South side of Forest Road, City Centre East



Forest Road looking east towards East Quarter, City Centre East



Treacy Street as seen from Forest Road



East Quarter as viewed from Forest Road

02.14 EAST QUARTER

The recent development directly south of the subject site is the 'East Quarter' development which in its current form is a group of towers from 8-10 storeys surrounding a courtyard with one side fronting Forest Road/Durham Street.



West side of East Quarter



West side of East Quarter



East Quarter looking down Forest Road towards the west



View of East Quarter from subject site, corner of Durham Street and Forest Road



East Quarter viewed from Forest Road looking south



East Quarter viewed from subject site across from Kempt Field

INSPIRATIONAL URBAN SOLUTIONS

02.15 EDUCATION AND RESIDENTIAL CONTEXT

Beyond the City Centre, the site adjoins an existing low density residential area to the east, sites zoned for commercial along Forest Road and what can be described as an institutional precinct to the north, comprising a number of schools and associated open spaces. Built form and streetscape is varied in the area given the numerous building typologies which exist, reflecting the transitional nature of the area.

The residential areas adjacent to the subject site are currently zoned R2. Dwellings are generally 1-2 storeys and are a mix of aged stock and some newer dwellings. Directly adjacent to the site, the R2 zone abuts Roberts Lane. The lane is characterised by the rear of existing dwellings with garages accessed from Roberts Lane, rear boundary walls and fences with intermittent landscape visible beyond.

However, large parts of this R2 zone are within a 5 minute walk of Allawah Station. This suggests that a future densification of this area may occur in the future due to its high level of accessibility, the aging housing stock, and the very low density of heritage buildings.



Hurstville Public School viewed from Forest Road



Hurstville Public School viewed from Forest Road



Hurstville Public School viewed from Forest Road



45-51 Forest Road (north of subject site) viewed from near intersection of Forest Road and Roberts Lane



Dwellings in Lily Street



Rear of Lily Street dwellings viewed from Roberts Lane, adjacent to subject site



Kempt Field as viewed from subject site (looking across Durham Street)

02.16 EXISTING SITE CHARACTER

The subject site is zoned for light industrial uses. The existing built form on the site is generally low rise commercial buildings of 1-2 storeys with varying setbacks and large areas of on-grade car parking. Built form is not of a consistent form, orientation or scale reflecting the fragmented pattern of land ownership on the site.

A number of the buildings address the street, particularly those buildings along Durham Street. These buildings which are intermittent establish discontinuous streetscape but they do generally reinforce a 2 storey scale to the street.

Also of note is the existing heritage listed scout hall which is a simple single storey brick structure with a gabled roof. This form is built to the street boundary and while varies in scale from its two storey neighbours, continues the pattern of buildings addressing the street, albeit sporadically.

There are two exceptions to the commercial character of built form. The first is at the northern corner of the site, which is zoned R4 and comprises a 2 storey residential building. The second is at the eastern corner of the site which comprises a single storey residential dwelling.

At Roberts Lane, the scale of development remains at 1-2 storeys and having a servicing function and character. Several sites are secured by fencing and gates, which responds to character of the east side of the lane, which is for the most part the rear yards of dwellings fronting Lily Street, single storey garages and boundary walls.

Generally, the built form on the site is of a simple concrete rendered or masonry construction. The buildings are not of a high design quality and with the exception of scout hall are not heritage listed or contributory items. Given this, the site has a high susceptibility to change in terms of built form.

02.14 OTHER CONSIDERATIONS

The uses on the site are largely geared towards automotive uses with car washes, car dealerships, mechanics, etc., along with a storage company and other miscellaneous commercial premises. The uses are not particularly industrial in character which is potentially reflective of the possible conflict which would arise from placing industrial uses on the site given its close proximity to residential development as well as the city centre with its tight road network. The constraint on the site arising from its current zoning is also apparent in the relatively low employment generation which exists. Research by Hill PDA indicates that the entire block currently employs only 88 persons.



subject site viewed from East Quarter forecourt



View looking south from footpath adjacent to subject site showing existing automotive uses fronting Forest Road



View looking north along Forest Road with existing storage and automotive uses visible on subject site.



Existing residential building at northern corner of site



Existing residential building at eastern corner of site



Existing scout hall building



Roberts Lane adjacent to subject site looking north



Roberts Lane adjacent to subject site looking south

03 DESIGN PRINCIPLES

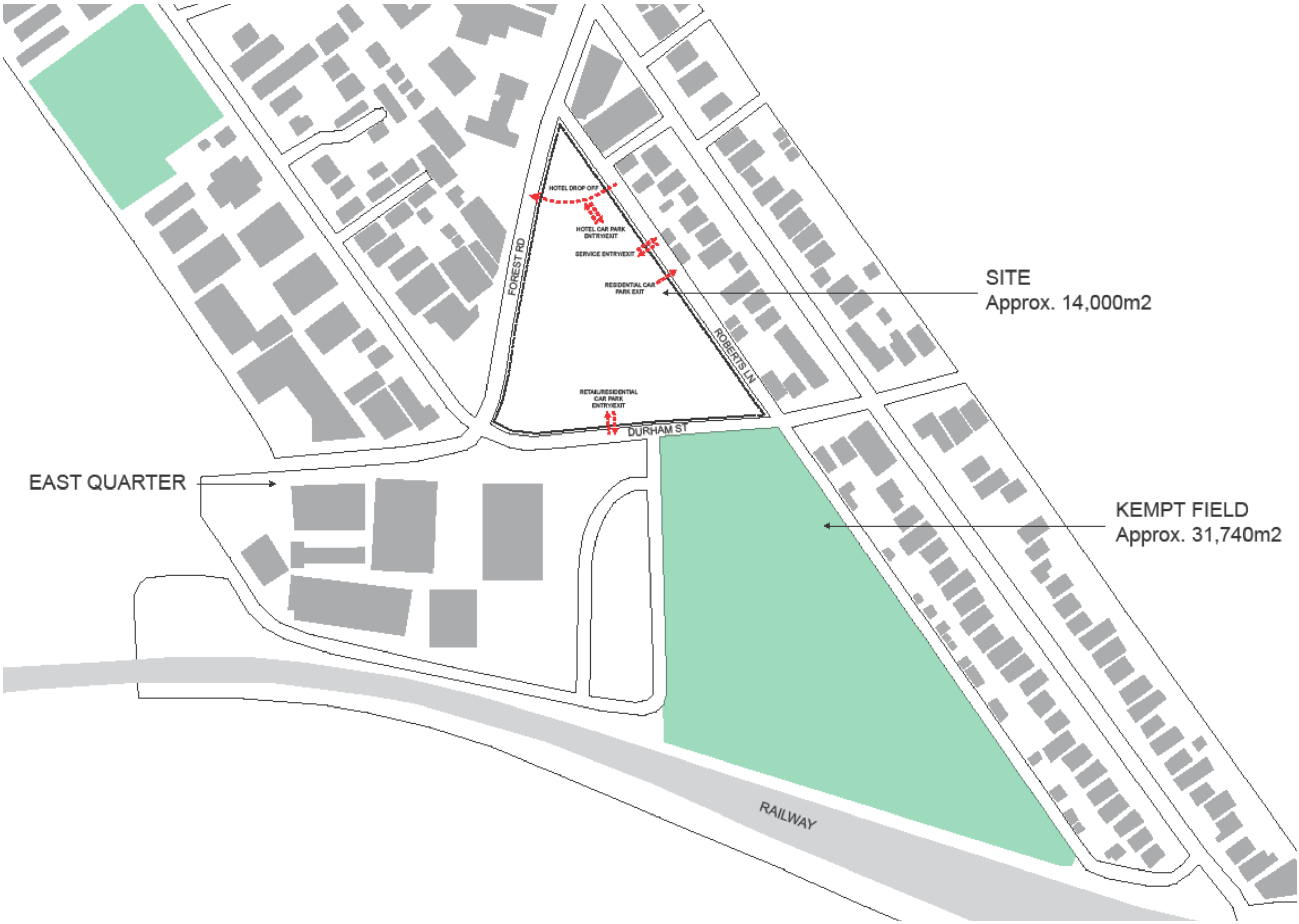
03 OPEN SPACE

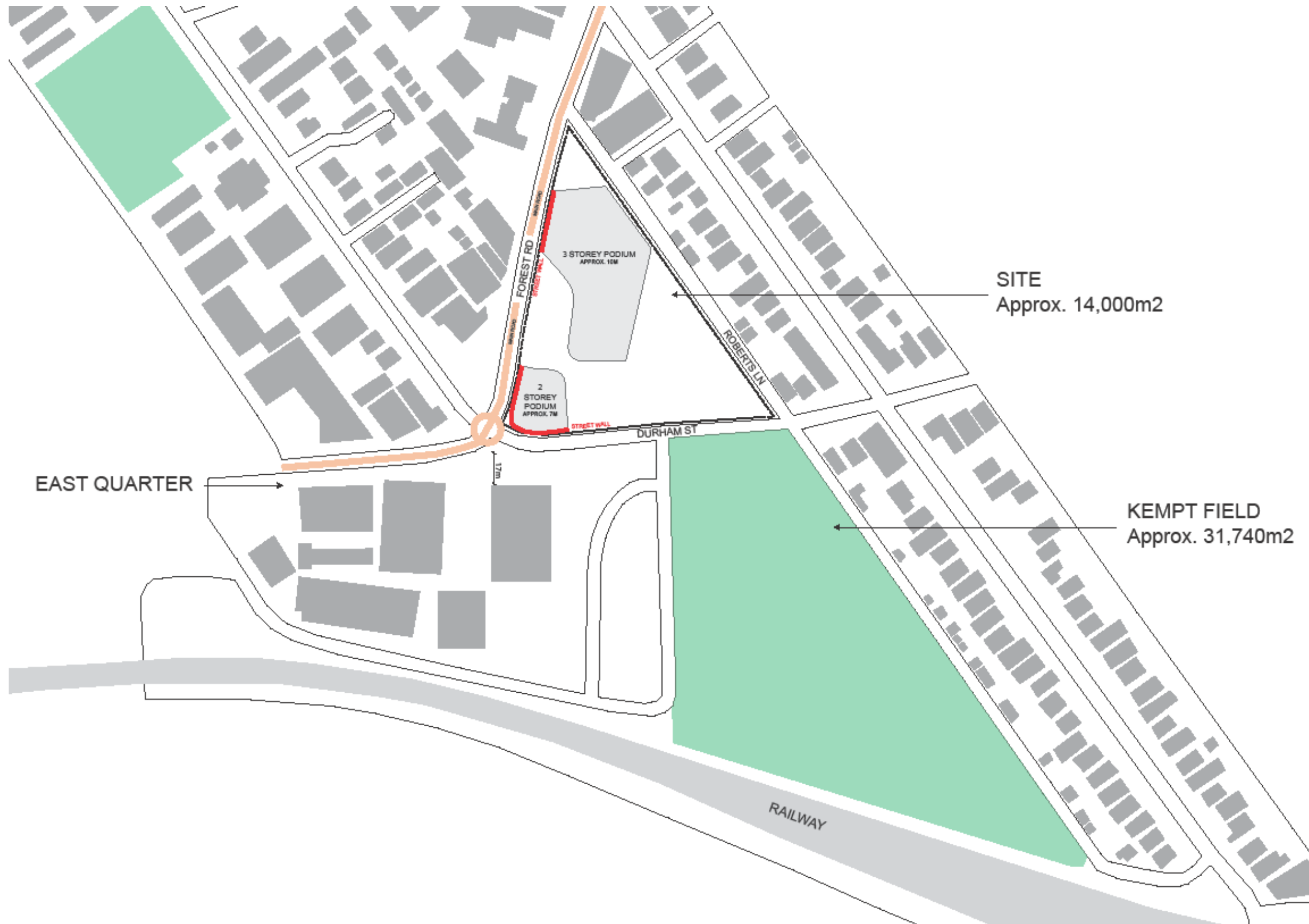
INSPIRATIONAL URBAN SOLUTIONS





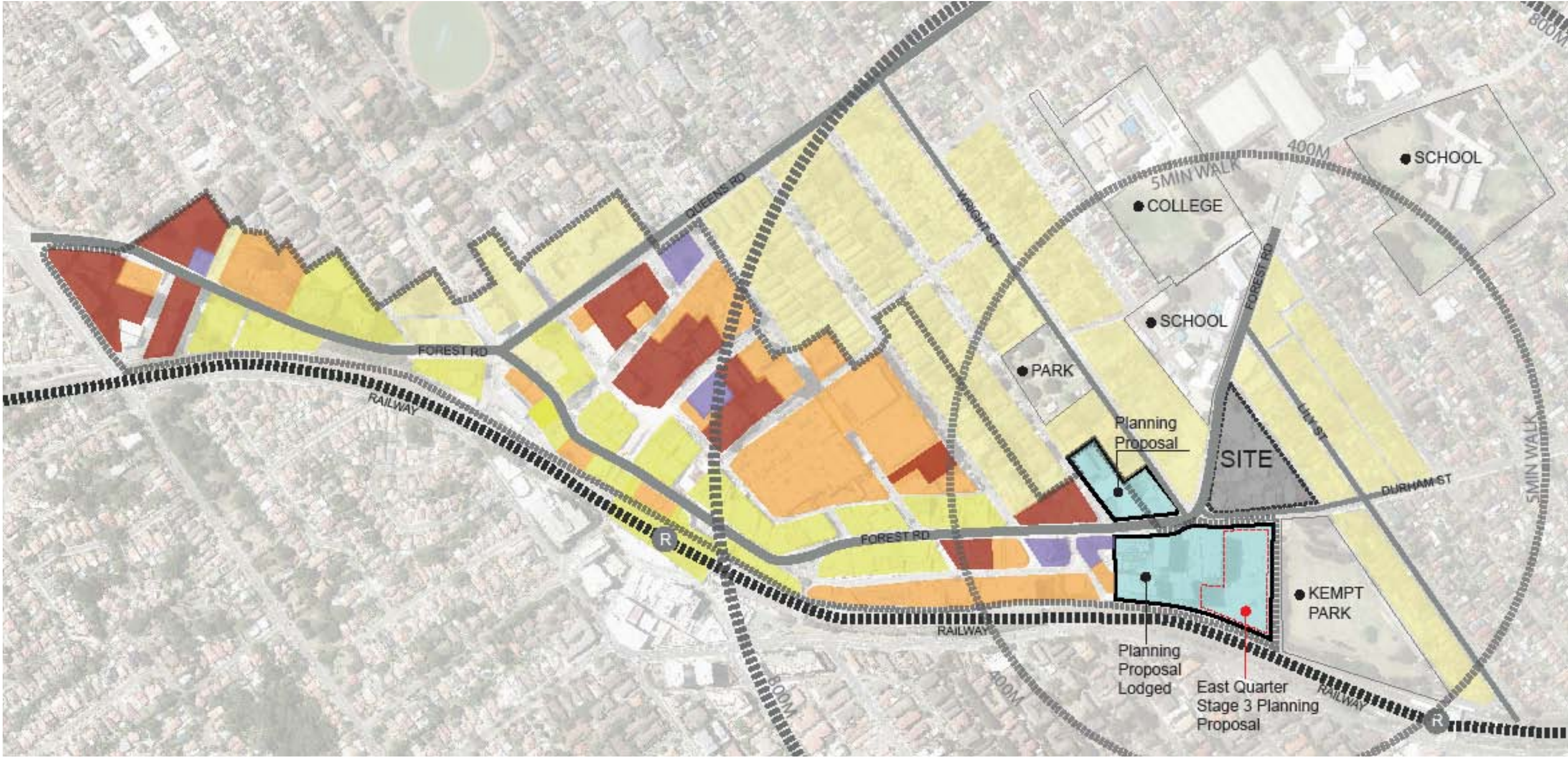
03 VEHICULAR CONNECTIVITY





03 BUILDING HEIGHT TO MATCH ROLE OF TOWN CENTRE

INSPIRATIONAL URBAN SOLUTIONS







04 OPTIONS ANALYSIS

04 OPTIONS TESTING | INTRODUCTION

4.01 OVERVIEW

Given the accessibility of the site and its location within 800 m of the Hurstville Station, from a strategic planning perspective a development density comparable to permissible FSRs in the city centre has been selected, assuming a future scenario where the whole of the site is redeveloped.

The three massing options vary built form in regard to building height, building siting, distribution of open space and through site links to arrive at a preferred option.

Each option incorporates a number of design elements arising from the opportunities and constraints analysis. This includes:

- Areas of usable open space accessible to the public;
- Reduction in bulk and scale towards the east away from City Centre;
- Street wall scale to respond to transitional location of site;
- Provision of community facility;
- Increased public domain;
- Widening of Roberts Lane to accommodate increase development intensity;
- Hotel and retail as employment generators;
- Function space associated with Hotel use;
- Increased residential density;
- Retail arcades; and
- Pedestrian links.

In each option a 2 storey streetwall has been utilised, responding to the traditional 1-3 storey streetwall heights along Forest Road and to maintain a transition in the scale of built form within the streetscape to the areas to the east and north.

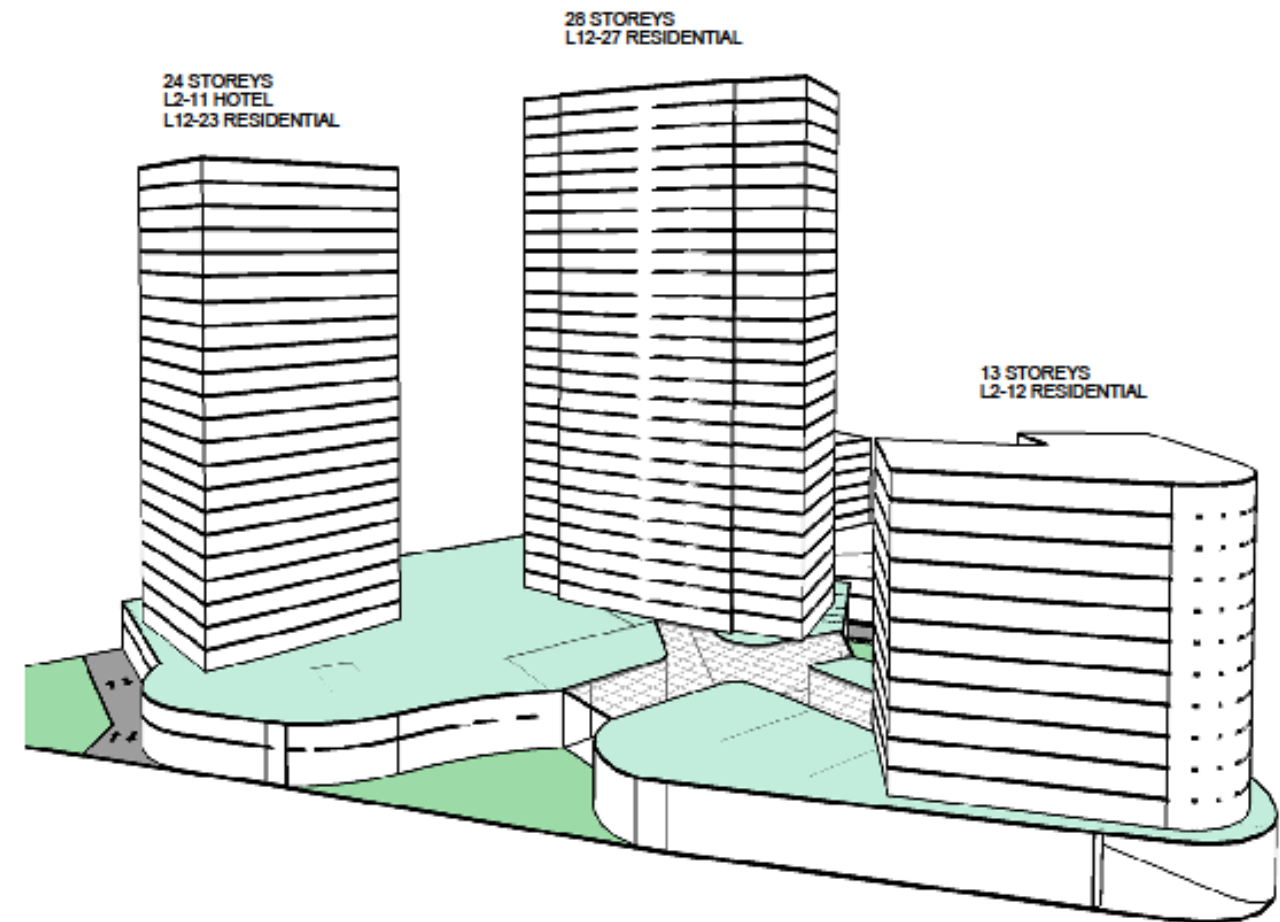
Each option also assumes a quantum of above ground car parking within the podium and maximum building heights based on Airport limits to provide an apples to apples comparison of potential impacts arising from bulk and scale as well as benefits of different approaches to open space provision. Building height is then varied in each option across the site to assess potential impacts.

Option 1 decentralises proposed open space into a series of smaller plazas and courtyards, eroding the streetwall at key locations and expanding the public domain into a series of "pocket spaces".

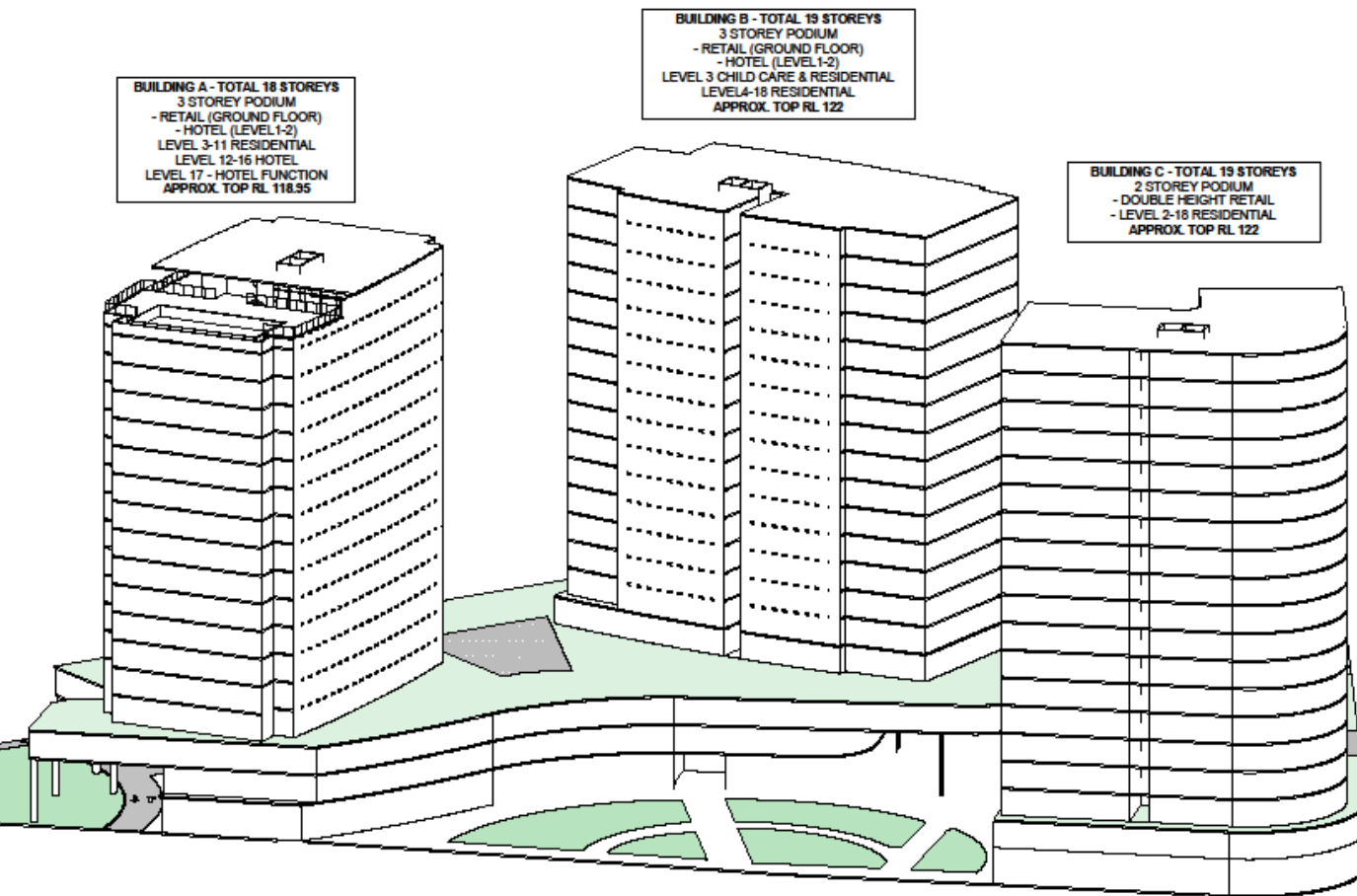
Option 2 provides a large consolidated open space to Forest Road lined by active and semi-active uses.

Option 3 provides a perimeter block arrangement with a consolidated open space as a central courtyard. This option is similar to built form on the 'Toga' site.

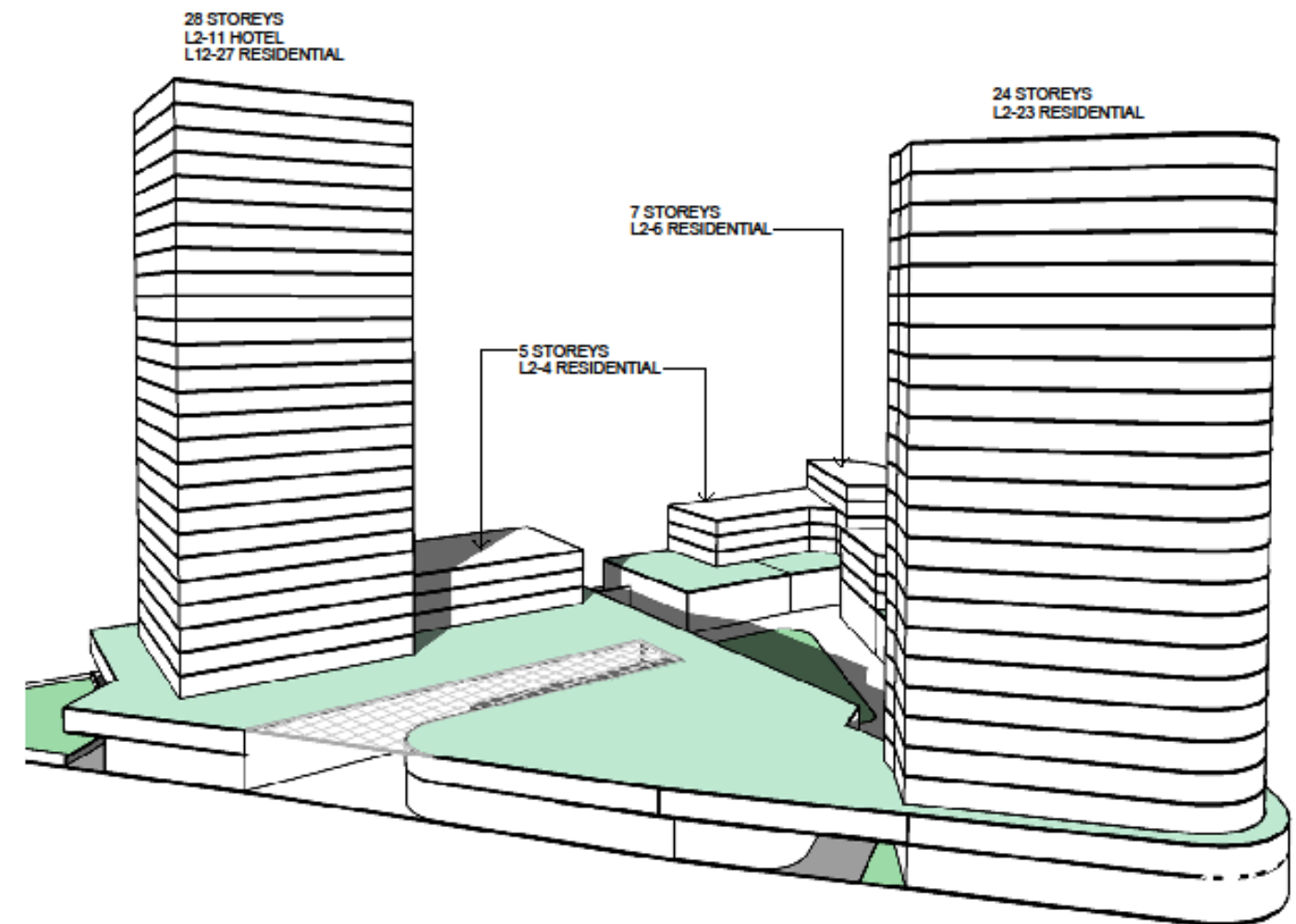
A site plan, indicative ground floor plan and section are provided on the following pages. For additional detail including shadow studies and upper level plans, please refer to the full Option plans attached to this report.



Option 1



Option 2



Option 3

04 OPTIONS TESTING | ANALYSIS

4.02 OPTION 1

Option 1 provides a network of small open spaces distributed throughout the site as follows:

- Plaza 1 - small plaza a centre of Forest Road frontage fronted by hotel and retail space.
- Plaza 2 - North facing landscape plaza at northern edge of site fronting Hotel Port Cochere and creating landscape buffer to schools across Forest Street.
- Plaza 3 - Medium sized plaza fronting Durham Street and breaking the streetwall within the streetscape.
- Courtyard - interior courtyard at eastern portion of site

With the exception of Plaza 2, each open space is connected by a series of arcades or open air pedestrian links across the site. Plaza 2 is connected to other open spaces by footpath rather than within the interior of the site. The configuration of open spaces also takes into account existing land ownership patterns. A service lane bisects the site connecting Durham Street and Roberts Lane.

ADVANTAGES

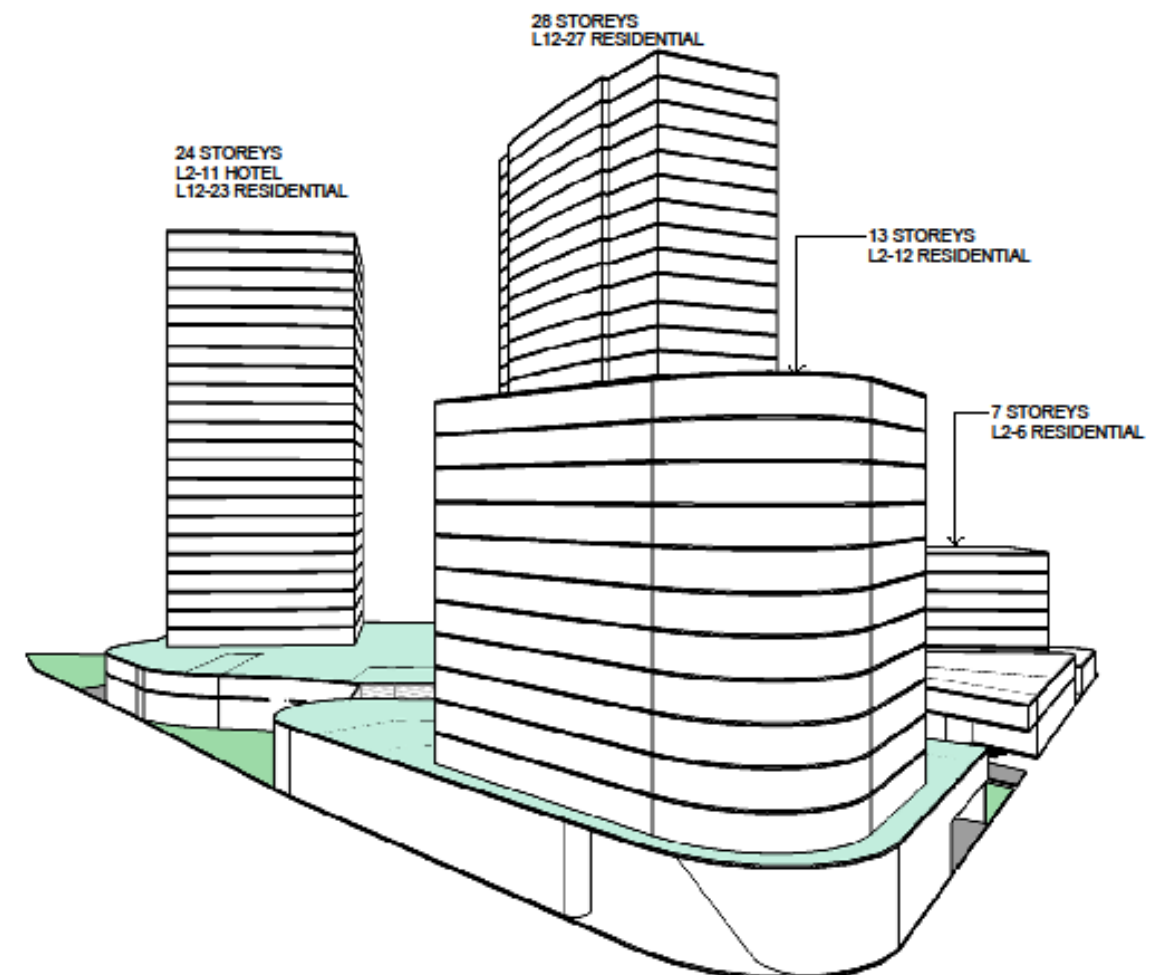
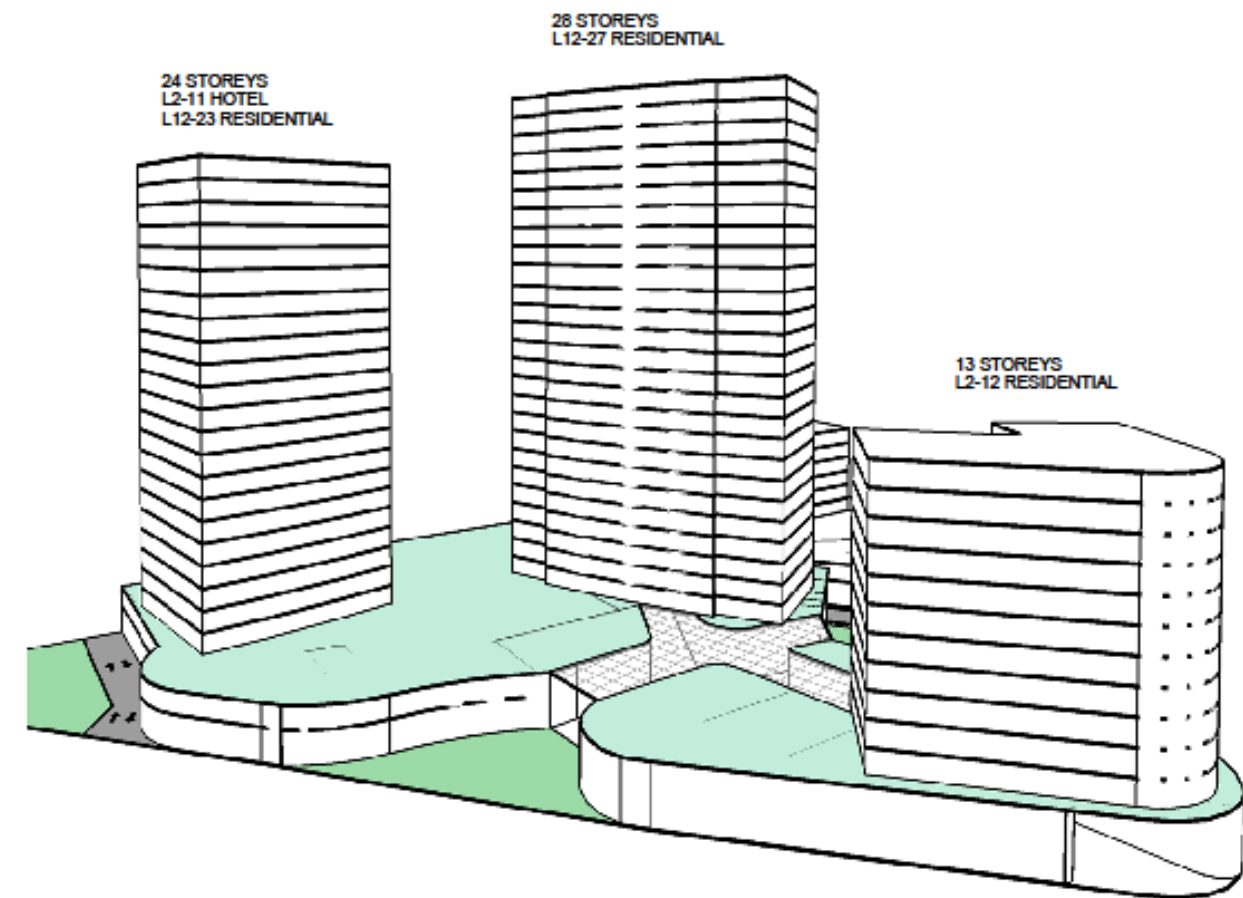
The advantages of the decentralised open space strategy are as follows:

- Open space is used to break down bulk and scale at both major street frontages;
- Open spaces take on the character of “outdoor rooms” or pocket parks;
- A variety of characters can be achieved with each open space having a different aspect and size;

DISADVANTAGES

The disadvantages of the decentralised open space strategy are as follows:

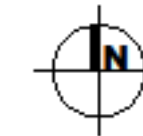
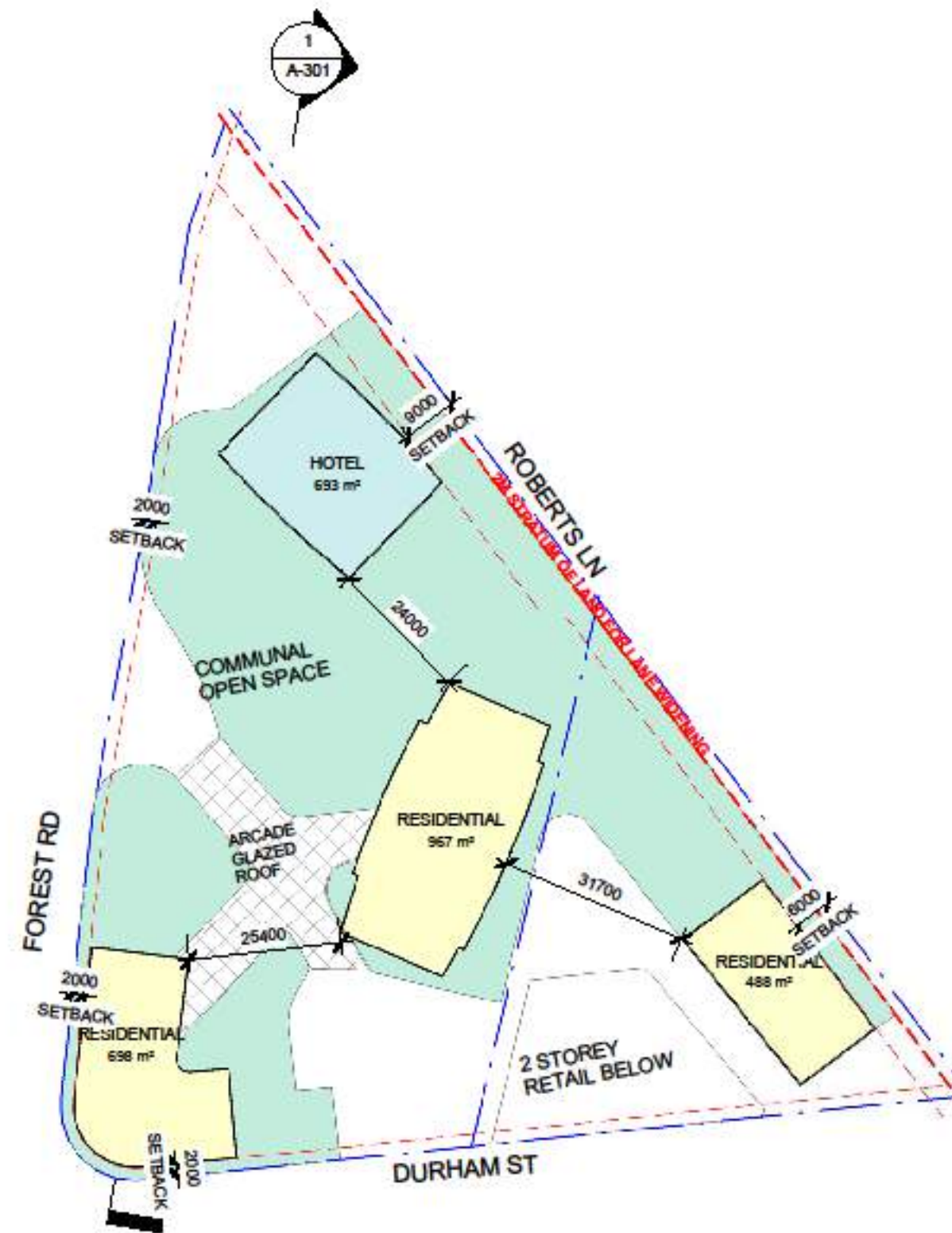
- Open spaces are not large enough for functions, markets, or events;
- Several of the open spaces overshadowed in mid-winter;
- Proposed community centre does not have direct visibility from the street





OPTIONS TESTING | OPTION 1 INDICATIVE GROUND FLOOR PLAN





04 OPTIONS TESTING | ANALYSIS

4.03 OPTION 2

Option 2 centres around larger consolidated open spaces with direct access to winter sun as follows:

- Plaza 1 - Large plaza of approximately 2,000 m² with green space fronting Forest Road.
- Plaza 2 - Small plaza of approximately 200 m² across from Hurstville Public School at corner of Forest Road and Roberts Lane
- Plaza 3 - Small entry plaza at intersection of Durham Street and Roberts Lane.
- Courtyard - interior courtyard at eastern portion of site.

With the exception of the Plaza 2, each open space is connected by an uninterrupted east-west pedestrian link. North-south linkages are situated at regular intervals in the form of retail arcades.

ADVANTAGES

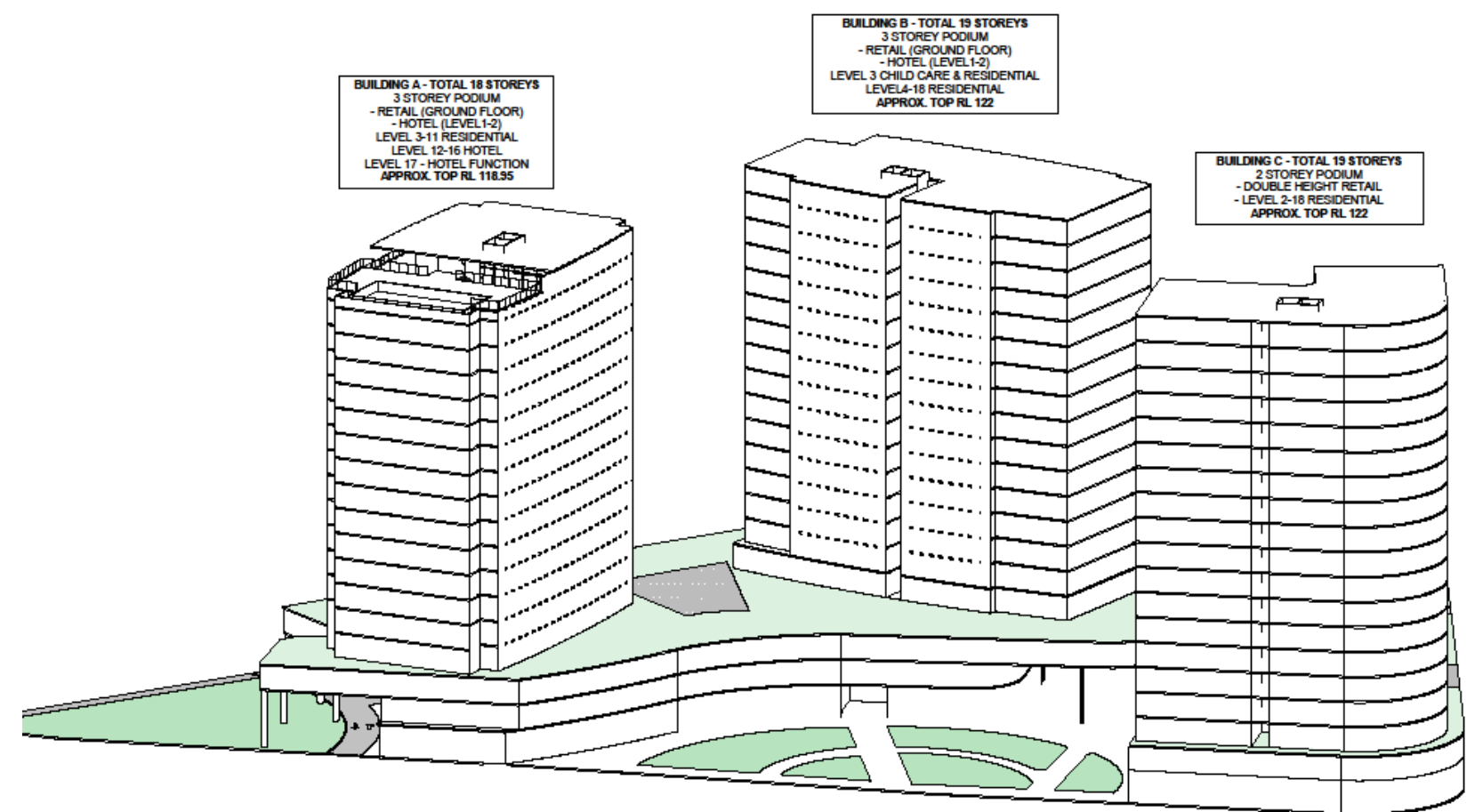
The advantages of the decentralised open space strategy are as follows:

- Plaza 1 is large enough to support community events, festivals, markets and other programmed activities.
- Larger open spaces have access to winter sun with Plaza 2 having solar access from 9 to 3 and at least 50% of Plaza 1 having solar access from 10:30 a.m. in mid-winter.
- Community Centre is directly visible from Durham Street.
- Community Centre directly abuts two of the proposed open spaces (Plaza 2 and Courtyard).
- Small surface car park for community centre, makes access easy and creates a safe drop off/pick up area.
- Views to the community centre are also possible from Forest Road through the east-west pedestrian link.
- Pedestrian link not interrupted by service lane.
- Plazas reduce extent of built form to Roberts Lane and thus minimise impact of bulk and scale.
- Residential lobbies are directly accessed from the street.
- Bulk and scale of towers distributed among 5 towers, reducing impact of bulk and scale.

DISADVANTAGES

The disadvantages of the consolidated open space strategy are as follows:

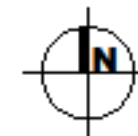
- Less activation of Roberts Lane
- Reduced direct retail activation of Forest Street due to large size of Plaza 1.





OPTIONS TESTING | OPTION 2 INDICATIVE GROUND FLOOR PLAN





04 OPTIONS TESTING | ANALYSIS

4.04 OPTION 3

Option 3 is based on a large internal courtyard similar in character to the 'Toga' development at the western bookend of the city centre.

- Plaza - Hotel Plaza across from Hurstville Public School at corner of Forest Road and Roberts Lane
- Courtyard - Large interior courtyard at the centre of the site.

The central courtyard is connected to Durham Street via a pedestrian link and a service lane. It is connected to Forest Road via an arcade lined by retail and hotel uses.

3.01.01 ADVANTAGES

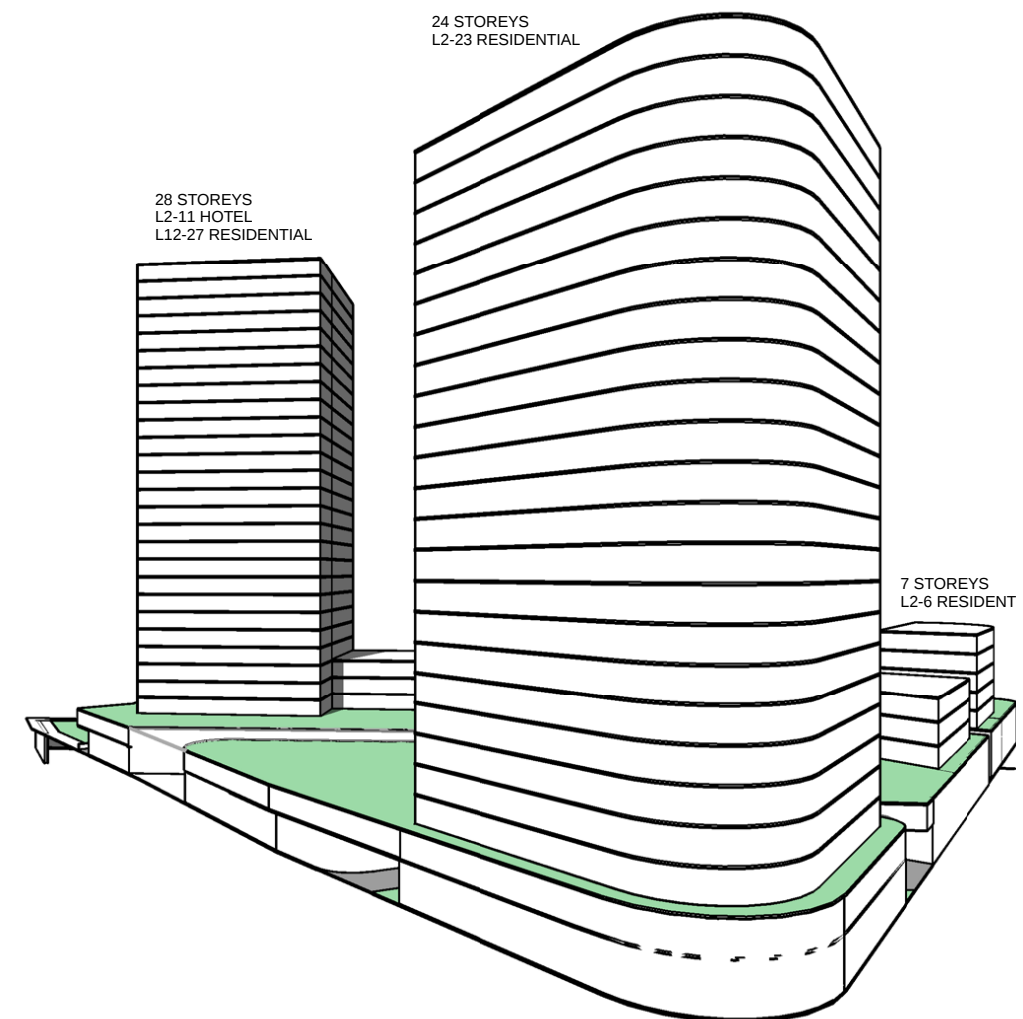
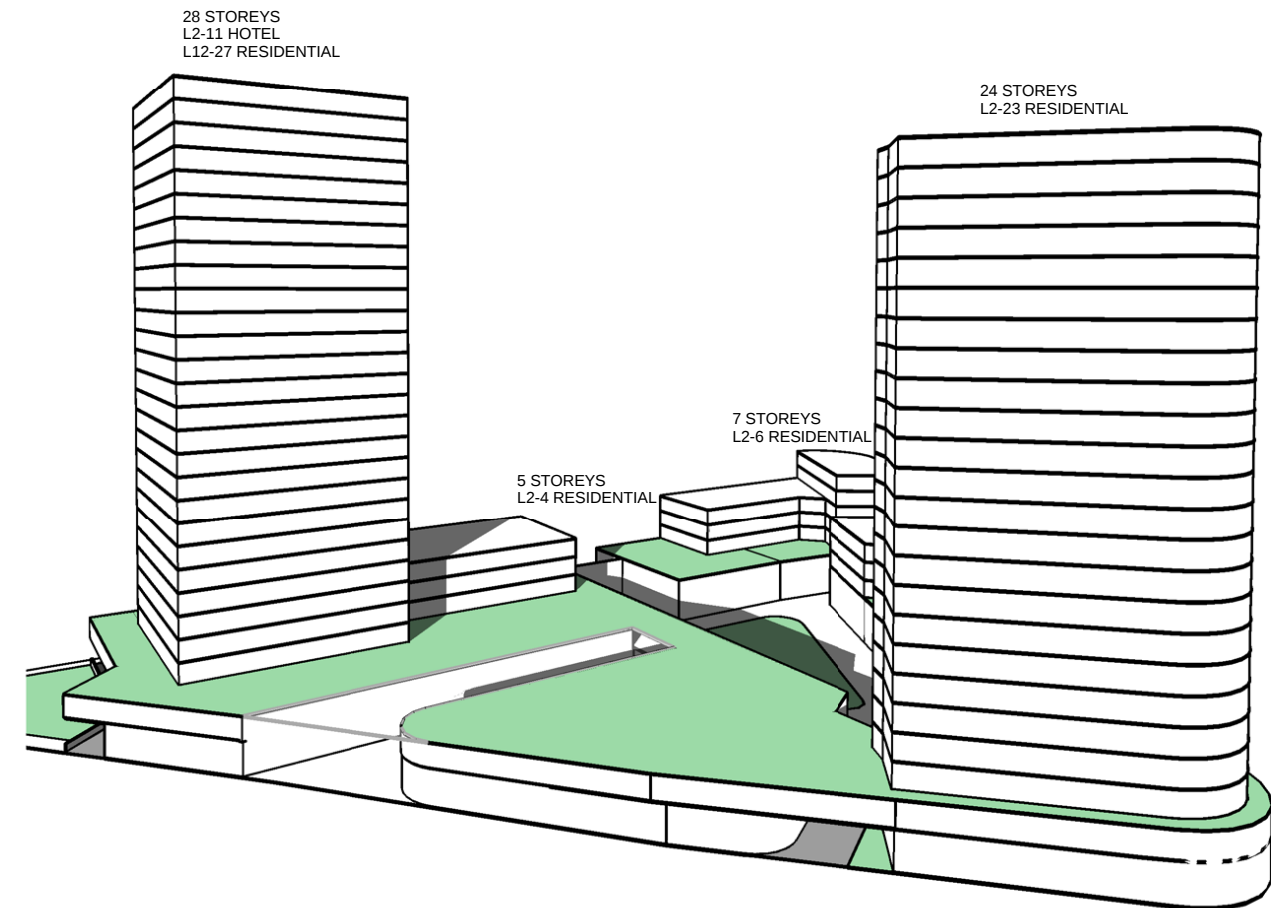
The advantages of the decentralised open space strategy are as follows:

- Greatest extent of active retail frontages to Forest Road and Durham Street.
- Community Centre has frontage to Durham Street and courtyard
- More traditional perimeter block typology

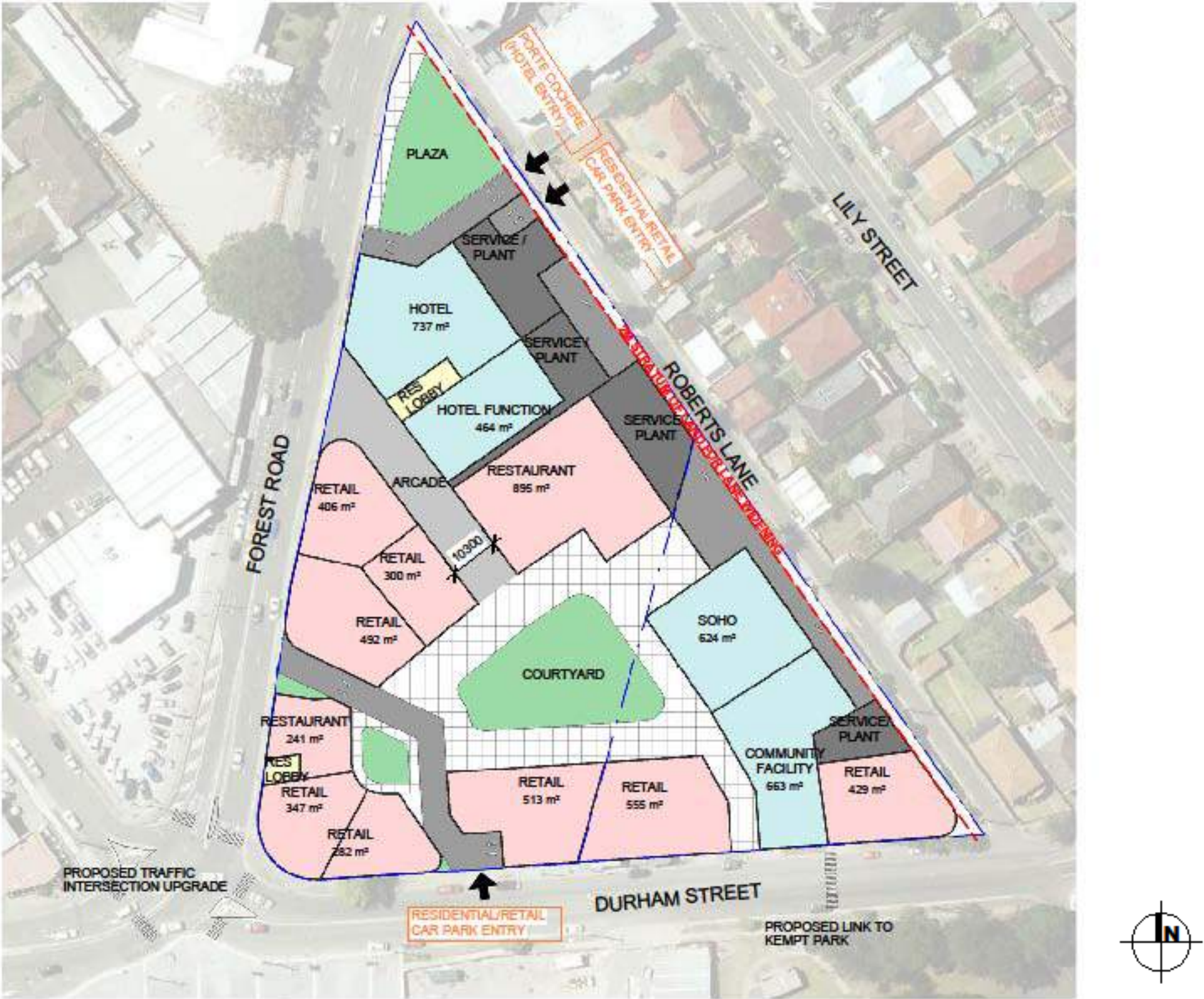
3.01.02 DISADVANTAGES

The disadvantages of the consolidated open space strategy are as follows:

- Lease activation of Roberts Lane
- Courtyard is overshadowed in mid-winter
- Tower footprints larger and buildings bulkier within the street to achieve same FSR as Option 1 and Option 2.
- Bulk and Scale is pushed towards the edge of the site and closer to adjacent sites increasing visual impacts.









04 OPTIONS TESTING | CONCLUSION

4.05 FINDINGS

In our opinion, each Option has strengths and weaknesses. Option 2 provides the greatest net benefit in terms of:

- Potential for open space to have a use beyond passive recreation or the softening of built form;
- Reduced impact of bulk and scale through increasing the number of towers and placing increased height away from street frontage towards the centre of the site;
- Reduced impact of bulk and scale through reduced intensity of built form towards the eastern portion of the site;
- Community facility provision, visual connections to the public domain and Kempt Field and adjacency to proposed plaza and courtyard;
- Reduced overshadowing of primary open space; and
- Increased visual importance of open space in relation to built form.

05 PREFERRED URBAN DESIGN STRATEGY

05 URBAN DESIGN STRATEGY|VISION

5.01 VISION

The vision for the subject site is:

A vibrant mixed use precinct signalling the Eastern Gateway to Hurstville City Centre built on sustainable transport options contributing to the economic vitality of the area and creating spaces for the community to come together.

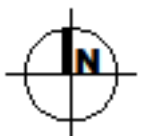
5.02 URBAN DESIGN STRATEGY

In the following sections, urban design objectives and strategies are presented which could form the basis of a future site-specific DCP or direct a Stage 1 DA. Option 2 illustrates how each objective and strategy could be achieved on the site if the site through redevelopment at the Heights and FSRs sought in the Planning Proposal.



- ➔ Vehicular Access Points
- ➔ Hotel Access Points
- ➔ Residential Access Points

Given the anticipated functions on the site at ground level there will be multiple retail access points throughout the entire site, from Forest Road, Duham Street and internally within the site.



INDICATIVE GROUND FLOOR PLAN

05 URBAN DESIGN CONCEPT | VEHICULAR ACCESS

5.04 VEHICULAR ACCESS

The underlying goal for vehicular access for the site is to reduce the impact of vehicles on pedestrian amenity but ensure that a large site with a diverse mix of residential and non-residential land uses can be properly serviced.

OBJECTIVES

The objectives around vehicular access are:

- to achieve a public domain which where pedestrians have priority
- improve pedestrian access across existing streets
- ensure non-residential and residential uses of the density and mix envisaged can be properly serviced in terms of delivery of goods, waste management, etc.
- Reduce reliance on the private motor vehicle.

STRATEGIES

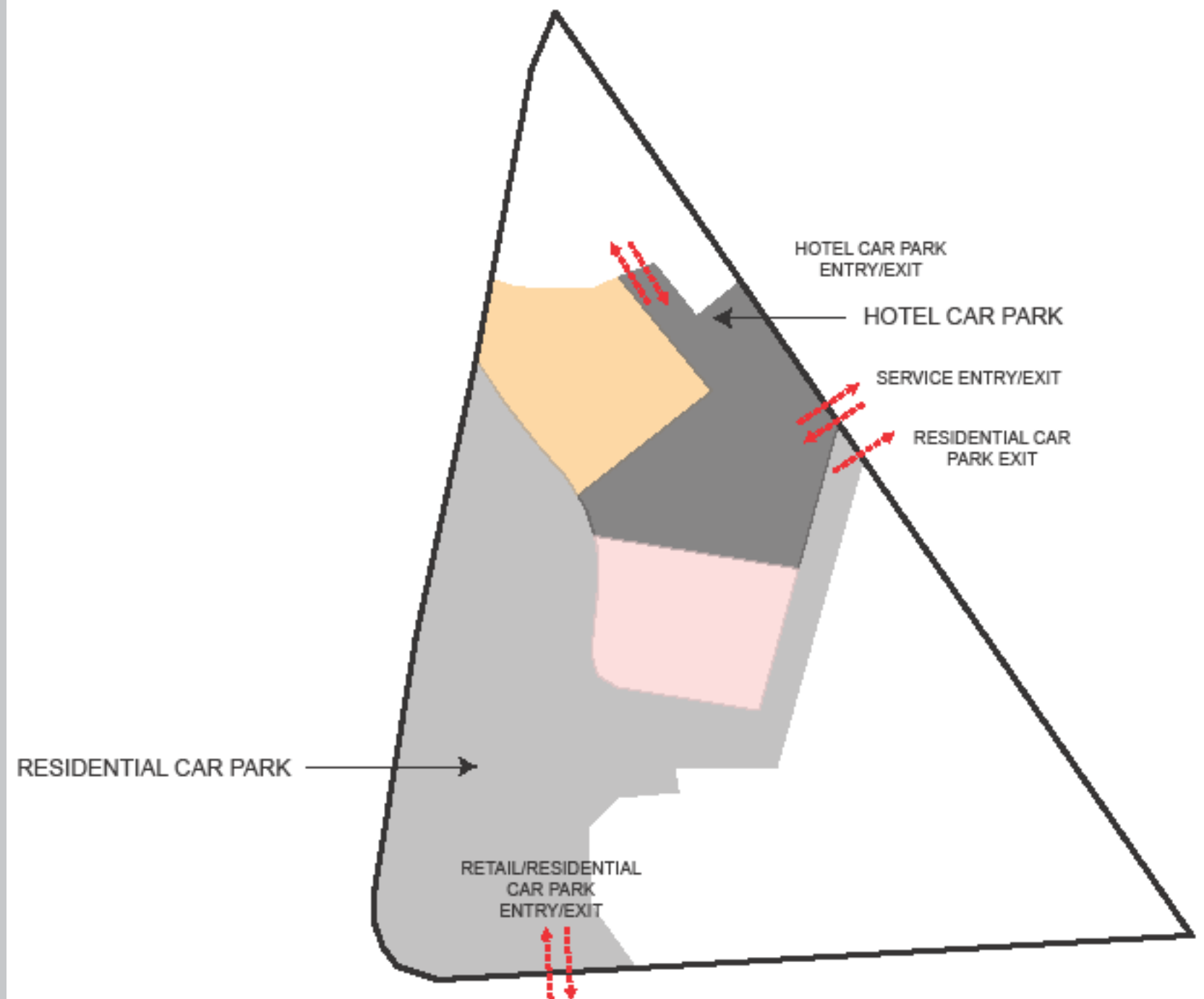
To achieve these objectives the following strategies are proposed:

- Increase residential densities within a 5-10 minute walk of railway stations and existing city centres.
- Concentrate servicing functions and vehicular access to the site at the existing laneway;
- Increase width of Roberts Lane to improve amenity and functionality and respond to increased density; and
- Provide opportunities for the reduction of parking on site in the future;
- Minimise number of footpath interruptions to Durham Street and Forest Road.

DESIGN GUIDELINES

Option 2 illustrates how these strategies could be achieved on the site via the following design guidelines:

- Minimum 2 m setback (and possible dedication) for the widening of Roberts Lane
- Primary servicing functions from Roberts Lane
- Provide above ground parking which could be converted to other uses in the future if reliance on motor vehicles diminishes
- Provide port cochere for proposed hotel with only one footpath interruption from Forest Road
- One servicing entrance from Durham Street.



INDICATIVE LOWER GROUND PLAN



INDICATIVE GROUND FLOOR PLAN

05 URBAN DESIGN CONCEPT | PEDESTRIAN ACCESS

5.04 PEDESTRIAN ACCESS

The underlying goal for pedestrian access is to increase pedestrian connection within the site, improve connections to the surrounding area and improving pedestrian amenity.

OBJECTIVES

The objectives around pedestrian access are:

- to achieve a public domain which where pedestrians have priority
- improve pedestrian access across existing streets
- ensure servicing functions do not adversely impact on pedestrian safety
- Reduce reliance on the private motor vehicle.
- Ensure good amenity in terms of light and air to pedestrian areas;
- Encourage safe and lively pedestrianised environment; and
- Improve the amenity of the public domain.

STRATEGIES

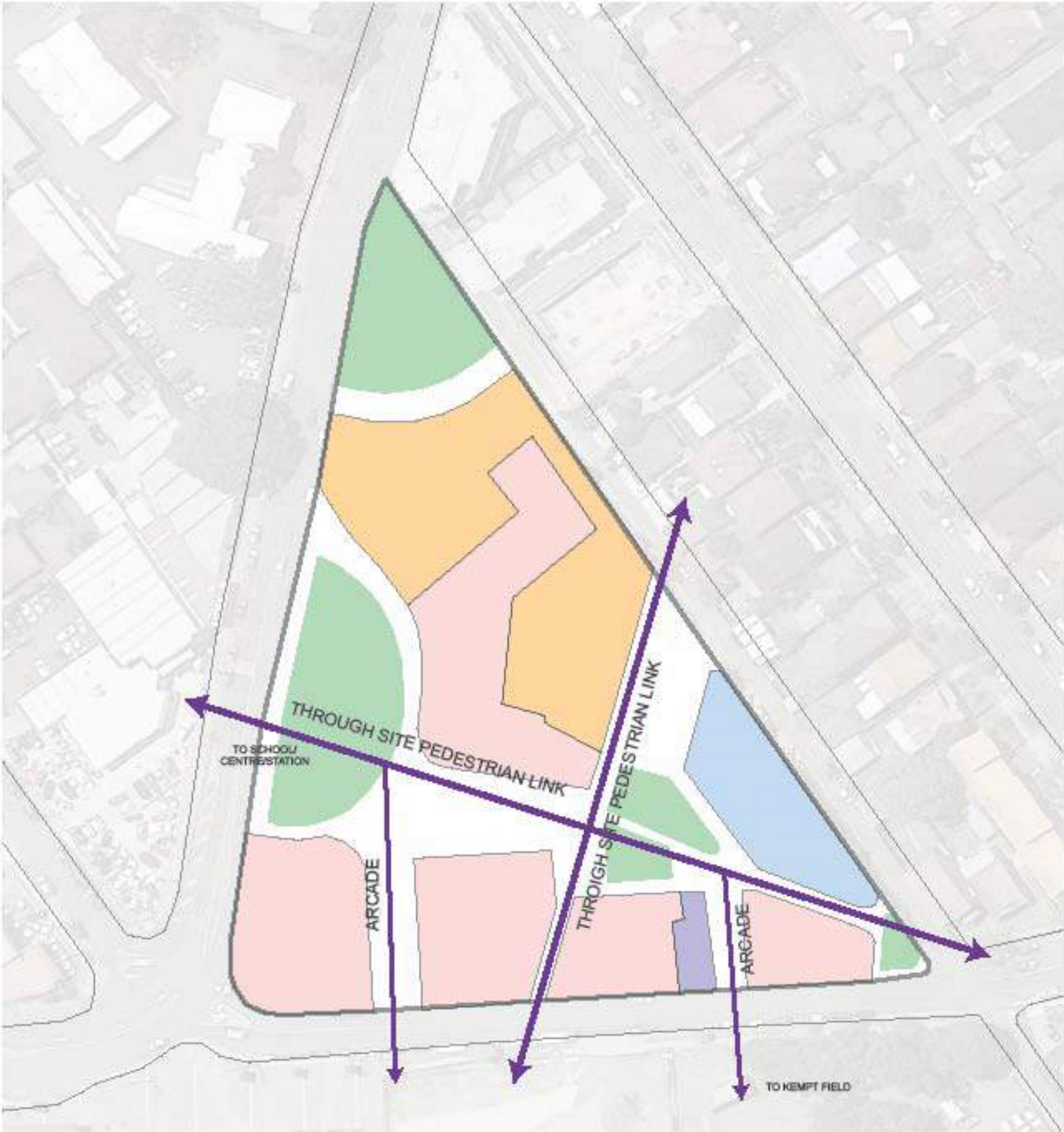
To achieve these objectives the following strategies are proposed:

- Concentrate servicing functions and vehicular access to the site at the existing laneway;
- Provide setback to Roberts Lane to allow pedestrian access.
- Establish cross-site pedestrian links in both the north-south and east-west direction;
- Minimise number of footpath interruptions to Durham Street and Forest Road.
- Maintain a human scale for pedestrians by controlling the height of the streetwall;
- Achieve casual surveillance and active uses around pedestrian links to facility safety and liveliness.

DESIGN GUIDELINES

Option 2 illustrates how these strategies could be achieved on the site via the following design guidelines:

- Minimum 2 m setback (and possible dedication) for the widening of Roberts Lane and footpath
- Primary servicing functions from Roberts Lane
- Limit footpath interruptions to 1 per frontage at Durham Street and Roberts Lane
- Maintain a 2 storey streetwall scale
- Create continuous pedestrian link from east to west
- Increase pedestrian permeability in the north-south direction;
- Activate pedestrian links with range of uses such as retail, restaurants, childcare, hotel, etc.
- Provide weather protection to footpaths
- Extension of City Centre tree planting



INDICATIVE GROUND FLOOR PLAN

05 URBAN DESIGN CONCEPT | OPEN SPACE

5.04 OPEN SPACE

The key factor in the organisation of space within the indicative concept design is the provision of open space and connections through the site.

OBJECTIVES

The objective around open space are

- to create spaces which are usable, activated and of a size to accommodate events and festivals from daily tai chi sessions to weekly farmers markets to monthly outdoor cinema nights to annual holiday festivals.
- to achieve solar access to ground level open space in mid-winter
- to create a permeable and safe pedestrian network within the site
- to achieve casual surveillance and activation of open spaces
- Maintain sight lines between open spaces
- to improve pedestrian connections from the City Centre to nearby open spaces and community infrastructure
- Improve the amenity and usability of the public domain
- Create high quality communal open spaces
- Contribute positively to the existing landscape in Hurstville

STRATEGIES

To achieve these objectives the following strategies are proposed:

- Provision of a large open space of at least 2,000 m² lined with active uses (refer to the figures on the following page which demonstrate the desired character of the envisaged open space.
- Locate open space to Forest Road so that space acts as extension of public domain
- Create east-west pedestrian link connecting the large plaza with the eastern portion of the site.
- Create north-south links which connect with east-west links to increase pedestrian permeability in the north-south direction.
- New pedestrian crossings at Durham Street and Forest Road.
- A pedestrian priority crossing is suggested from the subject site to Kempt Field around the location of the existing scout hall to improve pedestrian connections to major public assets.
- Create podium and roof gardens where appropriate
- Use podium planting to soften built form and reduce the heat island effect.



Union Square, San Francisco



Sony Centre, Berlin



Rockefeller Centre, New York



City Centre, Houston



City Centre, Houston



City Centre, Houston



Union Square, San Francisco
LANDMARK SQUARE | 14-121 | 29.02.2016



Cammeray, Sydney



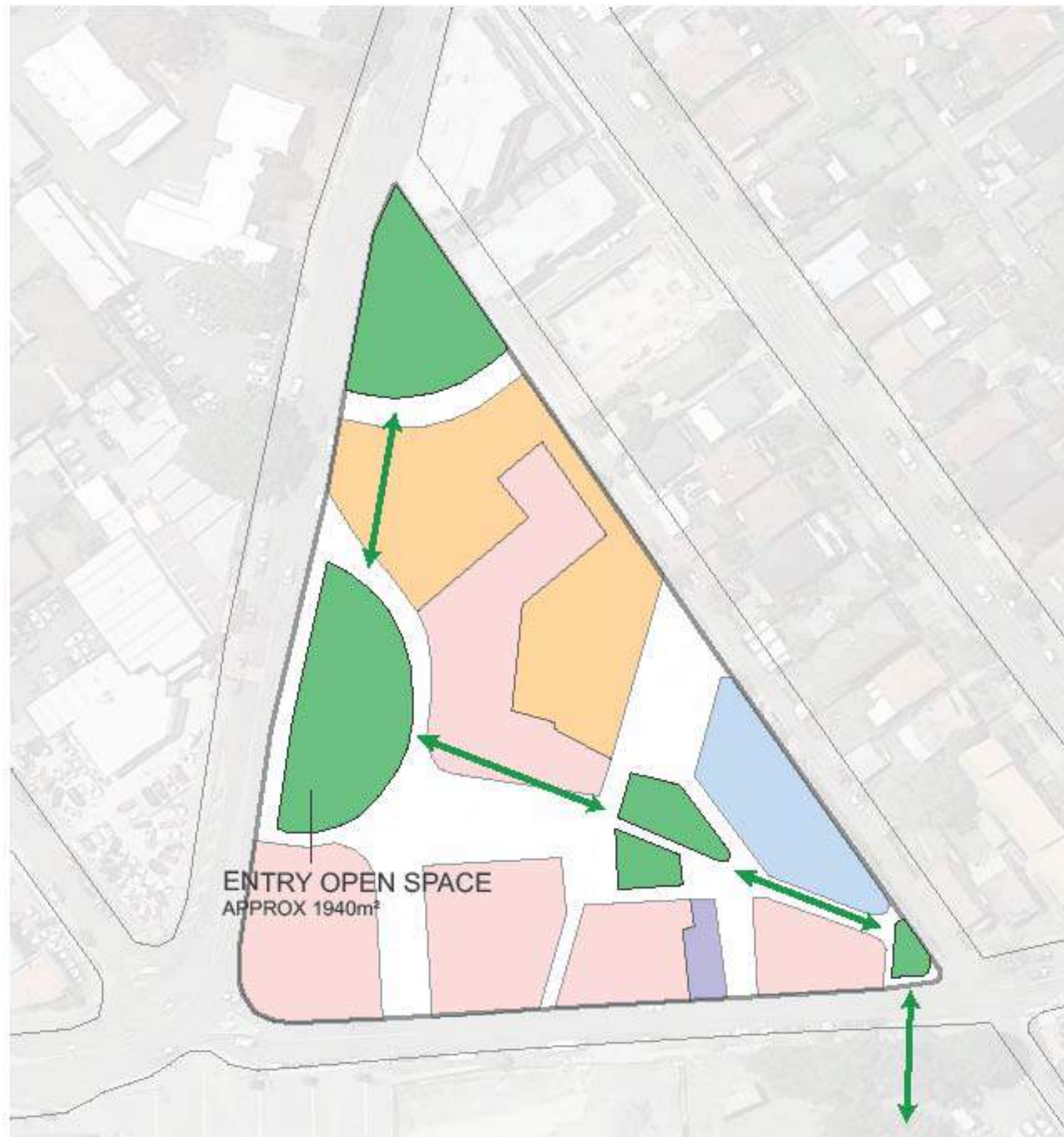
Rockefeller Centre, New York

04 URBAN DESIGN STRATEGY | OPEN SPACE

GUIDELINES

Option 2 illustrates how these strategies could be achieved on the site via the following:

- Provision of large plaza fronting Forest Road activated by retail uses, hotel lobby, residential and child care entrances and restaurants. The images on the next page demonstrate the character and feel of other successful plaza spaces.
- Provision of east-west link from Plaza to Roberts Lane.
- North-south connections via retail arcades
- Smaller plaza spaces distributed throughout the site to increase the amenity of the public domain.
- 2 m setback to Roberts Lane to provide for road widening/footpath
- Intersection upgrade at Forest Road and Durham Street intersection with pedestrian crossings
- Suggested pedestrian crossing near existing scout hall, across Durham Street to Kempt Field.
- 1-2 storey street wall to maintain a human scale to open space and public domain.
- Small entry plazas at north and east to provide open space buffer to neighbouring lower scale development.
- Small courtyard integrated with community uses.
- Utilise podium for communal courtyard and additional open space
- Use landscape on ground level (above car park), podium and roof where possible.



INDICATIVE GROUND FLOOR PLAN

04 URBAN DESIGN STRATEGY | LAND USE

5.04 LAND USE

The underlying goal for land use is to allow for a diverse range of land uses on the site which work together to increase dwellings on an accessible site, create employment generating uses and a range of retail tenancies to cater to different types of business, and contribute to the provision of community facilities and services.

OBJECTIVES

The objectives around pedestrian access are:

- to increase residential density on the site;
- to achieve good residential amenity;
- to achieve a range of non-residential uses on the site;
- to increase housing diversity;
- to maintain a community facility on the site;
- to create usable and safe open spaces;
- to provide childcare to cater to an increasing population;
- to achieve a quality hotel to provide tourist and visitor accommodation and spaces for meetings, conferences and events; and
- to activate pedestrian areas and the public domain with active retail uses and other semi-active uses which address the public domain.

STRATEGIES

To achieve these objectives the following strategies are proposed:

- Provide a mix of retail uses
- Create pedestrian links as retail arcades
- Provide a range of different commercial tenancy sizes including one suitable for a small supermarket.
- Provide live/work spaces to increase housing choice and employment opportunities
- Achieve casual surveillance and active uses around pedestrian links to facilitate safety and liveliness.
- Provide a landmark hotel
- Provide a child care centre
- Maintain a community facility on the site

GUIDELINES

While it is difficult to ensure certain land uses on a site through design guidelines, the following will provide a guide to the character of the development:

- Active frontages required near the corner of
- Achieve casual surveillance of open spaces and the public domain
- Provide a child care centre to cater to housing proposed on site
- Consider the provision of hotel accommodation on the site as a major employment generator and activity hub
- Maintain a community use on the site
- Provide a mix of unit sizes to meet demand and provide live-work spaces



INDICATIVE GROUND FLOOR PLAN

05 URBAN DESIGN STRATEGY | BUILT FORM

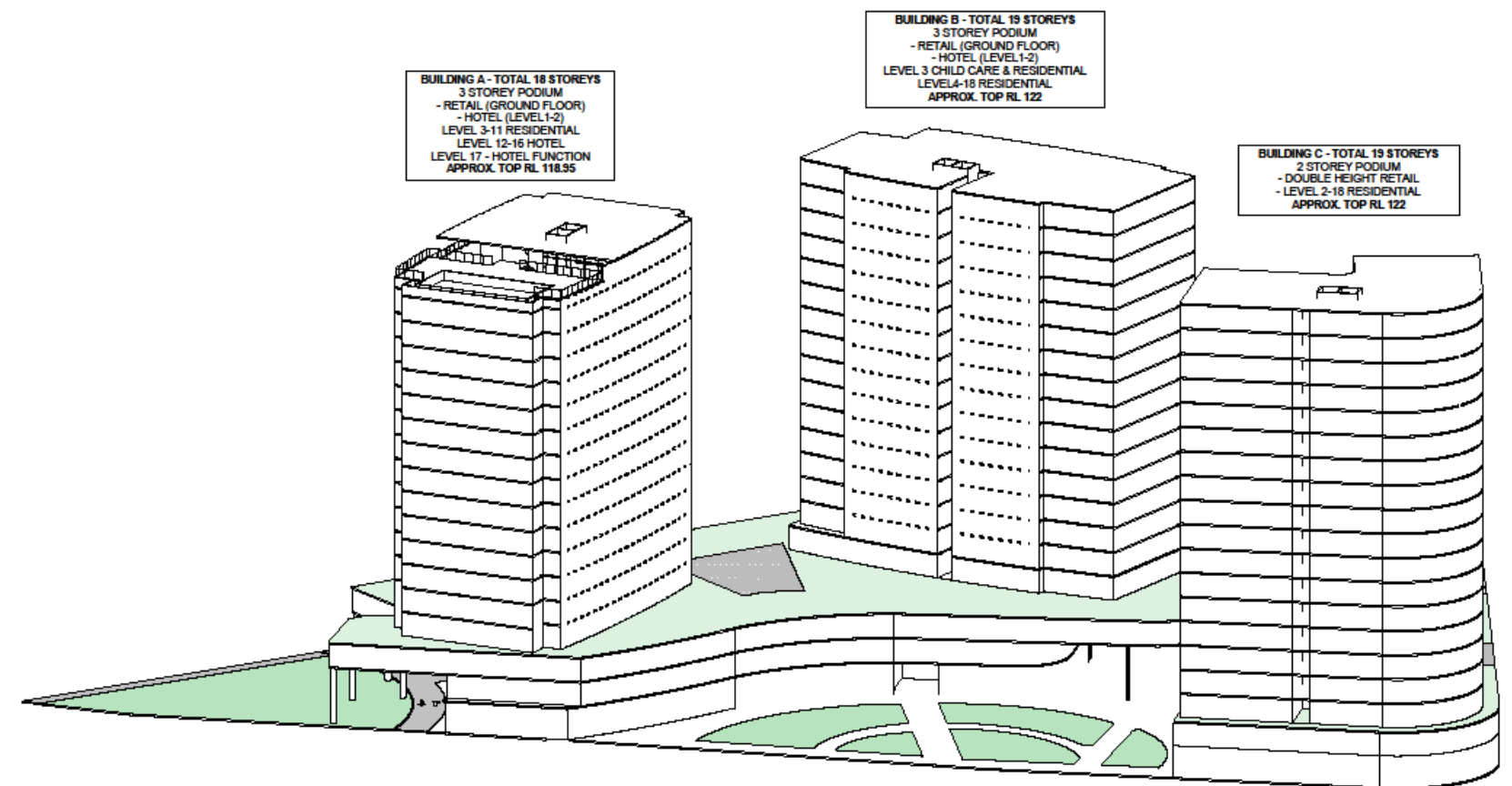
5.04 BUILT FORM

The key factor in the organisation of built form on the site is to maintain a scale within the street which does not adversely impact pedestrians while achieving increased density on the site, mitigating shadow impacts and achieving adequate building separation and residential floor plates in accordance with SEPP 65.

OBJECTIVES

The objective around built form are

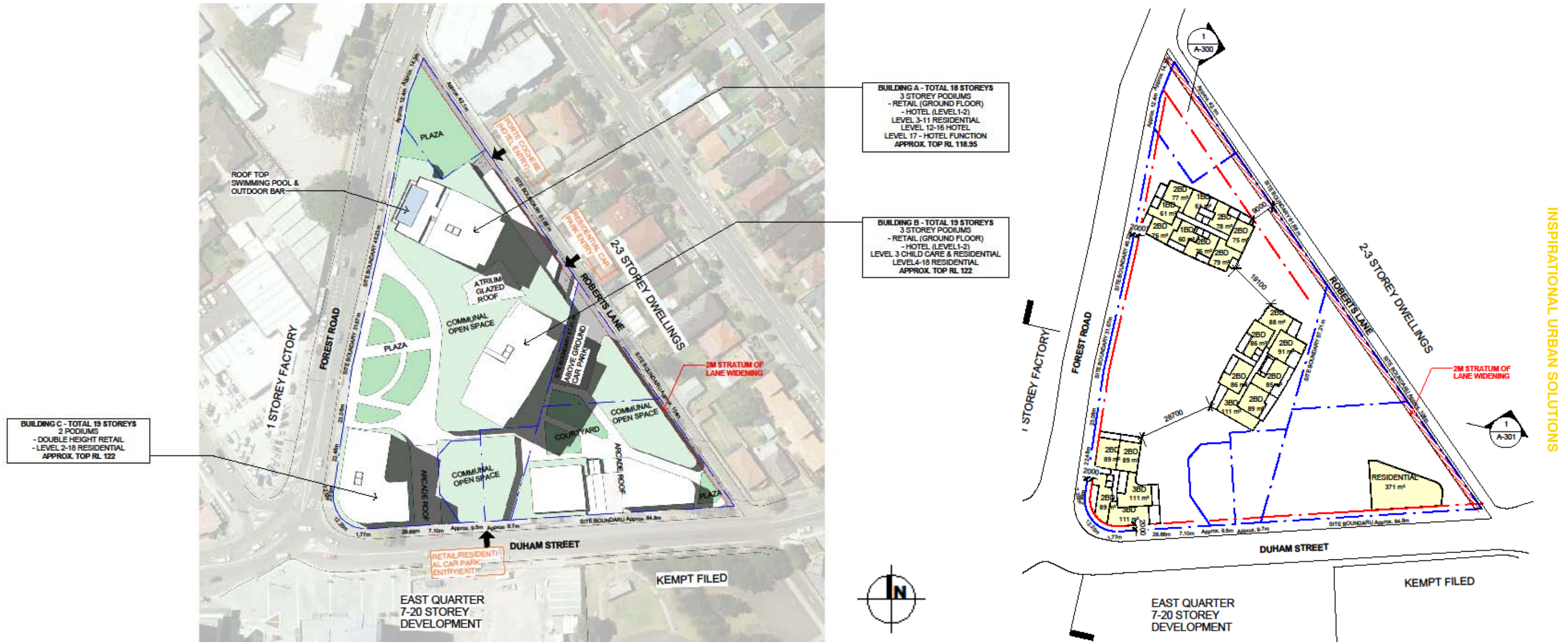
- to maintain a 'human scale' to the street
- Achieve compatibility with the existing and desired future character of the area
- to increase the prominence and amenity of publically accessible spaces
- achieve a high level of residential amenity
- to create a landmark character to built form.
- Allow for retention of heritage buildings
- Maintain sunlight to plaza



Massing Diagram, Bird's eye view from Forest Road frontage



Artist's impression, Forest Road frontage



05 URBAN DESIGN STRATEGY | HERITAGE

4.05 HERITAGE

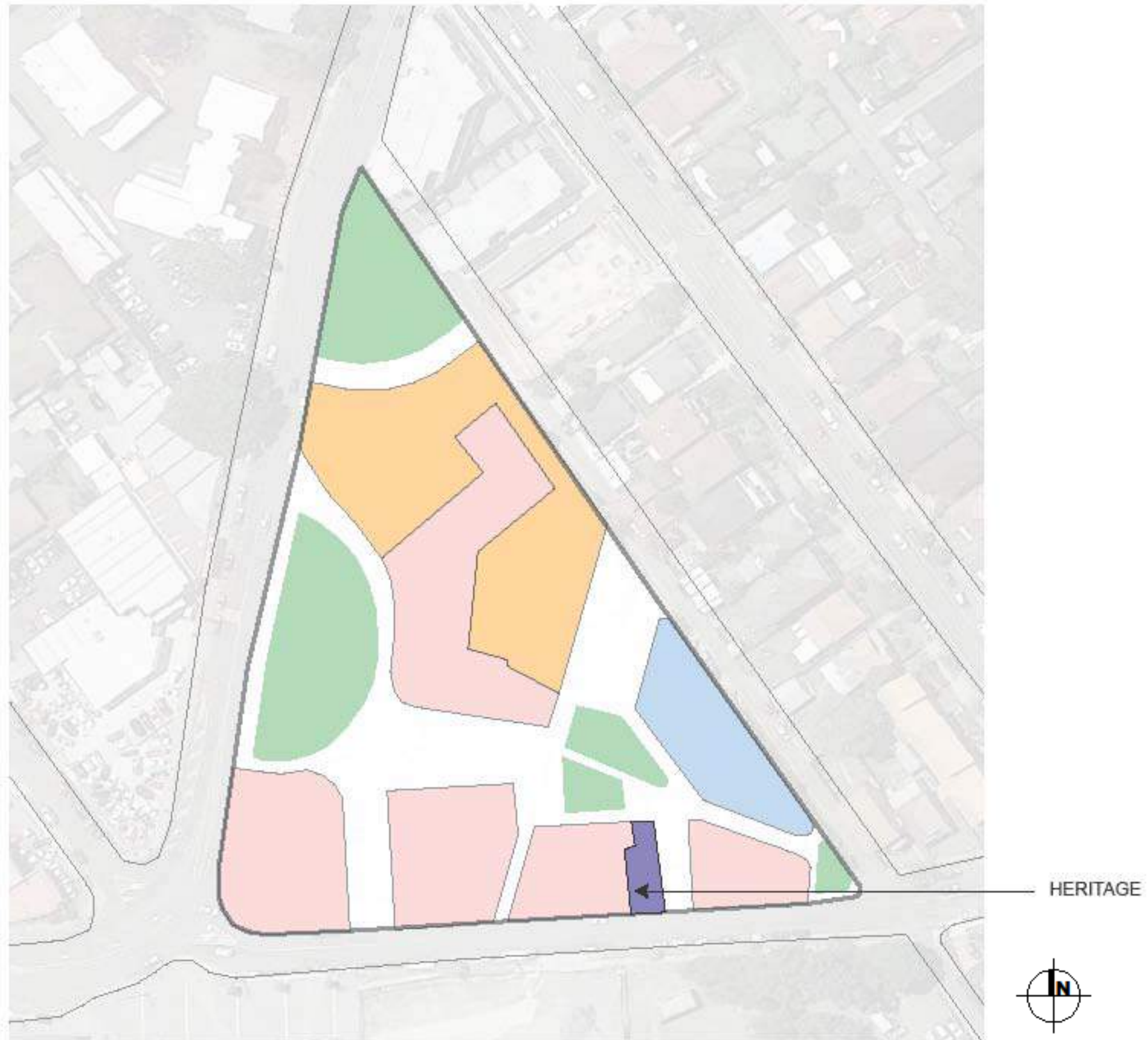
- it is noted that the proposed LEP controls and recommended design guidelines allow for the retention of the Heritage List Scout Hall. This is achieved through the following:
- Maintaining a low scale street wall
- setting back tower forms from the street
- strategic placement of north-south and east-west pedestrian links.

A Variation on Option 2 has been prepared which retain the Scout Hall. Generally, the built form of Option 2 is such that the Scout hall would be intergrated with the proposed pedestrian network and that the 1 storey character of the scout hall with its vaulted ceiling and pitched roof would be compatible with the scale of the proposed built form within the streetscape.

Refer to the figures on the following page.



Existing scout hall building



INDICATIVE GROUND FLOOR PLAN

06 PROPOSED DEVELOPMENT STANDARDS IN HURSTVILLE LEP 2012

06 PROPOSED DEVELOPMENT STANDARDS

6.01

The site is the subject of a Planning Proposal which seeks to amend the maximum building height and floor space ratio development standards in the Hurstville Local Environmental Plan 2012. The proposed amendments are as follows:

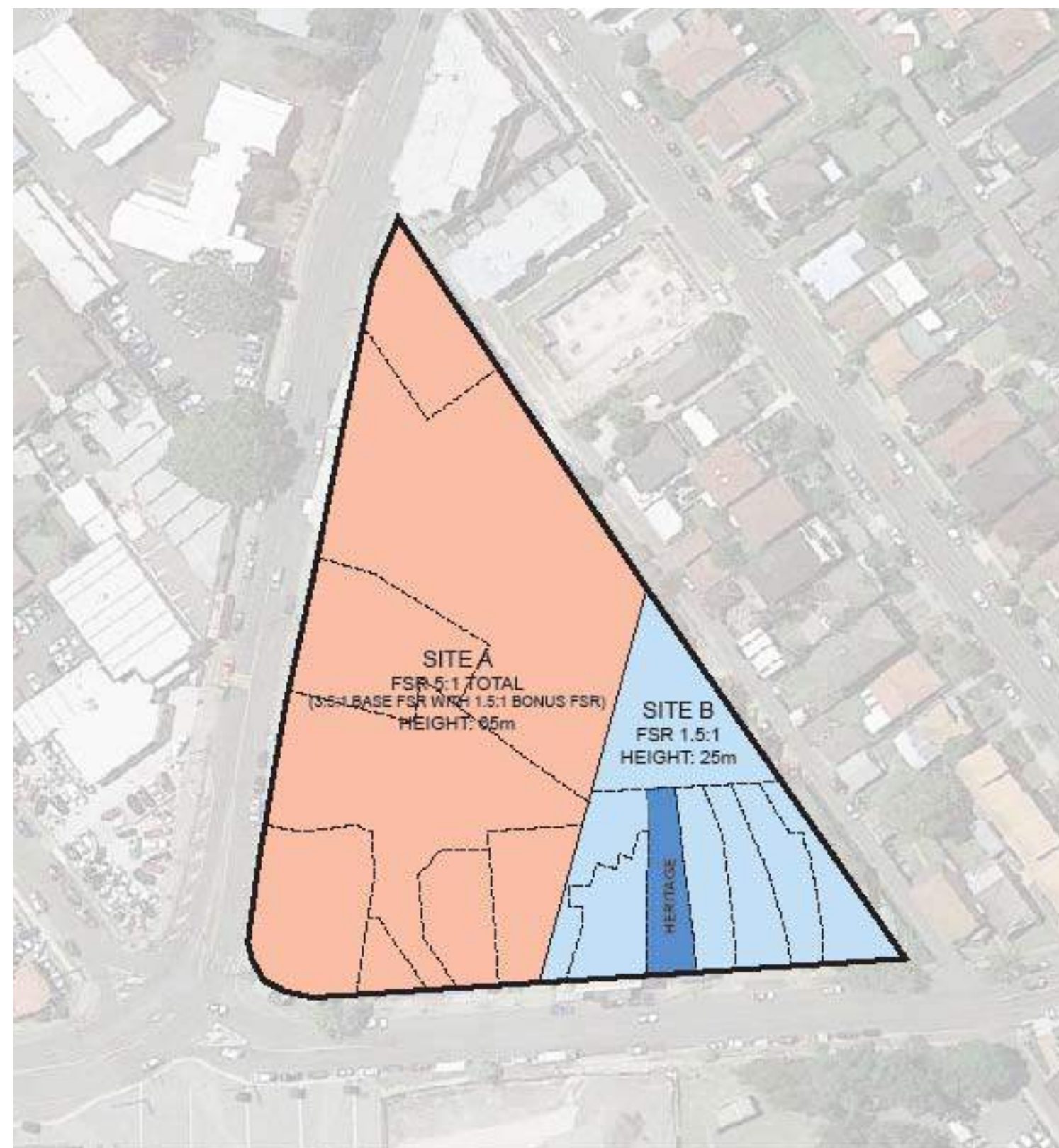
Maximum Building Height

Existing -	9-10 metres
Proposed -	Site A - 65 metres
	Site B - 25 metres

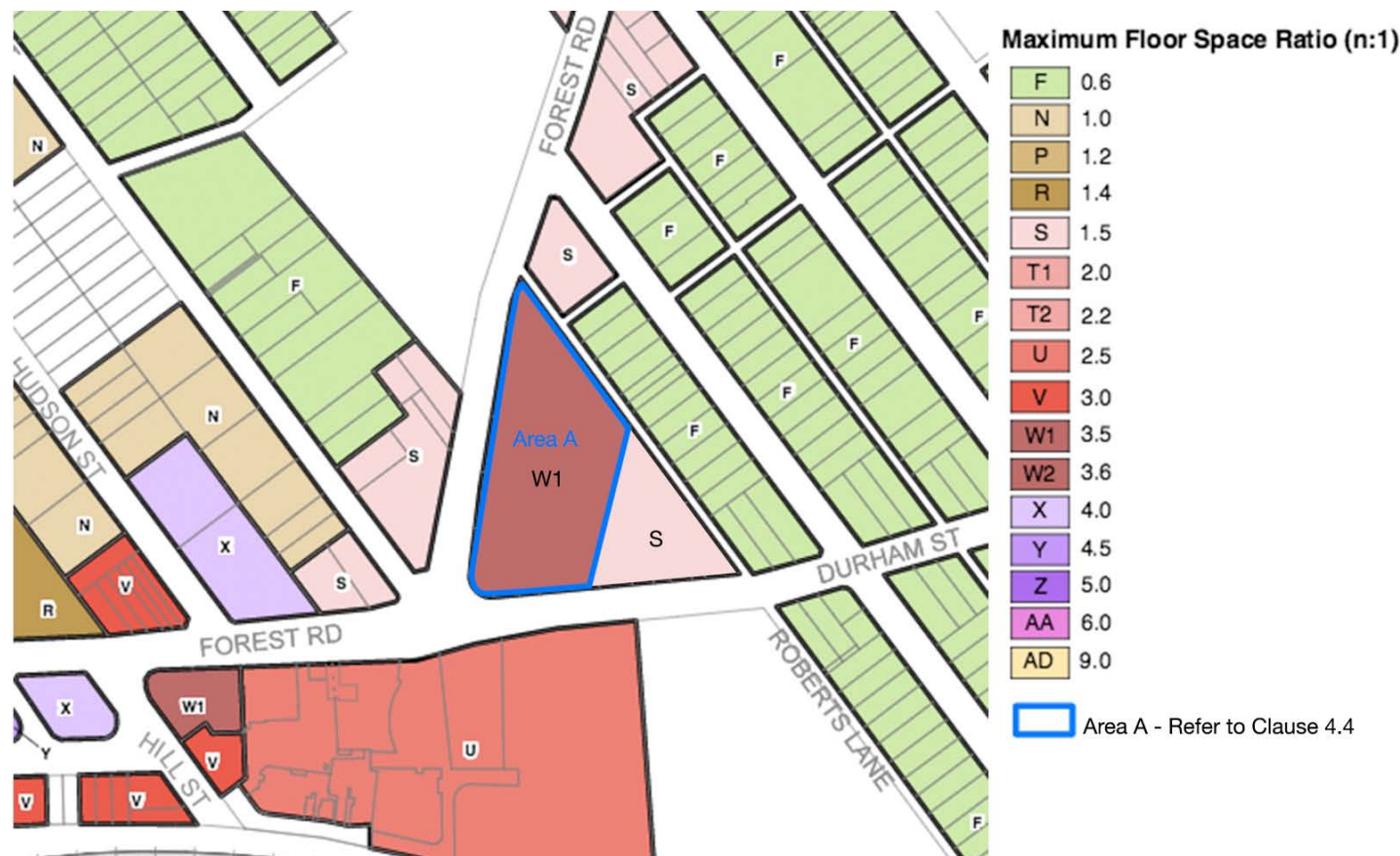
Maximum Floor Space Ratio

Existing -	0.6 - 1:1
Proposed -	Site A - 5:1 (total) (including bonus FSR of 1.5:1)
	Site B - 1.5:1

These controls are represented in the adjacent image for each site.

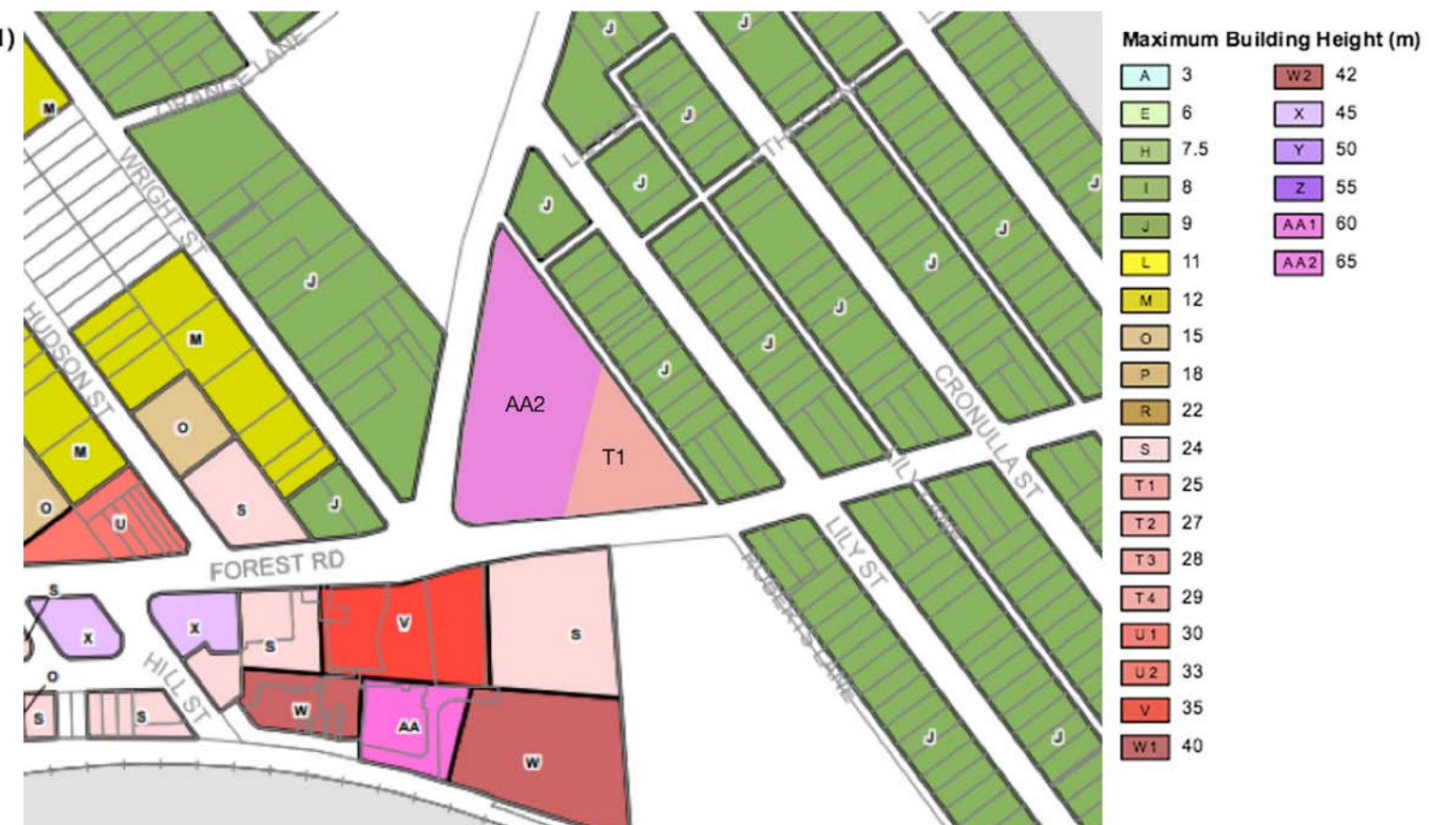


Proposed Hurstville LEP 2012 Development Standards Maps



Proposed Floor Space Ratio development standard

Total FSR 5:1
(base FSR 3.5:1 with bonus 1.5:1 FSR for community infrastructure and tourist and visitor accommodation (hotel))



Proposed Maximum Building Height development standard