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Hurstville Civic Precinct Masterplan

Concept Design Report



Diagrams and elements of this report, including information on site analysis (Section 2), have been included from previous studies including the Hurstville City Council 'Hurstville City Centre Concept Masterplan', Government Architects Office, December 2004 & A Plan of Growing Sydney, NSW government Planning and Environment, Decemnber 2014

Acknowledgements are referenced in Section 6.

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C	Submission to Georges River Council (formerly Hurstville City Council) - FINAL	10/06/16	IS	SP	SP
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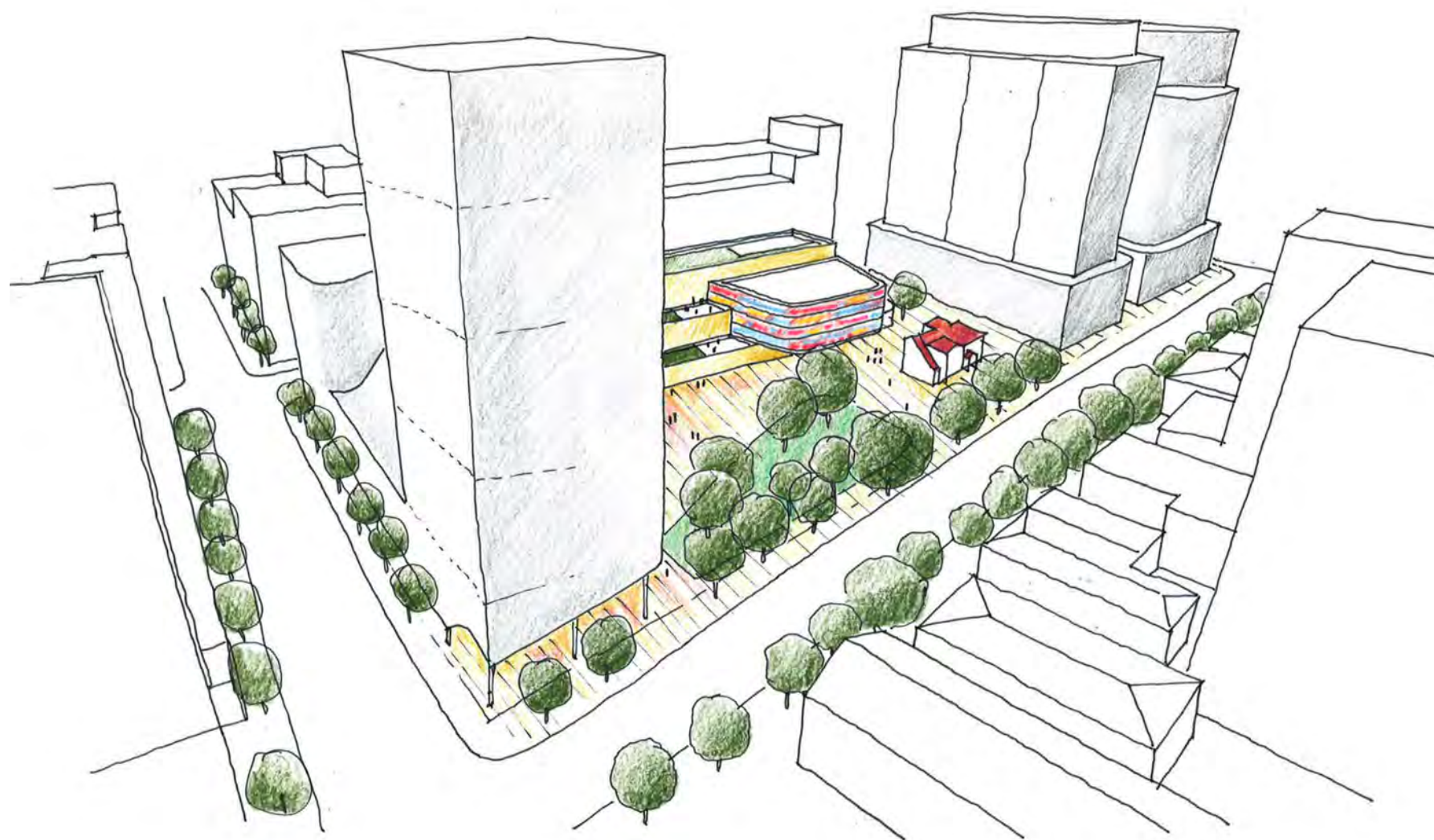


A vibrant community centre & an active urban heart of Hurstville



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1. INTRODUCTION

1.1 Project Vision

Georges River Council must ensure that it has policies in place to allow our city to grow in a sustainable fashion. Hurstville has long been identified as the regional centre for southern Sydney. In recognising the important role the city holds within Sydney's metropolitan area, Georges River Council is developing a realisable Civic Precinct Masterplan.

This plan aims to provide an integrated and coordinated approach to the provision of a vibrant community centre; an active urban heart to the city.

The Masterplan will give the Council and other infrastructure providers (public and private) an overall planning umbrella to work within. It will set out goals for open and civic spaces and for the future direction for the Civic Precinct allowing for the provision of valuable infrastructure to promote community wellbeing.

1.2 Executive Summary

The Masterplan recognises the unique opportunity to create an urban solution for the multi-cultural community of Hurstville and the wider Georges River LGA. The masterplan will bring together a variety of community amenities and lifestyle opportunities.

The Masterplan will create new open spaces and public destinations in a variety of shapes and localities. The vision for the Hurstville Civic precinct encapsulates a vibrant mix of activities and the latest in design initiatives which collocate public and private services, library, display, entertainment, workhubs, student work and study zones combined with food and beverage services.

The Masterplan balances the importance of private development funding and the provision of new Community Facilities. This new 'Heart of Hurstville' will deliver a significant activity hub on the existing council site.

The auditorium, galleries, library, and a customer service centre create a destination precinct around a new civic open space.

The open spaces, position and shape of the proposed built form have evolved from an understanding of the existing and future shadow patterns of neighbouring buildings and those that will be developed within the precinct. This approach ensures solar access throughout the plaza and to buildings through the day and seasons.

Active edges to the plaza, walkways and streets contain new cafes, restaurants, speciality groceries and fruit and vegetable stores, delivering a unique 'Eat Street' and vibrancy to this Northern edge of the city centre. Sun filled open spaces, street furniture and artwork create a new destination and a rejuvenation of the adjacent retail areas.

The building forms will be legible as iconic in the street context and the skyline context. The vision for a new highly visible, accessible and urban Hurstville Civic Precinct builds upon the community ambitions and cultural diversity.



1.3 Masterplan Objectives

The purpose of the Hurstville Civic Precinct Concept Masterplan is to provide a vision for Hurstville's 'Community Heart.' The development of the site provides a unique opportunity to realise community benefits from this asset through a combined public and private development model.

Hurstville is recognised as southern Sydney's regional centre due to its geographic, social and economic role. Hurstville will become more important in the future as more businesses are attracted to the area, shopping opportunities increases, and resident population increase. There is the opportunity for guiding Hurstville toward a vision for the future through the Masterplan Concept.

Hurstville will be a vibrant and attractive place to work, shop and live. The Masterplan provides a framework for the development and redevelopment of private and public land with an emphasis on creating a high quality public domain.

The Masterplan focuses on the creation of a series of civic squares and parks, commercial and residential infrastructure.

The key objectives are:

- Consolidating Hurstville's regional role;
- Creating a civic identity;
- Providing a mix of community space including galleries, performance and meeting spaces, council chambers and offices and outdoor plazas;
- Development of an active, safe multi-use external public place;
- Providing a cost neutral or positive outcome through the balanced criteria of public and private finances;
- Accommodating and strengthening the civic focus of the city centre; and
- Providing a framework by which improvements to infrastructure may be facilitated.

1.4 Consultation summary

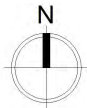
As part of the preparation of the Hurstville Civic Precinct Masterplan, consultation was undertaken with the local community and Hurstville Councillors. Project direction content and approach has evolved through this valuable feedback.

The engagement activities included:

- Workshops with Hurstville Councillors throughout the preparation of the Masterplan;
- Postcard notification to neighbours and local residents to publicise consultation events;
- Community information stalls to enable the wider community to view the draft Master Plan and provide feedback; and
- Preliminary exhibition of the Draft Masterplan & Planning Proposal in July 2016.



Source: Google maps - subject site outlined in red



1.5 Study Area

The study area is the Hurstville Civic Precinct Area incorporating the Georges River Council Chambers and Administration building, theatre, senior citizens centre, gallery and museum, carpark and the Baptist church site.

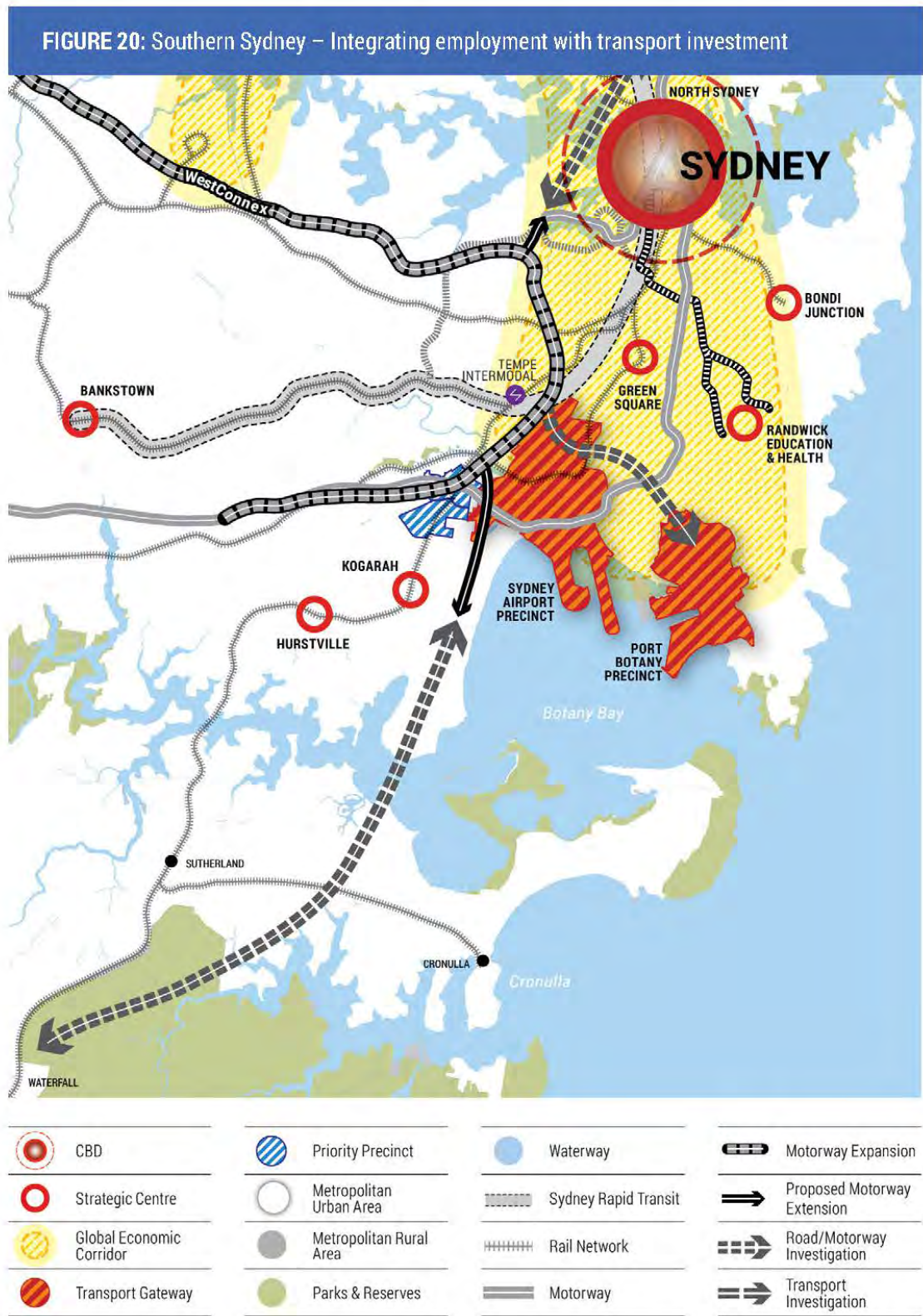
The site is bounded by a range of residential low-mid and high-rise developments. The stock is predominantly residential flat buildings that capitalise on the excellent connectivity of the centre. Number of apartments are also incorporated into the mixed use buildings.

The site is well located for vehicle access, public transport and pedestrian access via streets and through-site links. The combined presence of the bus interchange and railway station make Hurstville an important centre in providing connectivity with Sydney CBD and surrounding Southern district.

1.6 Planning Context

Hurstville Civic Precinct Concept Masterplan has been informed by a number of detailed studies into transport, planning issues, infrastructure and social studies. It has an important role in meeting the South District's residential, retail and commercial demands. The future role should not compete with surrounding suburbs and their centres but acknowledge and build upon its existing residential and commercial qualities.

This document is conceptual only in analysis and further detailed investigations, design processes and studies will be necessary to develop and implement the Masterplan's principles.



Source: A Plan for Growing Sydney, NSW Government Planning and Environment, December 2014

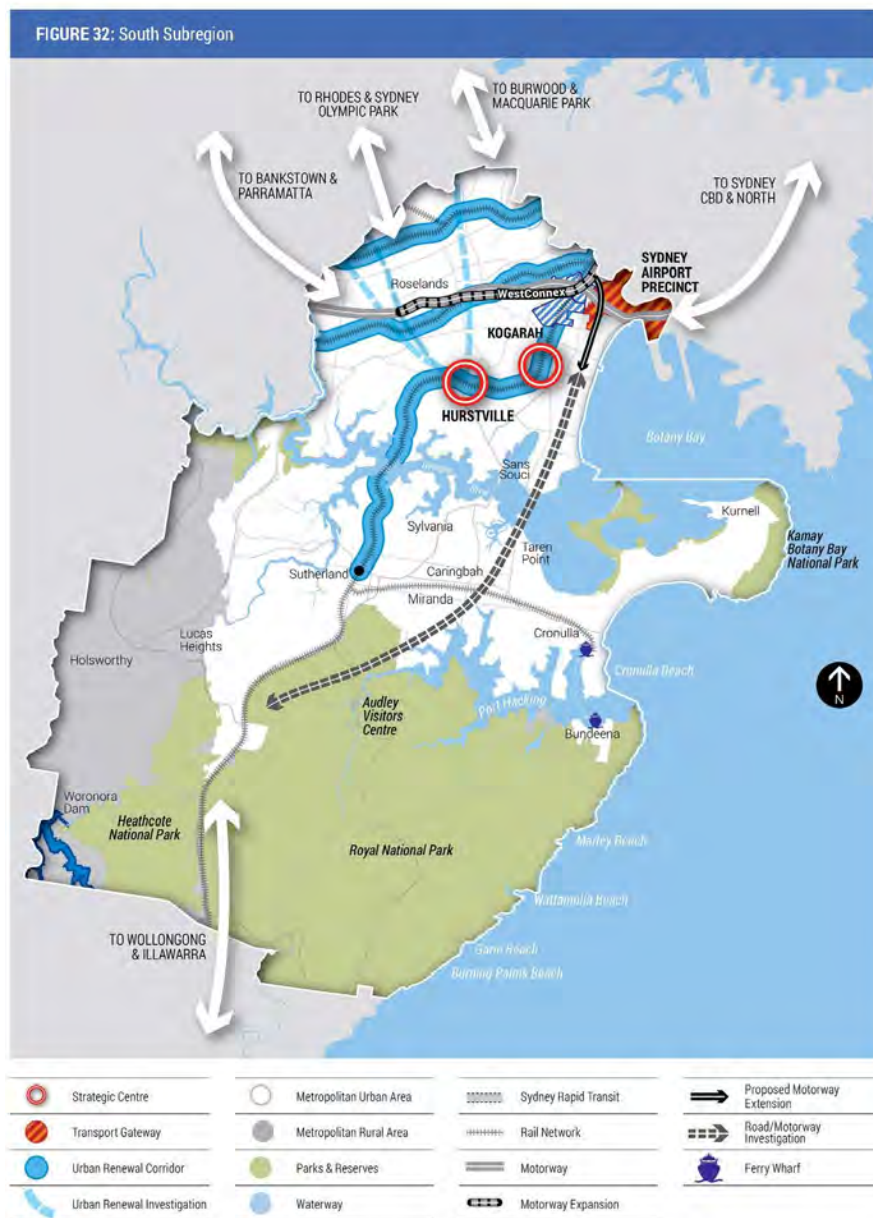
2. URBAN DESIGN ANALYSIS

2.1 Sydney's Subregion

Hurstville is the major regional centre for southern Sydney and is located 15km south west of the Sydney CBD on a major transport interchange centered around Hurstville train station and Bus interchange. Hurstville CBD has direct access to the M5 and is 7km away from the Kingsford-Smith International Airport and Port Botany.

The site is well located to take advantage of the existing rail network.

The centre offers its residents a highly livable location with access to services and employment within the centre and easy access to other nearby strategic centres, employment and entertainment opportunities.



Source: A Plan for Growing Sydney, NSW Government Planning and Environment, December 2014

2.2 Hurstville Region

Hurstville is located in the centre of the South Sydney Subregion which comprises parts of the Canterbury, Hurstville, Kogarah, Rockdale and Sutherland.

Hurstville Station is the major public transport hub on the Illawarra Line.

In “A Plan for Growing Sydney” (Metropolitan Plan) released by the department of Planning in December 2014, the priorities for the Hurstville strategic centre were:

- 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.

Hurstville is located within a short distance to the Georges River National Park, Royal National Park, Heathcote and Kamay Botany Bay National Park, as well as Botany Bay, Georges River and Port Hacking waterways, all of which offer a number of recreation facilities.

Priorities for South Subregion

A competitive economy

- Strengthen regional connections to the Illawarra by delivering WestConnex, improving capacity on the Illawarra Rail Line and investigating the potential F6 corridor.
- Support the significant visitor economy at locations such as Cronulla Beach, Kyeemagh to Dolls Point, Kamay Botany Bay National Park (including Captain Cook's landing)
- Support manufacturing and logistics employment areas, such as Taren Point
- protect infrastructure of metropolitan significance, including Sydney's drinking water catchment, and energy and water facilities on the Kurnell Peninsula
- Facilitate good employment and transport connections and an efficient freight network to Sydney Airport and Port Botany
- Investigate pinch-points associated with growth in the vicinity of Sydney Airport and Port Botany
- protect corridors for future long-term transport needs including the potential F6 corridor and cross-regional transit links from Hurstville to Bankstown and Parramatta, and from Hurstville to Macquarie Park via Burwood and Sydney Olympic Park
- Identify and protect strategically important industrial-zoned land

Accelerate housing supply, choice and afford-ability and build great places to live

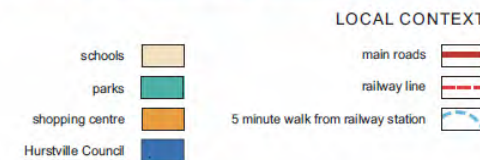
- Work with Councils to identify suitable locations for housing intensification and urban renewal, including employment agglomeration, particularly around Priority Precincts, established and new centres, and along key public transport corridors including the Illawarra Line, the South Line and Sydney rapid Transit (along the Bankstown Line)

Protect the natural environment and promote its sustainability and resilience

- Protect the health and resilience of the Royal, Heathcote, Georges River and Kamay Botany Bay National Parks to promote ongoing viability of the visitor economy
- Protect and maintain the social, economic and environmental values and aquatic habitats of the Georges River, Hacking River and Port Hacking
- Protect internationally significant wetlands and migratory birds in the Towra Point nature reserve Ramsar Wetlands
- Conserve the natural environment of the Kurnell Peninsula and encourage development that respects the environmental, cultural and economic significance of the area
- Work with council to implement the Greater Sydney Local Land Services State Strategic Plan to guide natural resource management
- Protect the natural attributes and visual amenity of the coastline and enhance opportunities for public access including upgrades to Hungry Point reserve.



Source: HCC, Government Architects Office, 'Hurstville City Centre Concept Master Plan', December 2004



2.3 Local Context

The Civic Precinct site is located to the north east edge of the CBD.

The Hurstville CBD area is defined in the Hurstville Local Environment Plan (LEP), 2012, as an elongated east-west shape with the Hurstville Railway Station and retail hub at its centre. Most of the CBD area is within a 5 minute walking distance, with the edges of the city centre within a 10 minute walk from the railway station and major bus routes.

Forest Road is the main street running parallel to the railway line. It is the traditional shopping street lined with 2-3 storey buildings with shops on the street level. Due to recent LEP/DCP amendments, major high-rise construction is transforming the character of the North-Western end to allow greater population and activity close to the city centre of Hurstville.

Westfield Hurstville lies in a valley to the North of the railway station and has a number of pedestrian paths in the form of arcades and lane ways leading through the central retail area to the main shopping centre. The centre's urban form is characterised by the hill top location and the traditional main street with the retail and commercial activities.

Hurstville Oval, Penshurst Park, Woodville Park, Croot Park and Kempt Field lie outside the boundary of the CBD and are within a 10 minute walking distance. Within the city centre there are very few public squares or parks with the exception of Memorial Square

Existing Site Conditions

Monday 18th May 2015, 11am

The character of the built form is encapsulated in the photographs depicting typical development in and around Hurstville. The key findings relevant to the project include the following topics:

- Active street life;
- Diverse activity;
- Mixture of public space quality.



Landscape Scale, Forest Road



Meeting Point on the Street, Forest Road



Meeting point, cafe in Westfield Hurstville



Large scale public transport bay, Woodville Street



Crowded Seating, Forest Road



Bike parking needed at railway end, Forest Road



Under performing space, Hurstville Railway Station Park, Forest Road



Crowded retail spaces in Westfield, Westfield Hurstville



Forest Road, Hurstville, early 1900s
Source: Hurstville City Library & Museum, Hurstville City Council



Forest Road, Hurstville, 1951
Source: Hurstville City Library & Museum, Hurstville City Council



2.4 Site History

The Bidjigal and Gameygal are two tribes associated with the Botany Bay-St George region.

In 1808, Captain John Townson and his brother Robert received two of the largest land grants in the Sydney region, which now comprise a large percentage of the Hurstville region. The area of Hurstville was opened up by Major Sir Thomas Mitchell, Surveyor General of the colony, connecting Sydney with the Illawarra district.

Before the arrival of the railway in 1884, Forest Road followed the course of modern day Ormonde Parade, which followed the ridges and hills from the Cooks and Georges River. However, once the railway had been constructed, Forest Road was made to run parallel with the railway line.

Hurstville became a municipality soon after the arrival of the railway in 1887. MacMahon Street became a major street in Hurstville, due to its early settlement and location on the ridge. MacMahon Street became known as the civic centre of Hurstville, reinforced between 1900-1920, with the location of the Fire Station, Police Station, the Presbyterian, Baptist and Church of Christ Churches and other Civic buildings, before the present Civic Centre was built in 1962.

The period after the electrification of the Illawarra Railway line to Hurstville in 1926 saw Hurstville established as a major retail centre. Rapid construction of many art deco buildings to the street frontages in the 1920's and 1930's largely formed the character of Forest Road, with the southern side of Forest Road being developed as a retail strip during this period.

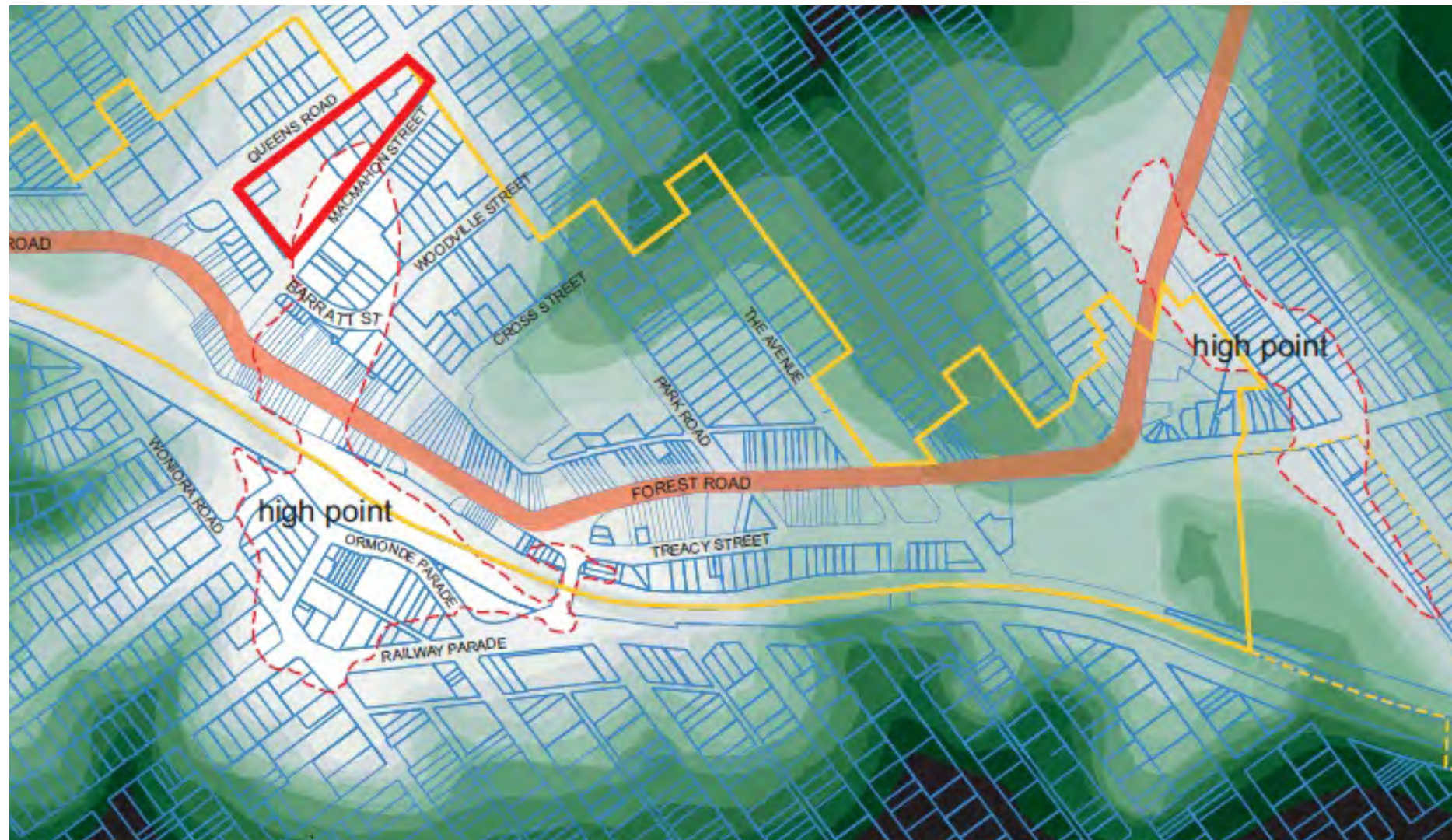
Hurstville received rapid growth population in the post war period. Medium density walk-up buildings filled entire streets, built mainly to the north and south of the centre. Hurstville was consolidated as a major retail centre with the construction of office buildings on the South side of the railway, the Super Centre in 1965 and Westfield Hurstville in 1978. More recently, high-rise office buildings and residential towers have been built along Forest Road on the western end and the northern side of the City Centre.

The recent growth in Hurstville has been dramatic. Increasing density, demographic shifts and cultural change has created a vibrant active street life in central parts and a new skyline of high-rise apartments consisting of generally 6-12 storey's.

Recent developments have included 16 storey apartment buildings on converted warehouse industrial land.

Source:

Hurstville DCP 4 Vol: 1, May 1998.
Hurstville City Council, Hurstville Library, 'History of Hurstville', 2013.



Topography



Low RL

High RL



2.5 Topography

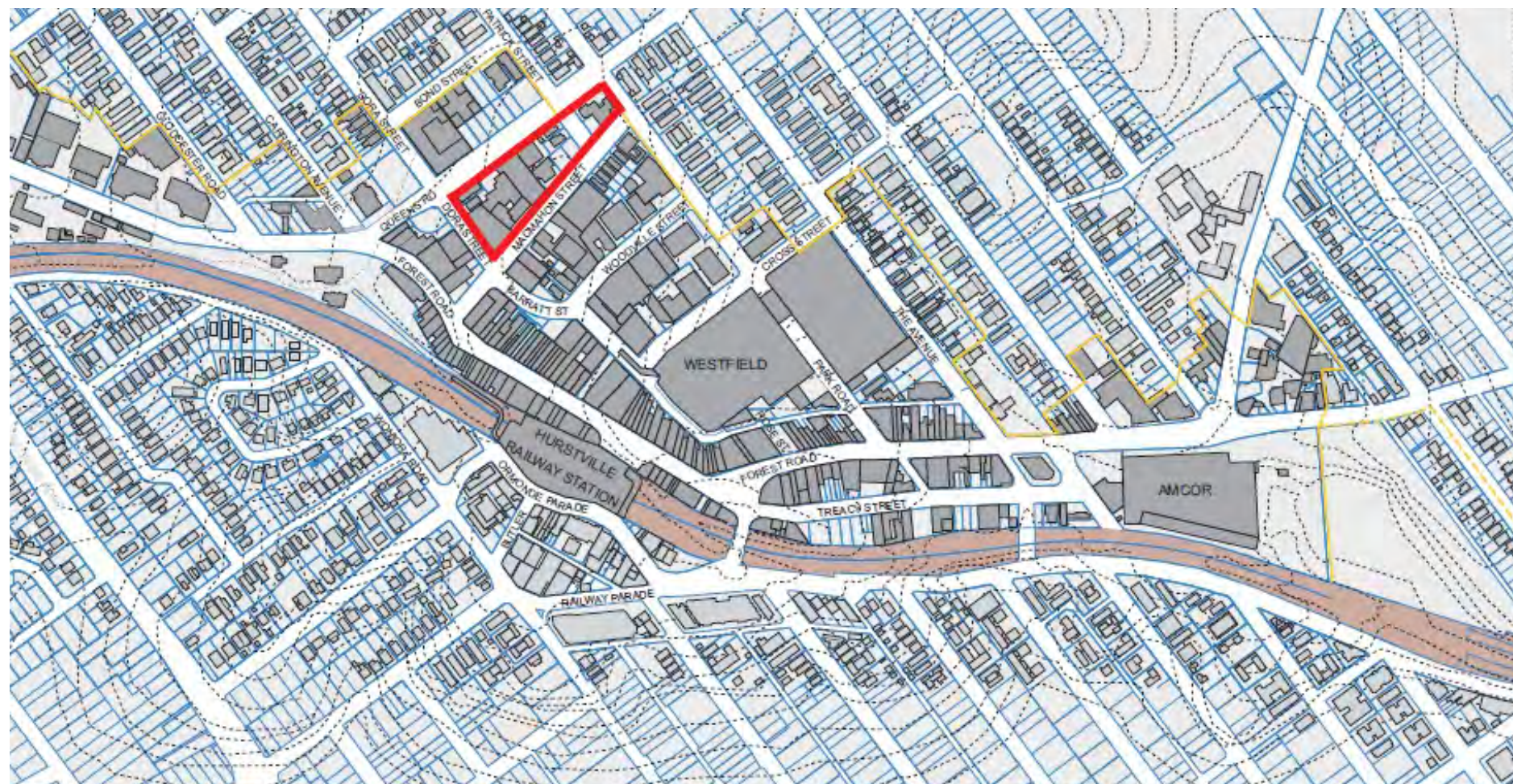
There are three main high points or plateaus. Forest Road and the railway line follow the main ridge from which secondary ridges and valleys spread out into spurs. The Council Chambers, the City Library and other significant cultural facilities lie on or close to the central plateau. Forest Road runs up towards a plateau to the west and also to the east. This combined with the skewed angle of the street grid creates major 'gateway' sites at both ends of the CBD.

The Masterplan site sits at the crest of the ridges of central Hurstville. The site falls some 2-3 metres to the East.

This height affords masterplan site regional views towards Botany Bay, the Royal National Park and distant Blue Mountains. Conversely regional views towards Hurstville are also significant and a distinctive skyline can create a recognisable identity from a distance.

There is also relatively easy grade access which exists from the West railway station and bus interchange.

Source: HCC, Government Architects Office, 'Hurstville City Centre Concept Master Plan', December 2004 (subject site outlined in red)



Source: HCC, Government Architects Office, 'Hurstville City Centre Concept Master Plan', December 2004 (subject site outlined in red)



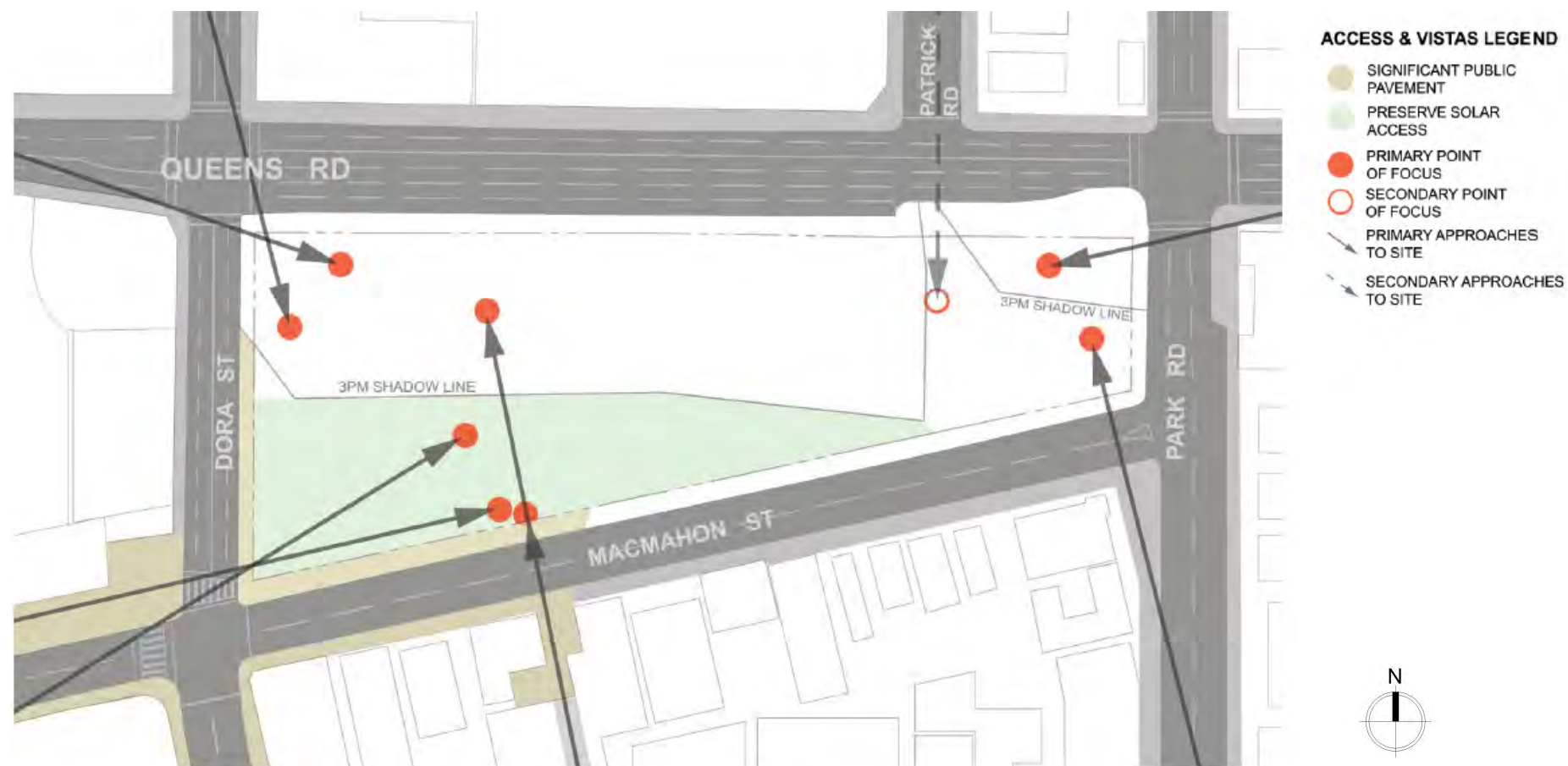
2.6 Building Patterns

The building footprints on the lots in Hurstville range from half to full site coverage. Along Forest Road, between MacMahon Street and The Avenue, contains reasonably consistent lot conditions including a narrow frontage and deep blocks which are appropriate for traditional shopping strips.

Outside this section of Forest Road many lots have been consolidated to allow for larger building footprints. This provides redevelopment of denser buildings with residential towers. Westfield Hurstville, the Amcor building and the Super Centre site have the largest building footprints in the city centre.

Due to recent LEP/DCP amendments, greater high-rise buildings are being constructed largely in the North and some in the South areas of Hurstville, which is transforming the building patterns of the city centre. This is allowing spread of population and activity towards the outer areas of the city, thus transforming both the human scale and skyline of Hurstville.

The Masterplan site area adjoins land undergoing transition due to recent LEP/DCP amendments. Sites to the North have developed with major residential apartments; sites to the East generally contain one and two storey single lot dwellings; to the South a mixture of single storey, multi-storey and shopfronts are likely to undergo change with new controls; to the West a new multi storey residential has been built.



2.7 Views and Vistas

An important aspect of a new civic site are the views into, around and across the site. The ability for the casual observer to identify the use, destination and main access across the site aid in the success of a place.

Following several site visits and careful analysis of the site's visibility from the key vantage points in and around subject site the following key vistas were identified which help inform the planning of built elements or markers for the site.

The rationale for the selection of these views include:

- Existing prominence of the subject site within Hurstville Civic Precinct and as viewed from surrounding streets and spaces
- Likely prominence of the built form of the subject site following future redevelopment from surrounding street
- Visual impact of proposed development on its immediate surroundings in terms of visual prominence
- Visual privacy arrangements within the subject site

Existing Solar Shadowing

Existing shadows fall on the subject site along Queens Road. Along the North and North-West side of the site.

This gives us a great opportunity to locate the open space in the part of the site that presently has solar access, adjacent to MacMahon Street.

Also, adjacent to MacMahon Street the plaza is protected from high volume traffic off Park Road & Queens Road.

2.7.1 Views and Vistas



View from Forest Road towards Dora Street



View from Dora Street and Queens Road Intersection



View from Queens Road and Park Road intersection



View from Park Road and MacMahon Street intersection



View from Crofts Avenue

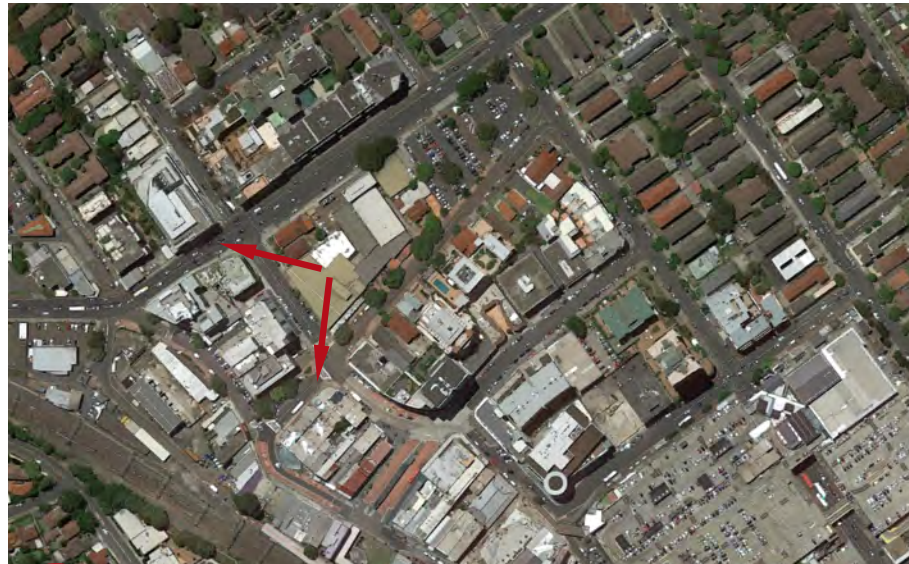


View from Forest Road towards Dora Street

Key
 View Corridor
 Existing Lane way



1



2

2.7.2 Existing Context Photography

The existing context is a wide variety of scale and mixture of architecture styles.

There is no dominant feature evident in the surrounding developments from which we can directly draw reference.

There is an adjacent heritage fire station and through-site link which could be significantly enhanced in detail and design.

It is envisaged that parts of the adjacent streetscape would undergo upgrade in the future LEP transformation.

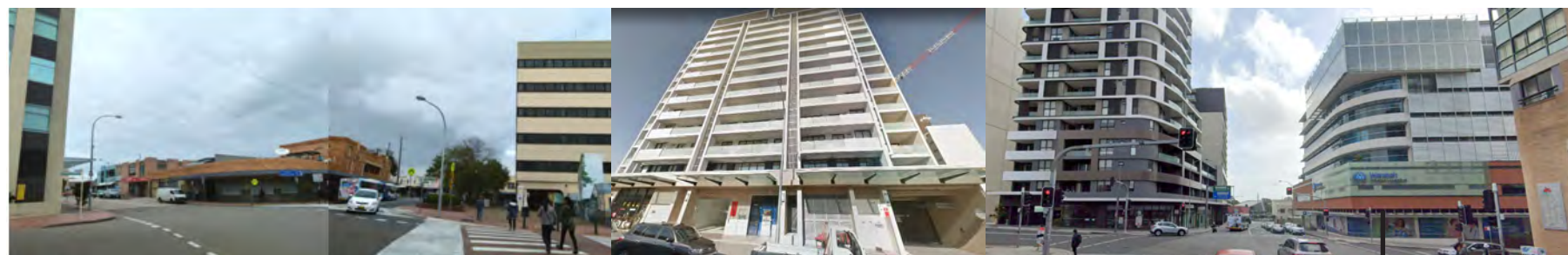
The south edge of MacMahon Street could undergo change by footpath widening and the creation of more activities, cafes etc.



1

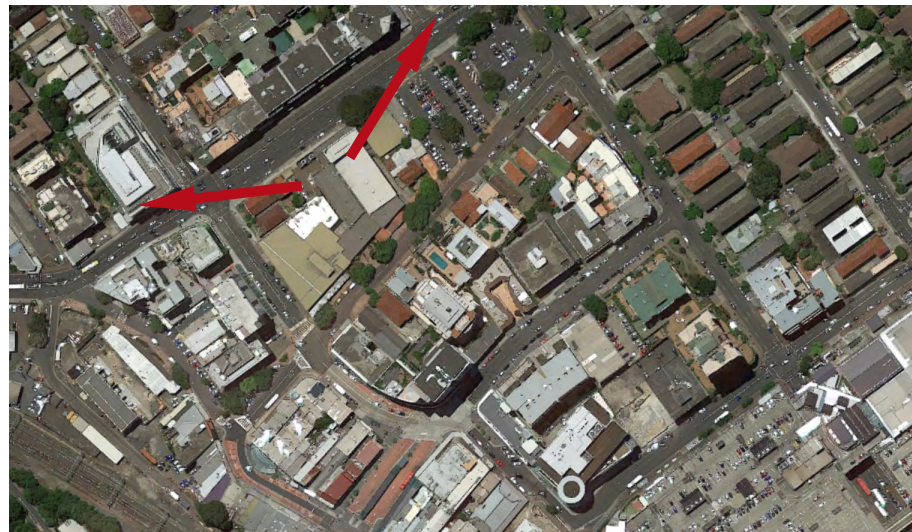
Existing internal lane way links MacMahon Street to Woodville Street

Heritage Fire Station



2

Waratah Private Hospital



2.7.3 Existing Context Photography

1

2



1

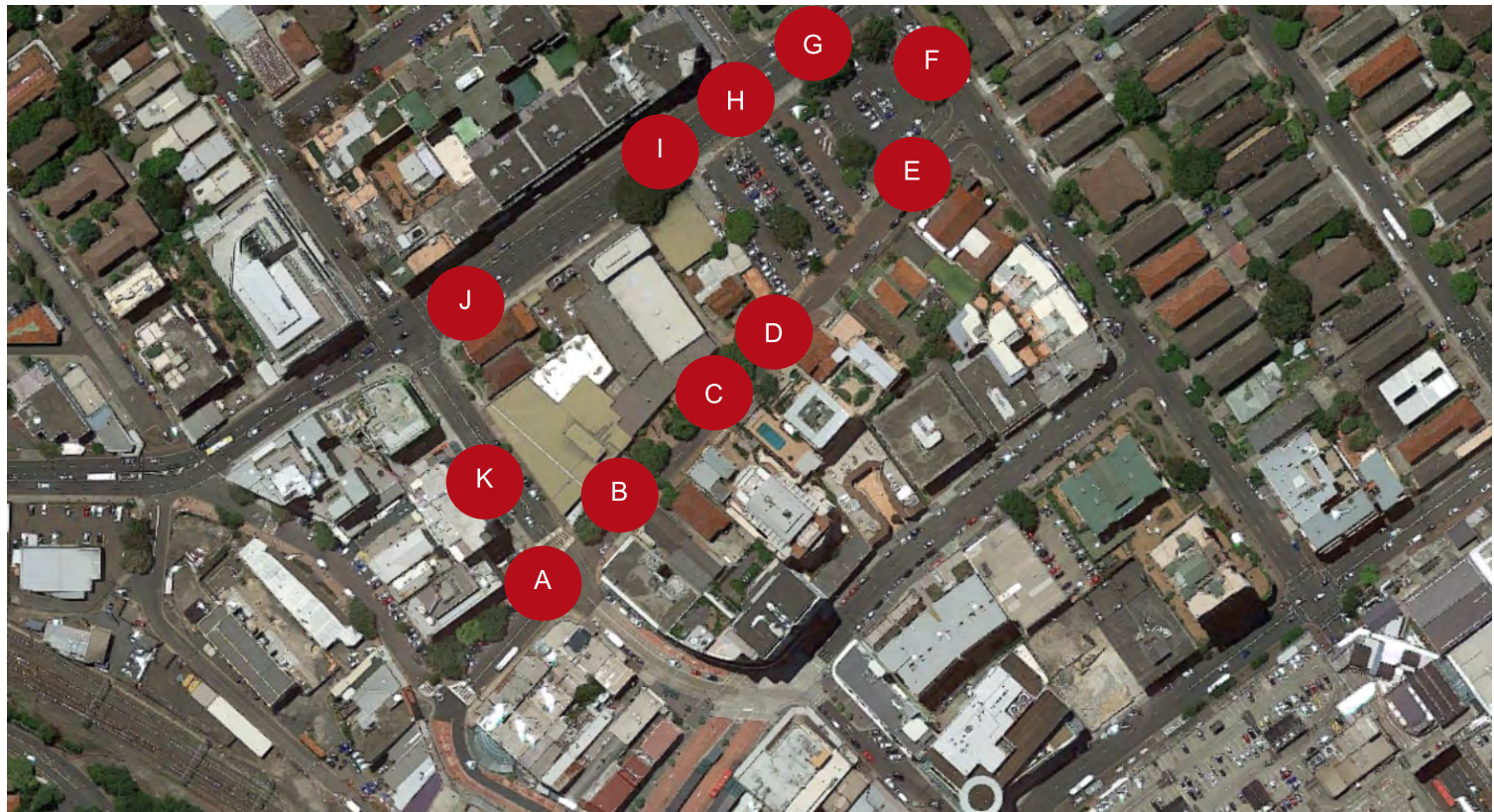
View of Patrick Street



Corner of Park Road and Queens Road

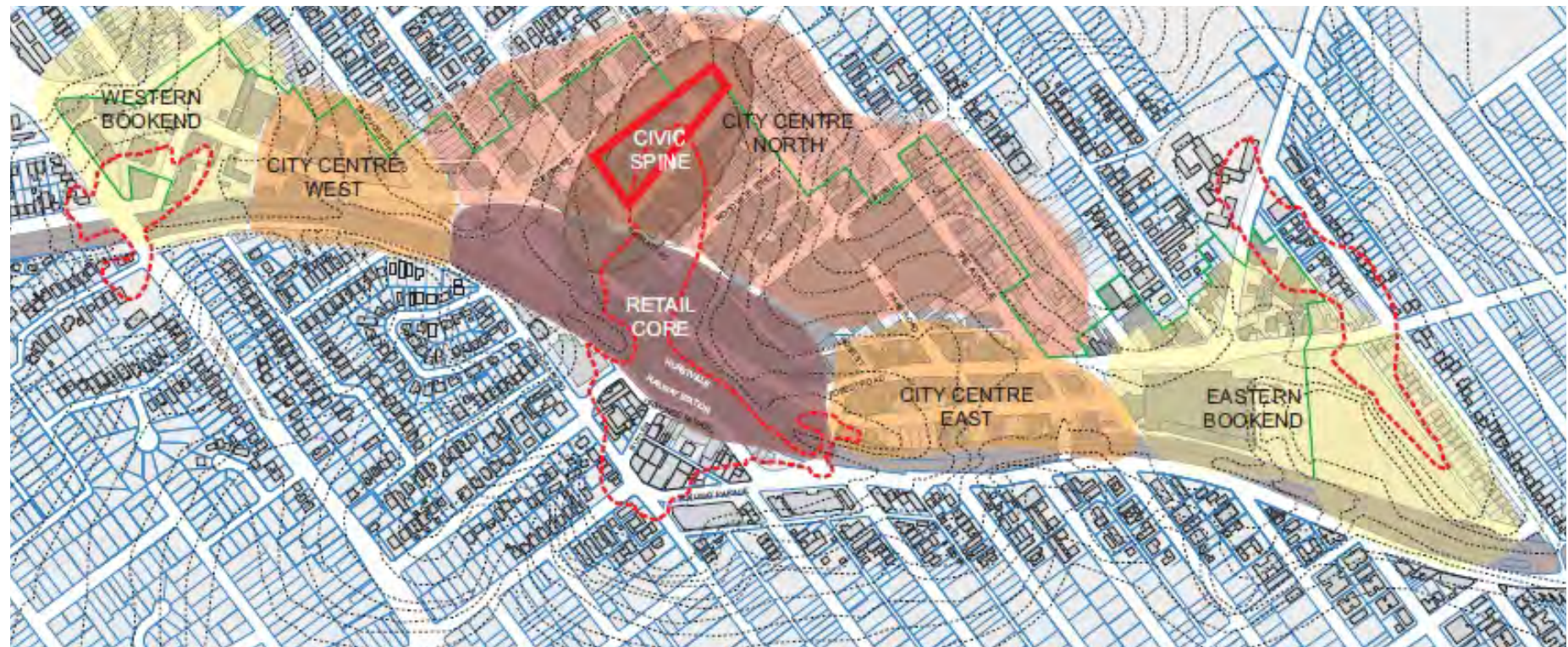
View of Park Road

2

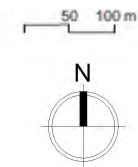


2.7.4 Existing Context Photography





Source: HCC, Government Architects Office, 'Hurstville City Centre Concept Master Plan', Dec 2004, subject site outlined in red



2.8 Character Precincts

Retail Core

Forest Road is lined with narrow shop front facades and rear service lanes. This is the busiest pedestrian area with a good network of arcades and lane ways.

Forest Road appears to have good footpath widths and is bustling with activity. Strong connection to the civic town centre would spread the pedestrian activity and enliven/stimulate activity to the North end of the Town Centre.

City Centre North

The Masterplan site sits within the City Centre North.

The City Centre North precinct concentrates most civic and community activities and high-rise residential and commercial developments. The 'Civic Spine' springs off from Forest Road along the ridge in MacMahon Street. MacMahon Street contains a number of important buildings which were built from 1920 to 1930. The public buildings include churches, Council's Civic Centre, Hurstville Library and the St George Regional Museum.

City Centre West

City Centre West is characterised by medium rise commercial buildings set in landscape settings.

Western Bookend

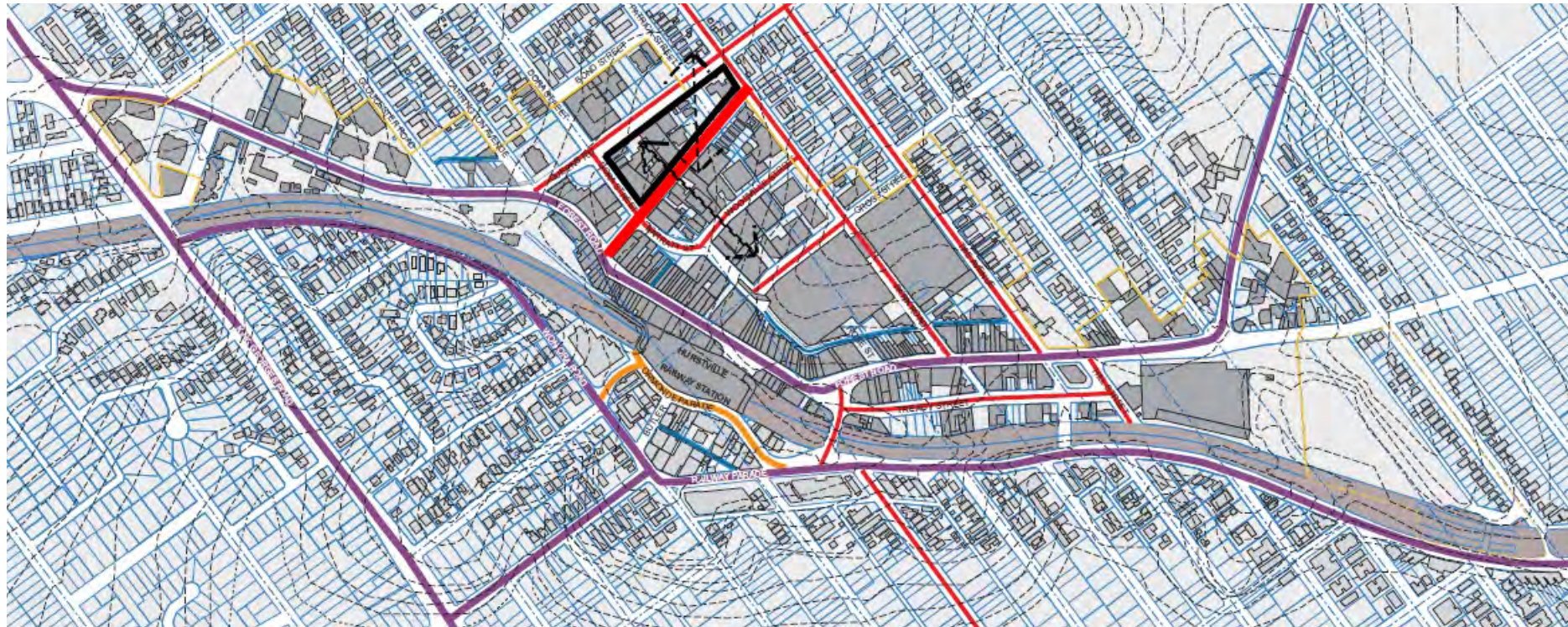
This area is focused on Forest Road and King Georges Road and forms the Western entrance to the city. Acutely angled sites are formed by the intersection of the two main roads.

City Centre East

City Centre East is characterised by the extension of the retail strip along Forest Road and very underutilised development along the railway line in Treacy Street. Treacy Street provides the rear vehicular and service access to properties in Forest Road.

Eastern Bookend

Eastern Bookend Forms the Eastern gateway to the city. Currently dominated by the Amcor building.



Source: HCC, Government Architects Office, 'Hurstville City Centre Concept Master Plan', Dec 2004
(subject site outlined in black)

2.9 Streets

Forest Road originally followed the crescent shape of the ridge. With the construction of the railway, Forest Road was cut into forming the section now called Ormonde Parade. The new Forest Road had to dip down into the valley, parallel to the railway line, and major north-south road links were removed.

The local street pattern relates not to Forest Road, which generally follows the ridge, but to King Georges Road. Strong grid lines are created in a North-West to South-East direction with broken grid lines in a perpendicular direction. This produces longer blocks in one direction on the outer edges of the city centre.

Forest Road and King Georges Road were the original main roads in the formation of the town's structure. Secondary streets are the main traffic arteries through the city centre. Tertiary streets comprise the regular city centre streets, augmented by laneways.

Forest Road is approximately 23 metres wide in its central section between Queens Road and The Avenue. The streets of Hurstville are predominantly 20 metres wide but vary from 25m in Queens Road to 7m in Humphreys Lane.

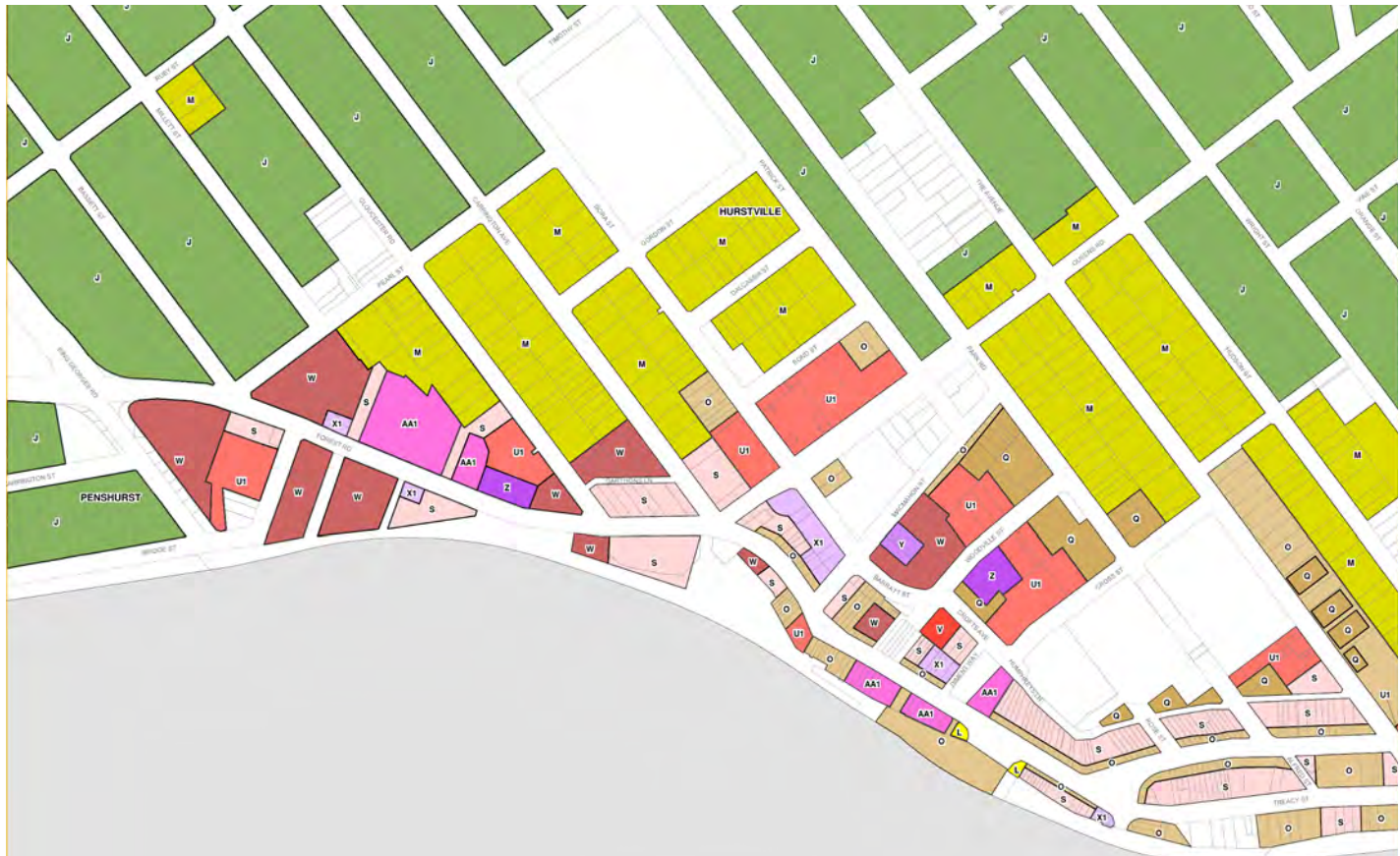
The Civic Precinct development will activate the surrounding streets providing both a destination and a 'safe' active thoroughfare.

A precinct has a number of heritage items in particular along MacMahon Street, creating a street predominantly comprising low rise buildings. the largest residential buildings along the street are 7-11 storey however the street wall is 2-3 storey with the taller elements set back from the street. the precinct also has a large parking lot located on the corner of MacMahon Street and Park Road.

McMahon Street has a mixture of civic, commercial and residential buildings including a historic Fire Station, Civic Theatre, Art gallery and Council Chambers and administration building. The street has medium amount of trees with planting and brick edge creating sitting areas. MacMahon is also more ambient in nature in comparison to Park Road & Queens Road due to it's low traffic volumes.

Queens Road, a 5-6 lane road, runs through this precinct and is a major access route into the precinct. the volume of traffic along this road can make walking unpleasant as well as the limited shelter from sun and rain. A large 10 storey residential building with retail at ground level provides an urban marker for the precinct. the retail offering along Queens Road is disrupted by a large planter bed that prevents activity from occuring on the street frontage. the retail located behind these structures is barely visible. there is no transition in height from 10 storey to 1-2 storey single detached dwellings that are located on the edge of the precinct.

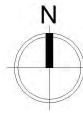
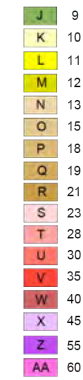
The Waratah private hospital is also located on Queens Road within precinct.



Source: Hurstville Local Environmental Plan (Hurstville City Centre), Height of Buildings Map, 2014

Existing Building Heights

Maximum Building Height (m)



Cadastre

Cadastre 01/09/2006 Land and Property Information (LPI)
Addendum Data 13/12/2016
Hurstville City Council

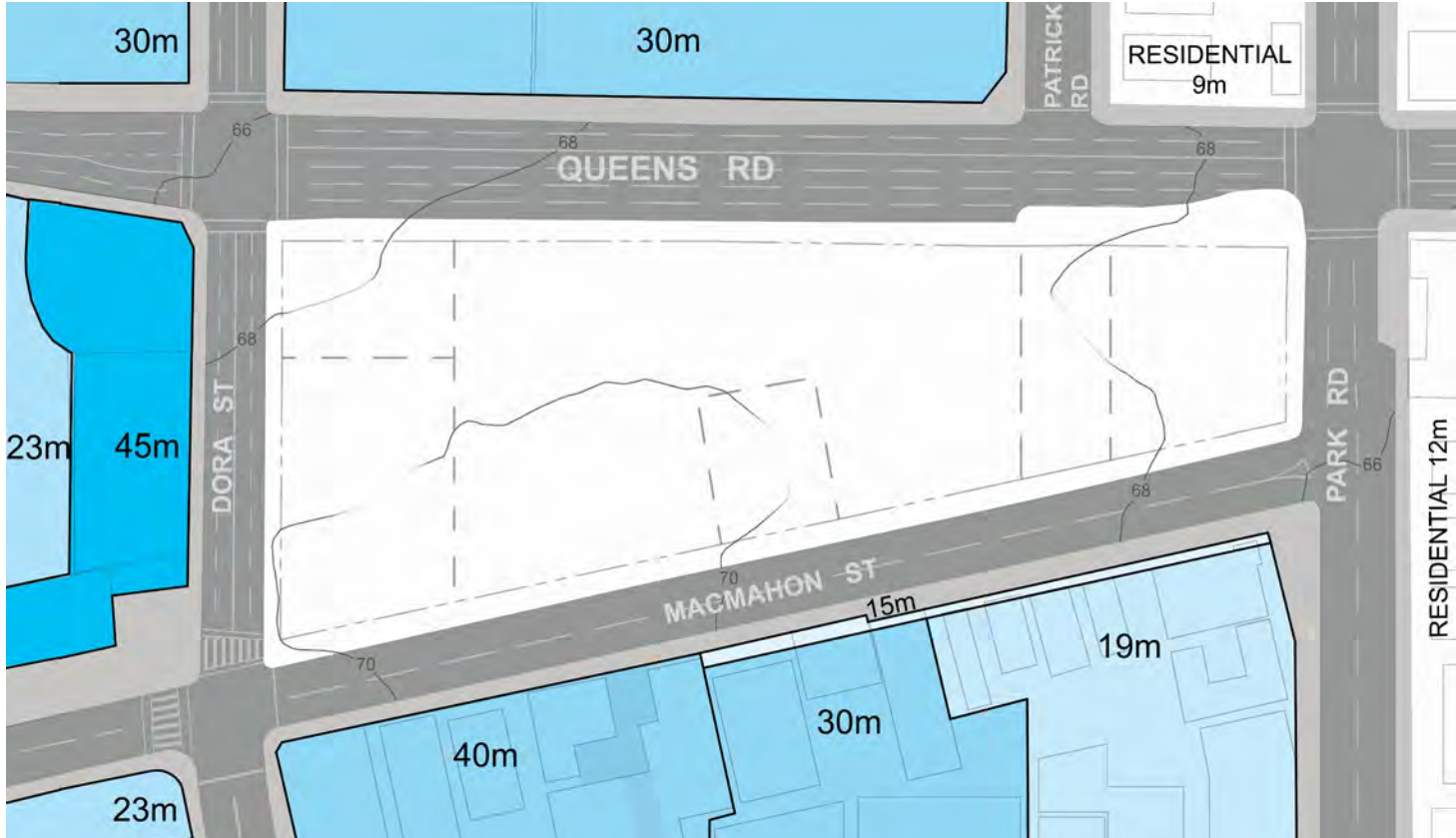
2.10 Existing Building Heights

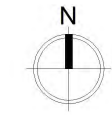
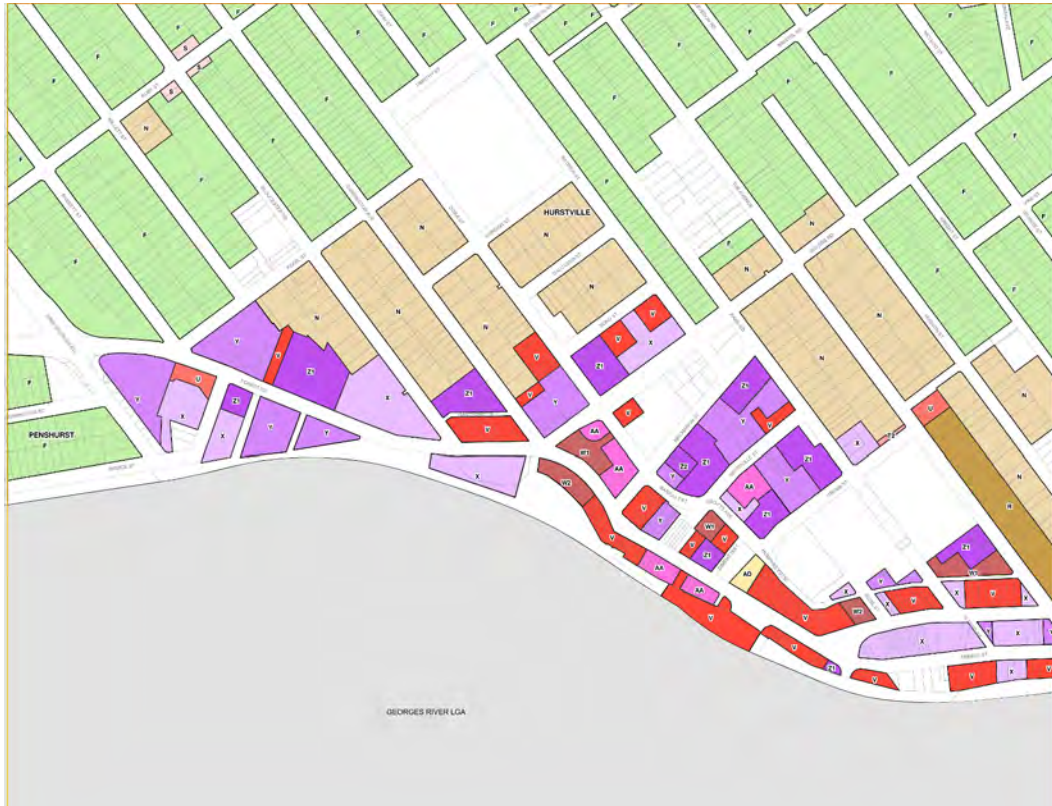
Existing buildings heights range from nine to sixty metres high in the city centre. Central Forest Road is predominantly aligned with building heights ranges from fifteen to sixty metres including one, two and three storey buildings. The buildings in the Western end of Forest Road and close to King Georges Road range from nine to forty metres away from the city centre.

Taller building heights tend to be grouped closer to the high ground with the exception of some buildings along Park Road occurring on much lower ground. The Westfield Hurstville is sited in a valley.

In Hurstville, the public buildings were sited on the high points in MacMahon Street. In Ormonde Parade the combination of high topography and proximity to the railway station ensured its early development.

The Masterplan Civic Precinct site currently has low to mid rise buildings surrounding the site, with new high-rise apartment building on Dora Street, and the corner of Queens Road and Dora Street. Mid- rise apartments ranging from nineteen to forty metres exist on Queens Road and MacMahon Street. Towards the North-East of the site, there are low-rise residential housing ranging from nine to twelve metres.





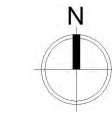
F	0.6
N	1.0
P	1.2
R	1.4
S	1.5
T1	2.0
T2	2.2
U	2.5
V	3.0
W1	3.5
W2	3.6
X	4.0
Y	4.5
Z	5.0
AA	6.0
AD	9.0

Cadastre
Cadastre 01/09/2006 Land and
Property Information (LPI)
Addendum Data 13/12/2016
Hurstville City Council

2.11 Floor Space Ratio (FSR)

There is no control over the majority of the site as the site is a 'deferred matter'. FSR of 3.0 (n:1) applies to the sites at 14-16 Dora Street. Surrounding the site is a great range from 0.6 to 6.0 . MacMahon Street, Dora Street and Queens Road have greater FSR ranging from 4.0 to 6.0. Towards the North-Eastern end of Park Road and the corner of Queens and Park Road, FSR ranges from 0.6 to 1.0.

Source: Hurstville Local Environmental Plan (Hurstville City Centre), Floor Space Ratio Map, 2012



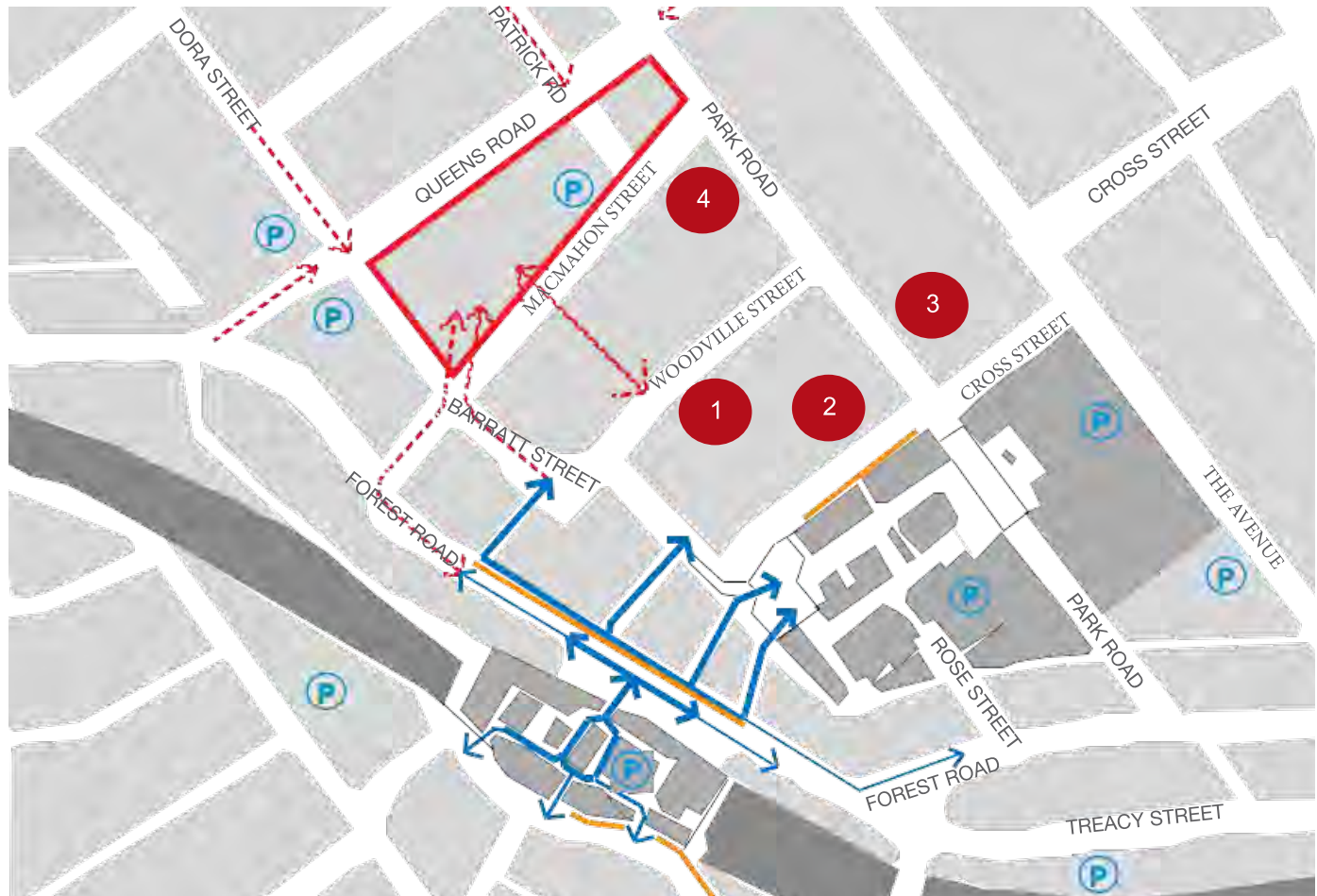
B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
E1	National Parks and Nature Reserves
IN2	Light Industrial
R2	Low Density Residential
R3	Medium Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure
W2	Recreational Waterways
DM	Deferred Matter

Cadastre
Cadastre 01/09/2006 Land and
Property Information (LPI)
Addendum Data 13/12/2016
Hurstville City Council

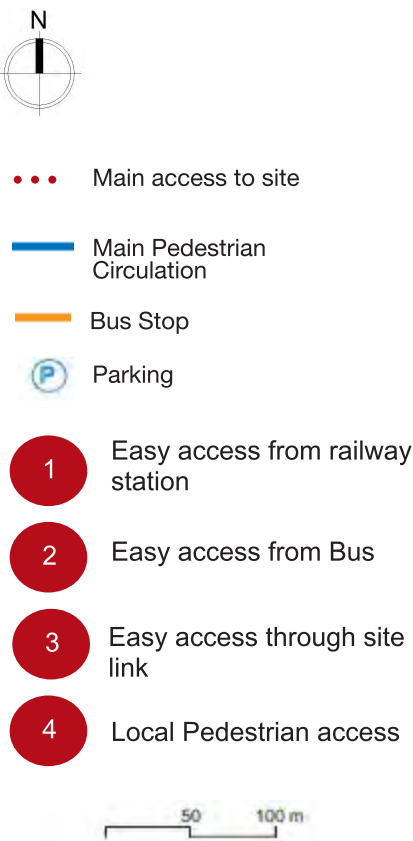
2.12 Land Zoning

The Masterplan Civic Centre is surrounded by various land zoning. The Northern, Eastern and Western ends of the site are surrounded by mixed use zoning. A small area to the North-East along Park Road and the corner of Queens Road are low-mid density residential. The Master Plan Civic Centre site is zoned as Deferred Matter.

Source: Hurstville Local Environmental Plan (Hurstville City Centre), Land Zoning Map, 2012



Subject site outlined in red



2.13 Pedestrian Circulation

The subject area experiences high level of pedestrian activity as a result on the commercial and retail land uses. The Super Centre, Railway Station, Westfield Hurstville, bus stops and carparks contain the most pedestrian activity. These locations draw pedestrians through the city centre. A series of arcades and laneways along Forest Road act as filters for the local pedestrian movement, which decreases in intensity outside this area.

Hurstville exhibits good north-south pedestrian permeability on the Northern side of the railway. Pedestrian connections across the railway are limited with only one access point to the North and three narrow links to the South.

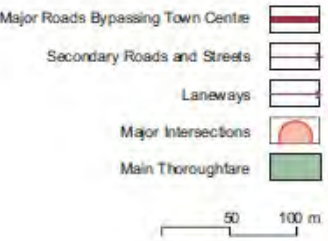
Footpaths are crowded on Forest Road at peak pedestrian times during the day. Pedestrian amenity is concentrated largely on the active street frontages along Forest Road which characterises the amenity of the streets, in contrast to the enclosed and compacted Westfield Hurstville shopping centre.

MacMahon Street is a key pedestrian arrival point into the precinct from the main city centre and particularly the Forrest Road, Road and Rail based public transport services. It is also the main North South Link through the site and a key opportunity for any future design for the precinct.



Source: HCC, Government Architects Office, 'Hurstville City Centre Concept Master Plan', Dec 2004

Vehicle Circulation

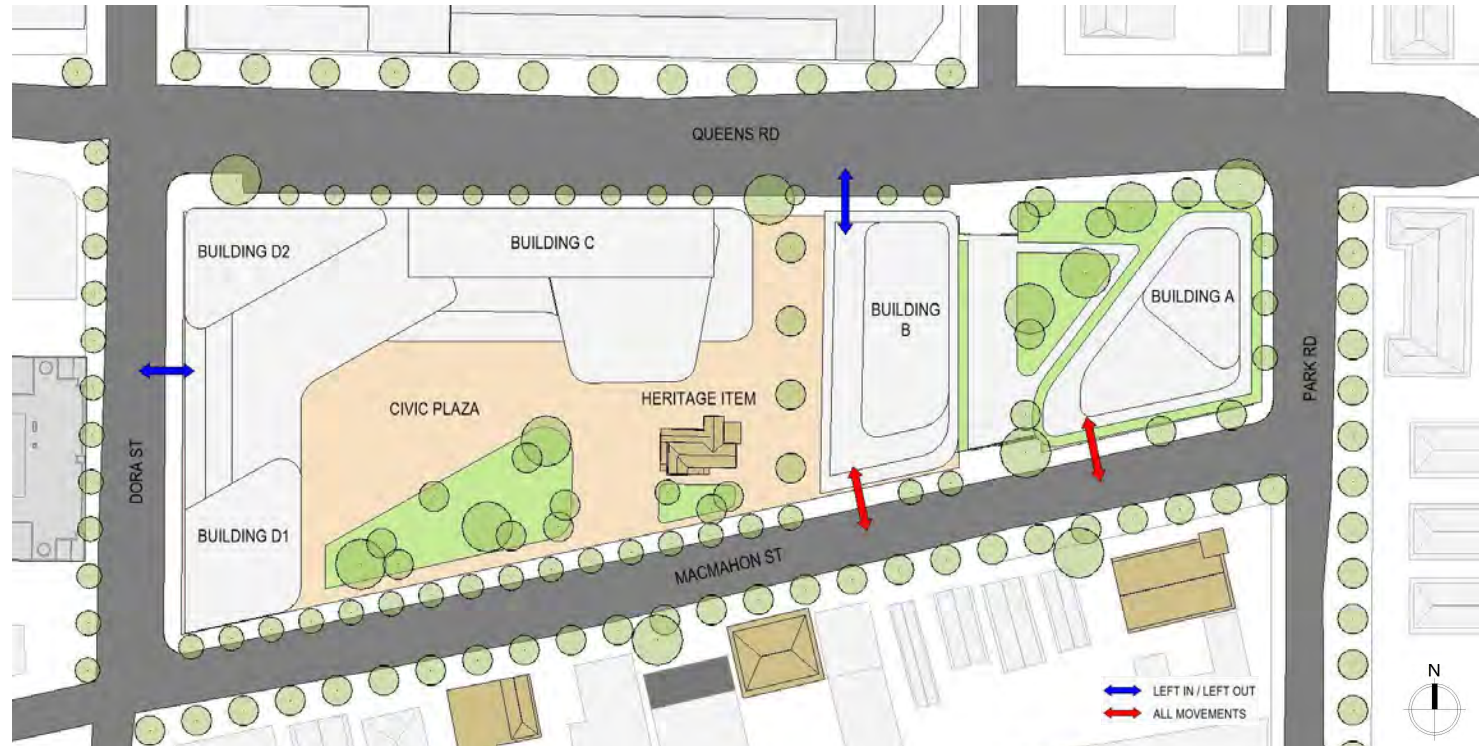


2.14 Traffic

2.14.1 Vehicle Circulation

The street network in Hurstville City Centre has resulted from the winding route of the original Forest Road and the Illawarra Railway Line that dissects the rectangular surrounding street network. This has resulted in many people, particularly new visitors, becoming disorientated thus producing additional circulating traffic movements. This is compounded by the traffic generated from the major public car park located in the CBD core.

Also, a review of publicly available car parking in the vicinity of the site indicates that all on-street car parking is time-restricted, except for the unrestricted spaces on the eastern side of Park Road and is largely occupied during the day.



Base source: Hurstville Civic Centre Master Plan Concept Design Report Dated 20/05/2021, Issue F

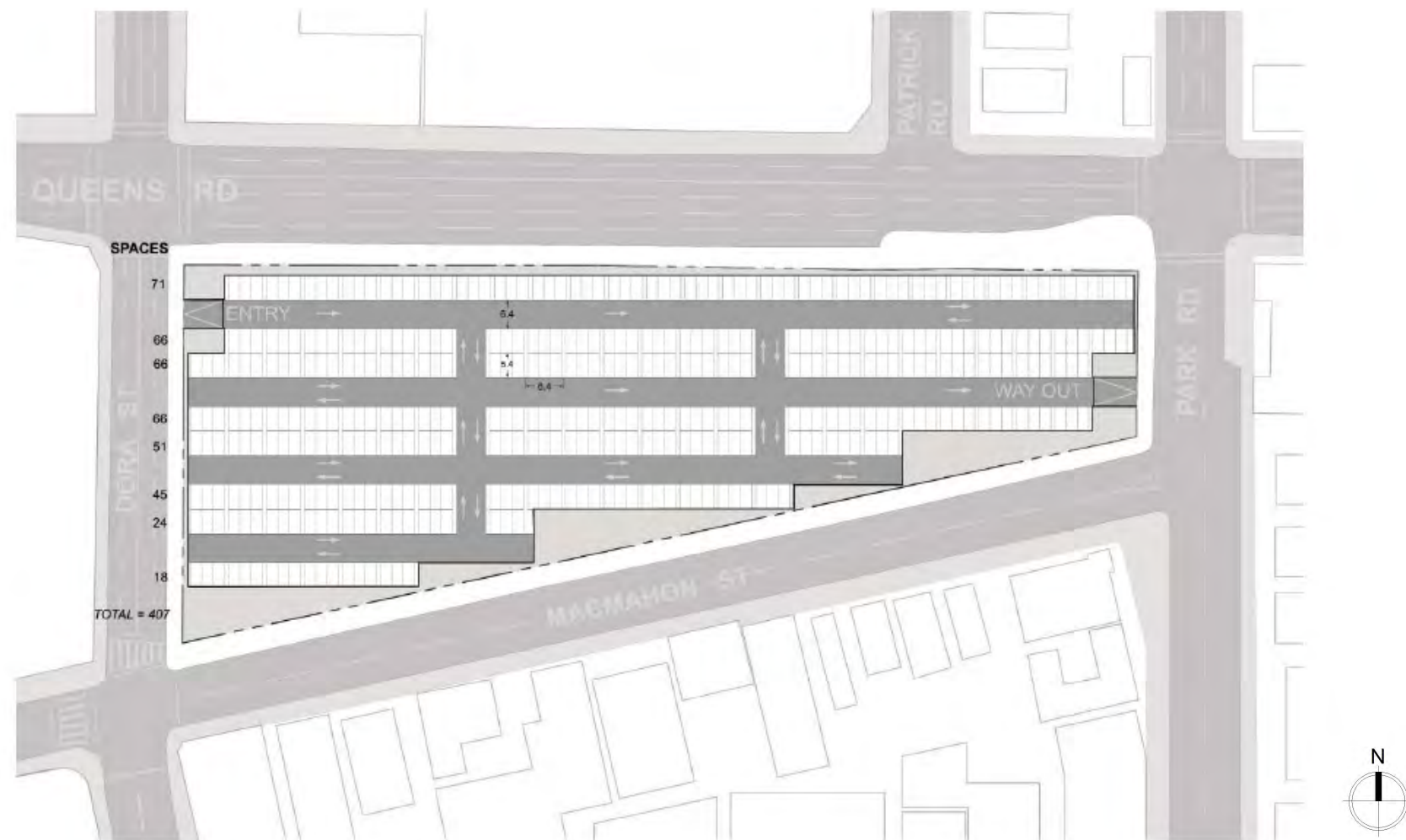
Parking Analysis

Vehicle Access

Potential for access and departure point off of Dora Street - Left In / Left Out.

Potential for access and departure point off of MacMahon Street - all movements

Potential for access and departure point off of Queens Road - Left In / Left Out



Parking Analysis

Guide diagram for appropriate estimates of capacity only (this is not a carpark design)

2.14.2 Proposed Car Parking

Existing car parking on the Masterplan Civic Precinct site, according to Hurstville City Centre Concept Masterplan, 2004, includes;

- 142 at-grade parking;
- 7 on street parking on MacMahon Street; and
- 4 on-street parking Dora Street.

Indicative guidelines only, must be verified through a detailed traffic analysis.

Hurstville DCP car parking rates for the site as defined by GTA Consultants are outlined below :

- Commercial 1 space per 100m²;
- Retail 1 space per 50m²

DCP No. 2 Hurstville City Centre (Amendment No.6), Section 5 (effective from 24 July 2015) Residential Parking Rates are outlined below :

- Studio + 1-2 bed - 1 space
- 3 bed - 2 spaces
- visitor - 1 space per 4 units

Apartment Design Guide (SEPP 65), Section J, Objective 3J-1:

The NSW Department of Planning and Environment recently released the Apartment Design Guide that provide commentary on acceptable levels of car parking provisions. the Guide states that for development either:

- land zoned and sites within 400m of land zoned, B3 Commercial Core, B4 Mixed Use or equivalent in a nominated regional centre
- within 800m of a railway station or light rail stop in Sydney metropolitan Areas

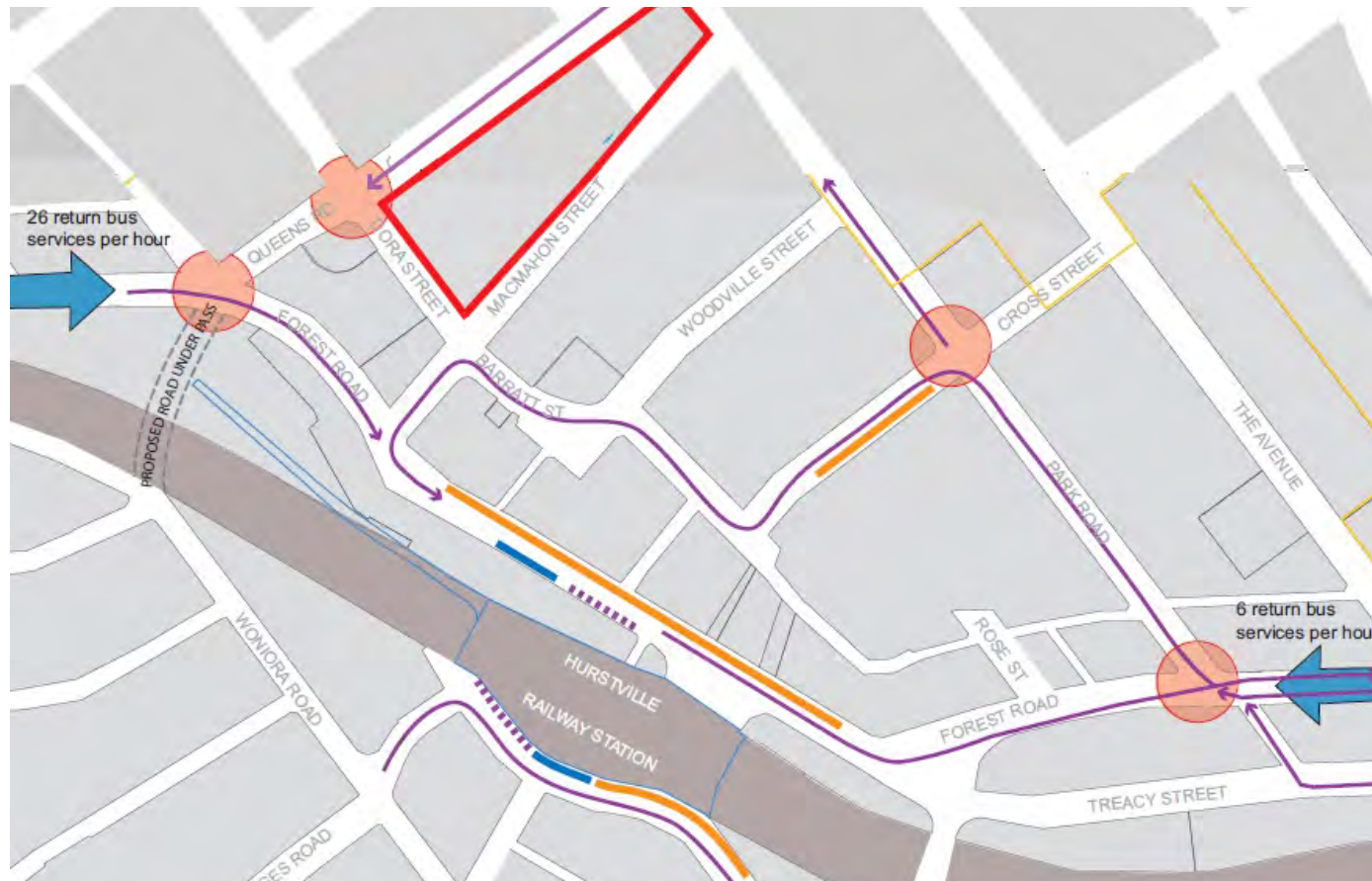
the lessor resident and/or visitor car parking rate of either the ' Guide to Traffic Generating Developments' (October 2002) or the relevant Council's requirements can be used.

The site is located within 300m of the Hurstville Railway Station and Bus Interchange, and on land proposed to be zoned B4 Mixed Use. As such, the lessor resident and visitor car parking rates provided in the RMS Guide are Applicable.

RMS Guide to Traffic generating Developments, Version 2.2, October 2002, Section 5.4.3 rates for Density residential flat buildings for Metropolitan Sub-Regional Centres:

- 0.4 spaces per 1 bedroom unit;
- 0.7 spaces per 2 bedroom unit;
- 1.2 spaces per 3 bedroom unit; and
- 1 space per 7 units (visitor parking).

Please refer to GTA consultants - Transport Impact Assessment for further details.



Source: HCC, Government Architects Office, 'Hurstville City Centre Concept Master Plan', Dec 2004

Existing Public Transport



2.14.3 Existing Public Transport

The site is well serviced by public transport, namely with the Hurstville Railway Station and the Hurstville bus interchange located 300meters and 150 meters to the south respectively. The Hurstville bus interchange is serviced by up to 20 bus routes operated by the Punchbowl Bus Company, Sydney buses and Veolia Transport, with approximately 700 bus movements on the North side of Hurstville Station and over 300 bus movements on the South side of Hurstville Station.

The taxi ranks in Ormonde Parade, Forest Road and Cross Street are well located in the City Centre.

The distance of the Master Plan site to Hurstville train station is around 300m.

2.14.4 Bicycle Network

Hurstville CBD is currently well serviced by on-road cycle ways. Forest Road has a cycle lane between MacMahon Street and the Palm Court car park. In addition, the CBD on-road cycle way includes: Park Road, The Avenue, Treacy Street, Dora Street, MacMahon Street, Durham Street and Lily Street.

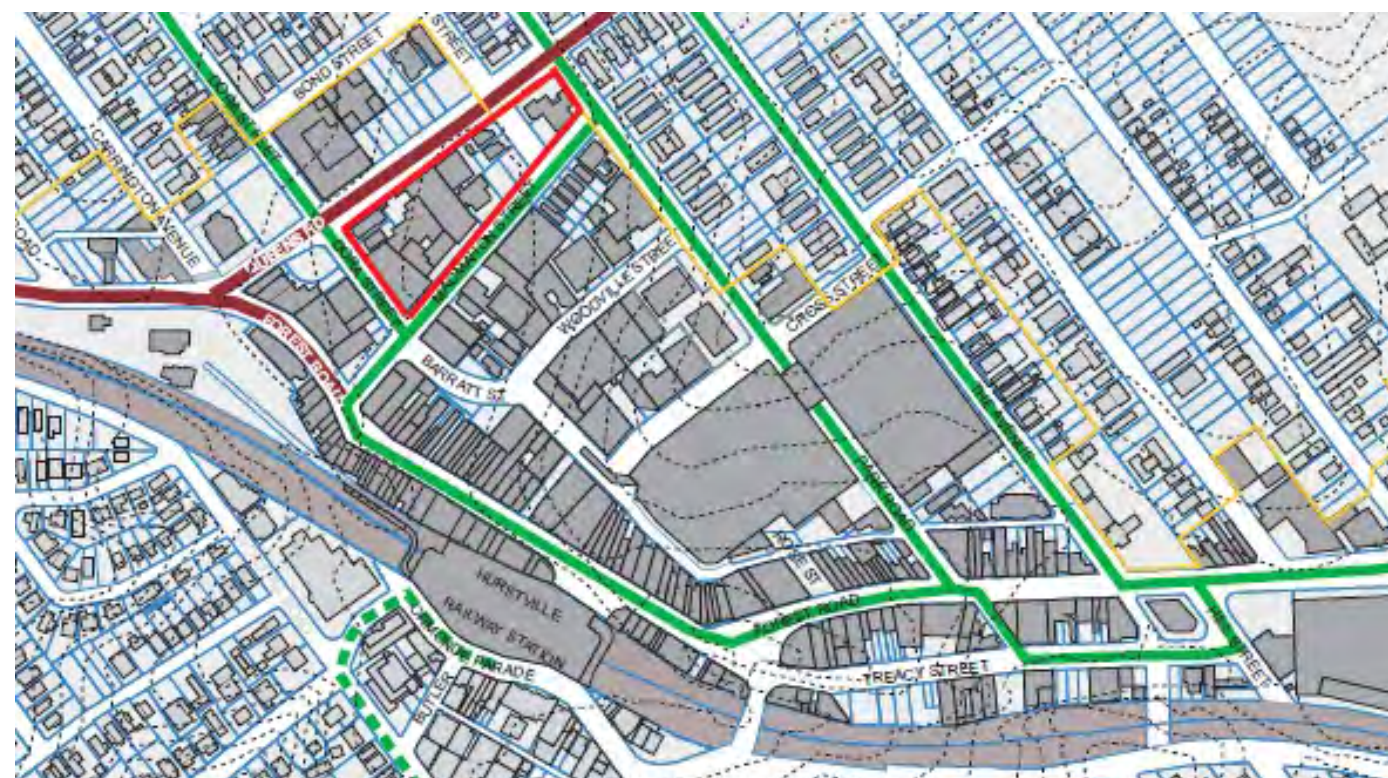
Existing locations of bicycle parking facilities in the CBD:

- Adjacent to the Westfield pedestrian ramp in Crofts Avenue;
- In front of the Civic Centre in MacMahon Street;
- In front of the Hurstville Library;
- In Forest Road opposite MacMahon Street;
- In Forest Road adjacent Palm Court car park; and

Any new development must consolidate the bicycle network and provide good bike storage on site.

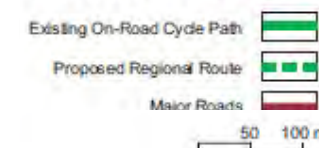
2.14.5 Local Car sharing Initiatives

Car share facilities are available within a short walking distance from the site, with three GoGet vehicles located at the Westfield Shopping Centre. The initiative is to reduce the use of private motor vehicles.



Source: HCC, Government Architects Office, 'Hurstville City Centre Concept Master Plan', Dec 2004

Bicycle Network



3. BRIEF

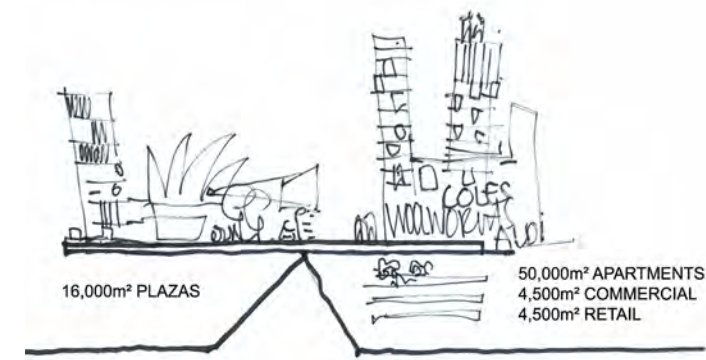
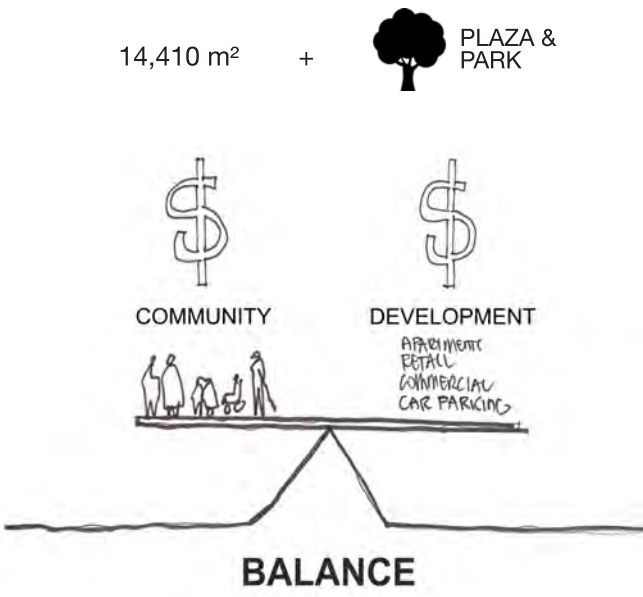
**COMMUNITY BRIEF**

COUNCIL CHAMBERS,
COUNCIL OFFICES &
CUSTOMER SERVICE

LIBRARY, ART GALLERY &
MUSEUM

FLEXIBLE AUDITORIUM/
FUNCTION SPACE

MULTIPURPOSE
COMMUNITY CENTRE



3.1 Concept Brief / Vision

The vision of the Concept Masterplan is to:

- Showcase Hurstville as a vibrant place to work, shop and live;
- Set a new, future direction for the Hurstville Civic Centre;
- Reinforce Hurstville's status as a Strategic Centre for Sydney;
- Create a series of civic squares, community facilities, parks, commercial and residential infrastructure.

The Brief combines public (community) and private functional requirements. This is set out under the two headings below. There is also a substantial public space and landscape component which has not been set out in detail but has been included at 'high level' for cost analysis.

Public (community) Brief - Update of Community Facilities Requirements, (13 October 2015)

The Brief has been drawn from a range of documents including:

- New Hurstville City Civic - Stage 1 Report; and
- Civic Precinct Redevelopment Market and Demand Assessment Study.
- Hurstville Council Advice on Council Chambers and Offices area requirements - Preliminary Functional Design Brief, Incoll Management Pty Ltd, May 2007
- Hurstville Civic Precinct - Update of Community Facilities requirement, October 2015, prepared by Elton Consulting.
- Hurstville City Museum and Gallery HA prepared by Artefact Heritage.
- Hurstville Civic Precinct - Update of Community Facilities requirements, October 2015, prepared by Elton Consulting
- Hurstville City Museum and Gallery HA 08022016, prepared by Artefact heritage

These documents and subsequent community consultation have reinforced the desire for the site to offer:

- Library including Museum and Art Gallery display areas;
- Customer service centre;
- Flexible Auditorium/Function Space for a range of activities (500 seats) incorporating stage, back of house, storage;
- Cafes and a range of recreation, relaxation or study areas;



Ideally, the combination of these items can create a unique HUB; one that combines the traditional services in a unique way that blurs the boundaries, and one that relates to the mix of culture and demographic of the area by creating a place to relax, study, hang out, meet, work and play.

The vision of the Concept Masterplan is to create a destination connecting and utilising all the new technologies. The detail of the 'Community Brief' is subject to further refinement outside this study but is capped at 8,410m² GFA for the purpose of the Master Plan and costing analysis. The Council also requires substantial space for their working premises, chambers and public facilities which comprises 6,000m² GFA.

Private Development Brief

The private brief essentially consists of a GFA for scale to finance the project. This study has reconnected residential, car parking and a component of retail to provide the appropriate mix and financial return.

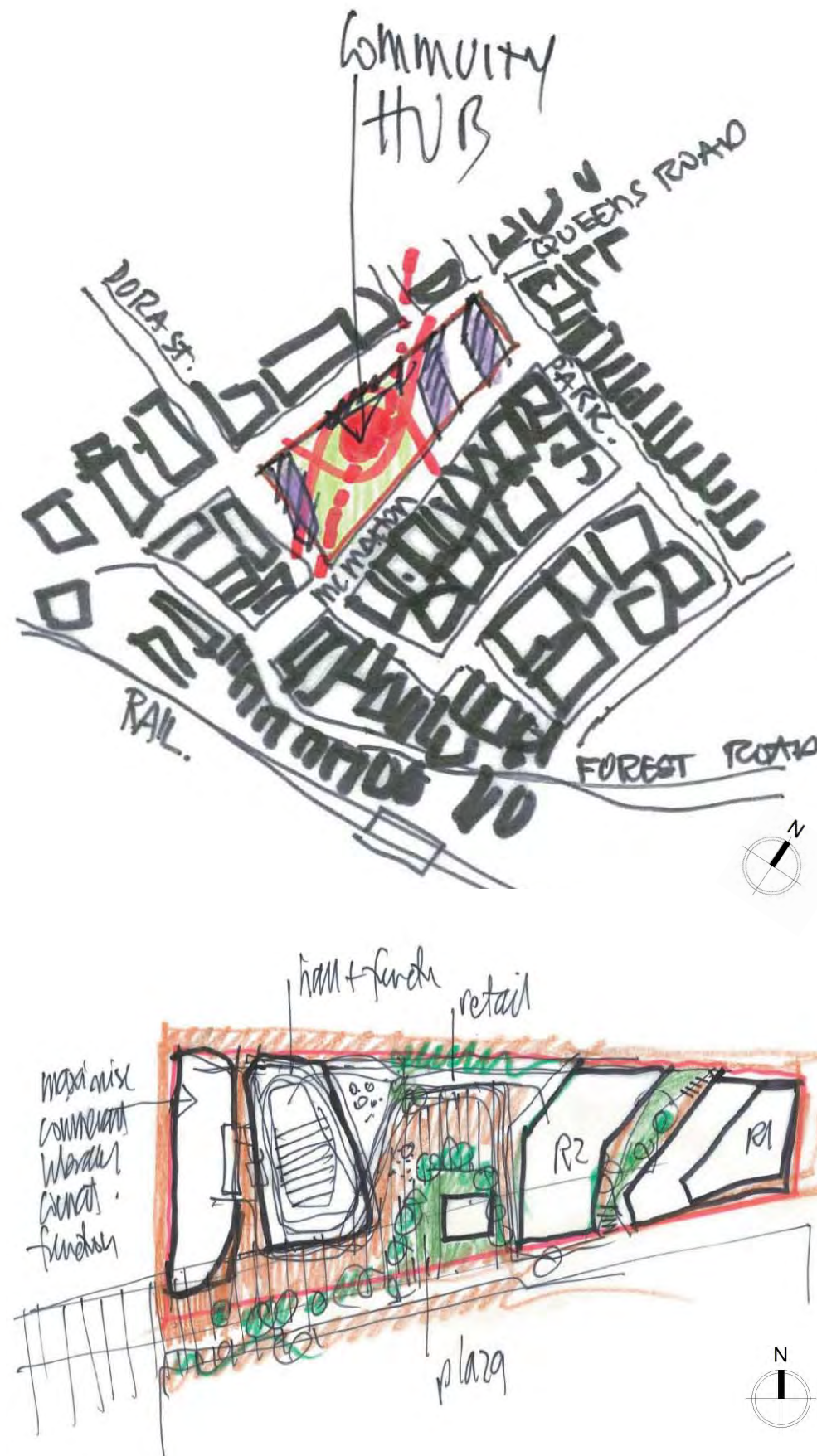
The detail of this is setout within the spreadsheet in Section 5.

In summary (indicative only) ;

- Residential	25,975 m ²
- Retail	3,175 m ²
- Commercial	7,490 m ²
- Community	8,410 m ²
- Council Chamber and Offices	6,000 m ²
- Car parking	1050 -1200 spaces

GFA - Gross floor area means the sum of the floor area of each floor of a building measured from the internal face of external walls, or from the internal face of walls separating the building from any other building, measured at a height of 1.4 metres above the floor, and includes:

- the area of a mezzanine, and
- habitable rooms in a basement or an attic, and
- any shop, auditorium, cinema, and the like, in a basement or attic, but excludes:
- any area for common vertical circulation, such as lifts and stairs, and
- any basement:
- storage, and
- vehicular access, loading areas, garbage and services, and
- plant rooms, lift towers and other areas used exclusively for mechanical services or ducting, and
- car parking to meet any requirements of the consent authority (including access to that car parking), and
- any space used for the loading or unloading of goods (including access to it), and
- terraces and balconies with outer walls less than 1.4 metres high, and
- voids above a floor at the level of a storey or storey above.



3.2 Interactive Design Process - Concept

The Masterplan realises a vision for an active social heart to Hurstville.

It provides both public and private space opportunities to enliven this significant site on the hill and at the Northern edge of the City Centre.

Its location and orientation have shaped the massing and layout of the key activities.

New residential to the East realises the value of views and outlook to the surrounding lower valleys and slopes and the city skyline in the distance.

The new civic buildings; Library, Flexible Auditorium and HUB zones are to be shaped as sculptural forms within a landscaped plaza. A destination, visible from surrounding streets and developing as icons within local vistas. A place of activities, transparent, changing by day and night.

A new residential high-rise will create a landmark entry point from Queen's Road when entering from the East. Its detail design is critical in capturing this key opportunity.

The central plaza area, the heart is oriented and shaped to maximise solar access during winter at from 11am to 2pm and for the plaza edges along existing roads to have widened footpaths, traffic calming and street furnishing to capture the potential for a variety of activities, varying through the day, depending on weather and seasonal change.

The plaza consisting of soft and hard surfaces, areas with planting and lawn surfaces for passive recreation and seating, active areas for gatherings, festivals with street closure potential to enhance the community activities which currently occur in the area. The landscape and the building form will be shaped to create a range of amphitheater style terraces, for large group gatherings, movie, music and performance projects.

The community HUB which will include the Library that incorporates exhibition, gallery and museum space, Customer Service Centre and Multi-purpose Community Centre that includes flexible Auditorium/Function Space, also act as a central learning HUB/work HUB potential when combined with cafes and EAT STREET activities.

The ability to design and develop a truly unique public facility catering to work, study, and relaxation and providing a full range of services is a key component for innovation required to maximise the sites potential.

The location of this open space should address McMahon Street and be sheltered from the noise and traffic from Queens Road. Portion of McMahon Street in the length of new civic plaza towards the intersection with Dora Street should have new ground floor activation with new pavement and public art. The corner building on Dora/ McMahon Street should provide accessibility and

permeability and frame gateway with high, open and active understorey encouraging views into plaza to the heritage house and green spaces.

New retail areas will encourage quality food outlets, fresh food and dining. The multicultural nature of the area can be celebrated through a food focus around meals and gatherings. This potential is a central element within the design and the ability to provide a food anchor at the northern edge of the City Centre is a key opportunity. This will capture local residents passing through as well as creating a destination. The ant trail of pedestrian activity is reinforced and encouraged from the current retail centre, rail and bus through the developing lanes and arcades.

This encouragement of activity develops safe, commercially successful public spaces.

This new plaza is flanked by residential and commercial buildings which both overlook and with appropriate design enliven the edge of the plaza. These elements must be controlled design outcomes with well design facades, balconies, screening and materials.

4. MASTERPLAN

Masterplan Objectives

The masterplan focuses on a creation of a series of civic squares & parks, commercial and residential infrastructure.

The objectives are:

- Creating civic identity
- Providing a mix of community spaces
- Creating civic plaza with particular character connected to civic centre - connected to Activity Hub & designed for larger community gatherings - safe and commercially successful public space.
- Providing cost neutral or positive outcome through the balance criteria of public and private finances.
- Volume of buildings to maximise the potential of the fall across the site
- Optimising solar access to plaza - Plaza is orientated and shaped to maximise solar access
- Locate new buildings within existing shadows - solar modeling
- Design to ADG requirements
- Minimise overshadowing to residential uses on Dora Street



4.1 Site Structure

Residential is located to the East of the site capitalising on the maximum height yield, views and solar gain.

The general massing is shaped to enhance yield to Apartment Design Guidelines (ADG) July 2015 requirements.

Community development on the North portion of the site maximises solar access to a plaza and MacMahon Street pavements. Study of key buildings creates 'Iconic' destination potential for the street view and passing vehicles on Queens Road.

The arrangement of community buildings creates a scale and stepping that enhances the square and vistas and creates a lower vehicle movement zone around Dora/ MacMahon intersection while shielding the square from the busy Queens Road.

Existing buildings to the North of the site on Queens Road create shadow on the Master Plan Civic Centre site, as well as the proposed building on the west side on Dora Street. The new buildings (towers D1 and D2) within the Master Plan have been located and shaped to allow mid winter sun access to the (No.9 and 15 Dora Street) apartment building units. This building is also shaped to provide an outlook for the apartments to the East and public plaza. The location of the public open spaces further capture solar and provide amenity to the residential apartments and site links. For solar study on site refer to Section 4.9.

It is envisaged that the design of the new buildings within the masterplan will develop their own specific detail responses to the existing neighbours, adjacent street and wind requirements and the development opportunities relevant to the current market within the residential planning guidelines (ADG) and controls.

4.2 Heritage

The building at 14 MacMahon Street was constructed in the Inter-War Old English house style and consists of a two storey house primarily of brick with some textured render and half timbering. There are minimal decorative features, with a small catslide roof near the main entrance and corbelled brickwork on the entryway. The house was designed by Peddle Thorp and Walker which was established in Sydney by James paddle in 1889. Peddle Thorp and Walker also designed the civic centre in Hurstville in 1962.

This masterplan retains the heritage item.

The Heritage item is to be redeveloped in accordance with the conservation plan as a publicly accessible amenity. The future design and use will be assessed on merits that allow modern reinterpretation of the building and provide the best most appropriate outcome to meet the project vision.



4.3 Masterplan

The Concept Masterplan provides an integrated and coordinated framework for the redevelopment of private and public land with an emphasis on creating a high quality public domain. It will set the overall future direction for the Civic Precinct, as well as identify valuable infrastructure to promote community wellbeing.

The vision is to transform the Civic Precinct into a dynamic and inviting part of Hurstville, by providing:

- A vibrant community centre and an active urban heart of the city;
- A strengthened civic focus and a desirable commercial destination;
- An iconic and connected place where people can live, work, play, study, hang out, meet and relax;
- Inviting civic squares and parks where residents, workers and students can enjoy day and night;
- A mix of community spaces including galleries, performance facilities, meeting spaces, council chambers and office outdoor plazas;
- An 'Eat Street' environment reinforcing the place as a destination;
- Street and plaza for larger community gatherings;
- Secure safe play area for children and families; and
- A framework to guide infrastructure improvements.
- Building on the corner of Park Road and Queens Road will be visually prominent and as such is to be designed as a gateway landmark for the Civic Centre Precinct.
- West facade of the building facing the plaza is visually prominent when entering the plaza from the west and requires specific design attention.
- The corner building on Dora/ McMahon Street to provide accessibility and permeability of site and frame gateway with high, open and active understorey encouraging views into plaza to the heritage house and green spaces.



View from corner of MacMahon & Dora Street towards the public plaza and heritage building.



4.4 Design Outcomes - Massing & Material Quality

The scale of the buildings requires careful modulation and design to breakdown the forms and deliver a hierarchy of detail from the ground to top of the buildings.

The East side of the Civic Precinct facing the plaza building should be well articulated to create base, middle and top. The form and facade stretching from Queens Road and MacMahon would be broken vertically into at least two parts. The design will create a reduction in scale of this wall element within a controlled architectural palette.

The use of balconies to create pattern and the possible set back of the top floors from the lower floors will assist in creating a facade of interest through depth, pattern in light and shade and material change. A vision of higher quality materials and detail for the lower 4 to 5 floors, reducing in complexity and detail as the building rises.

The ground plane and the first two levels of surrounding built form are critical elements of the design and for the development of a quality a civic space. Artwork or special design elements should be considered in the creation of this significant backdrop to the public domain.

Materials could include high proportion of stone and natural surfaces. Sandstone, bluestone, zinc, copper and glass, steel or aluminium detailing to reflect a longevity and at a minimum of 50 year life span. Plantings, artwork, street furniture, signage way finding should all reinforce this 50 year long term civic life span. Reference qualities to be as a minimum "Rouse Hill Town Centre Civic Square" and the residential area adjacent to be similar to Kingsgrove "The Pottery" as a minimum.

The civic zone buildings to have quality to the level of "The Concourse" at Chatswood.

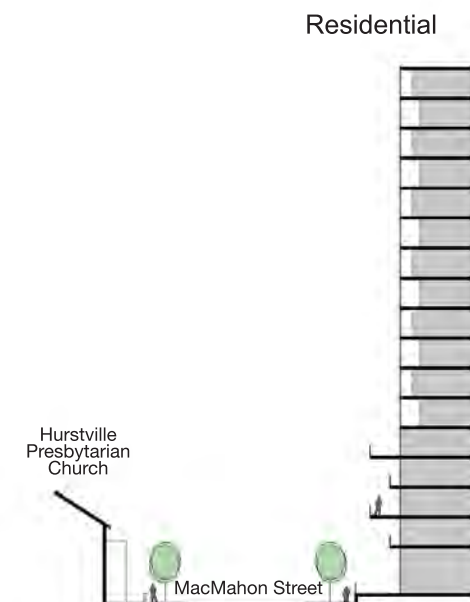
(Visual reference of examples in Precedent Studies Section a. of Appendix).

The location, scale and form of the building on the corner of Queens Road, Park Road & MacMahon Street will enable it to have a significant visual identity when viewed from the surrounding neighbourhoods to the North-West, North-East, East & South East and especially when viewed arriving along Queens Road from the East. This has the potential to create a unique gateway and landmark for the Hurstville City Centre.

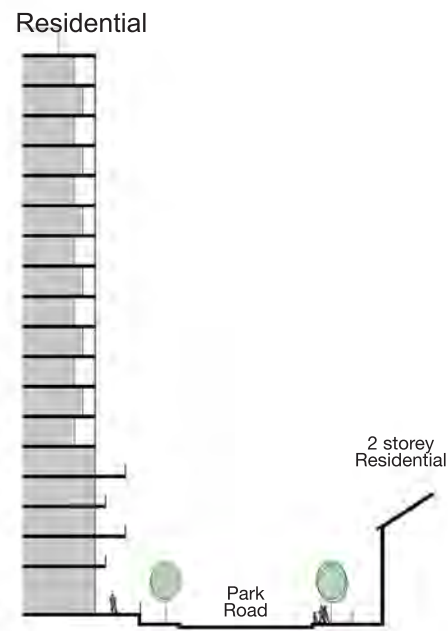
This is to be carefully considered in the design of the building, its facade and detailed massing. Specific attention to the roof and top levels 14-17 is necessary to achieve a skyline marker as a gateway to the Hurstville Civic Precinct and City Centre.

The design of the West facade of the building closer to the open plaza should be designed to reflect the visual significance of its location and should include detailed elements, materials and artwork. This facade should be designed in the response to the site's landmark significance.

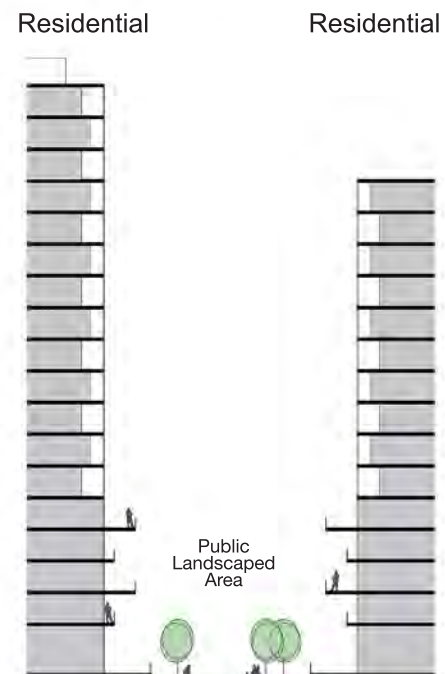
Section A-A



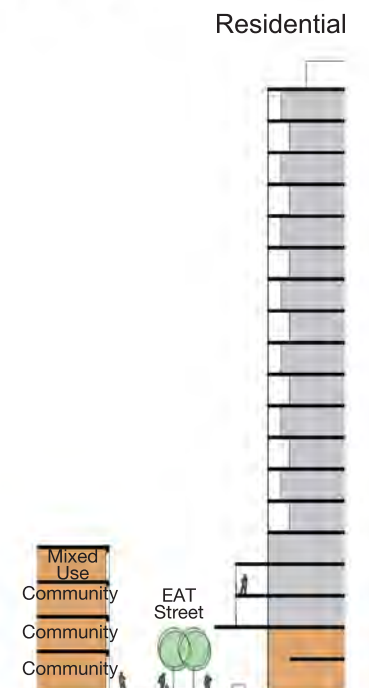
Section B-B



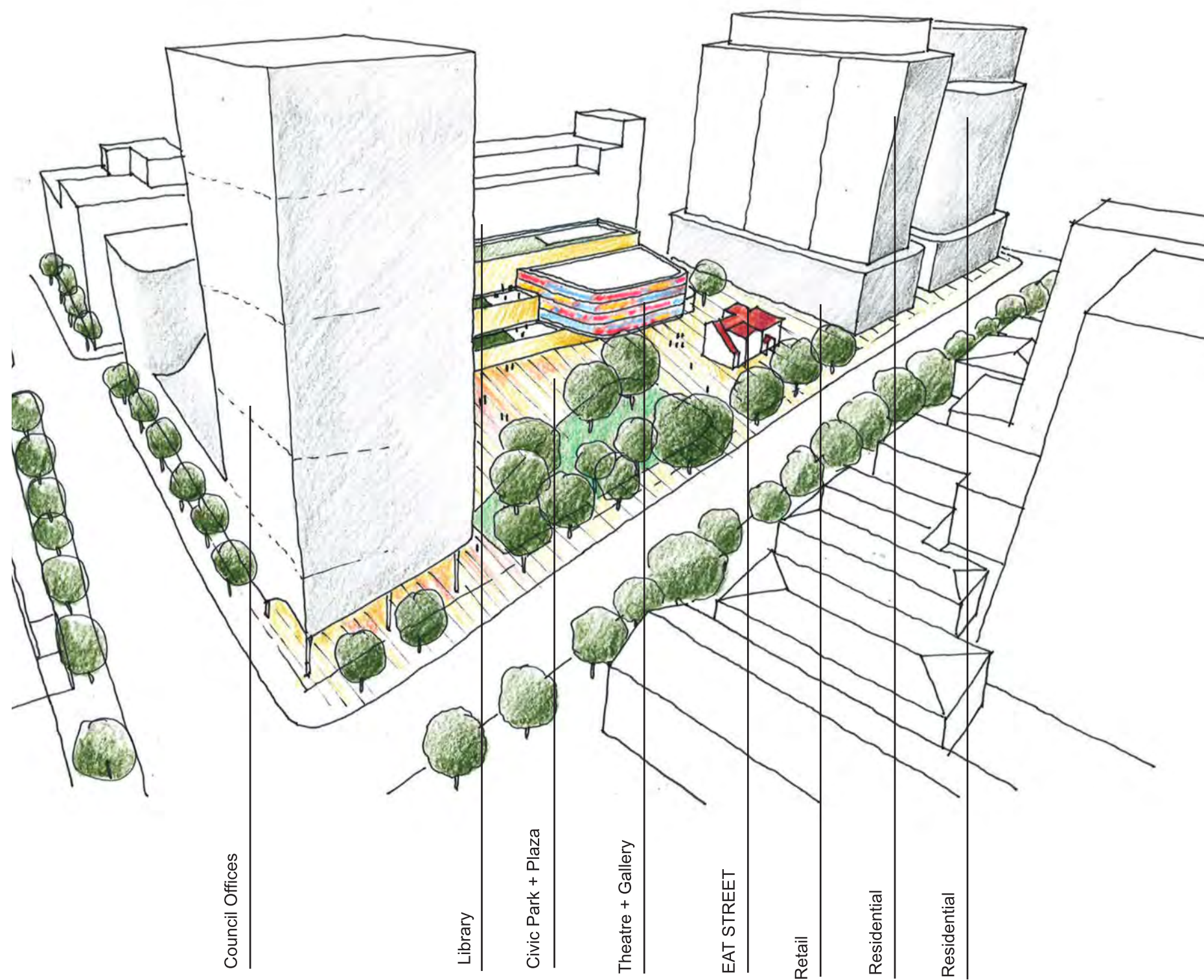
Section C-C



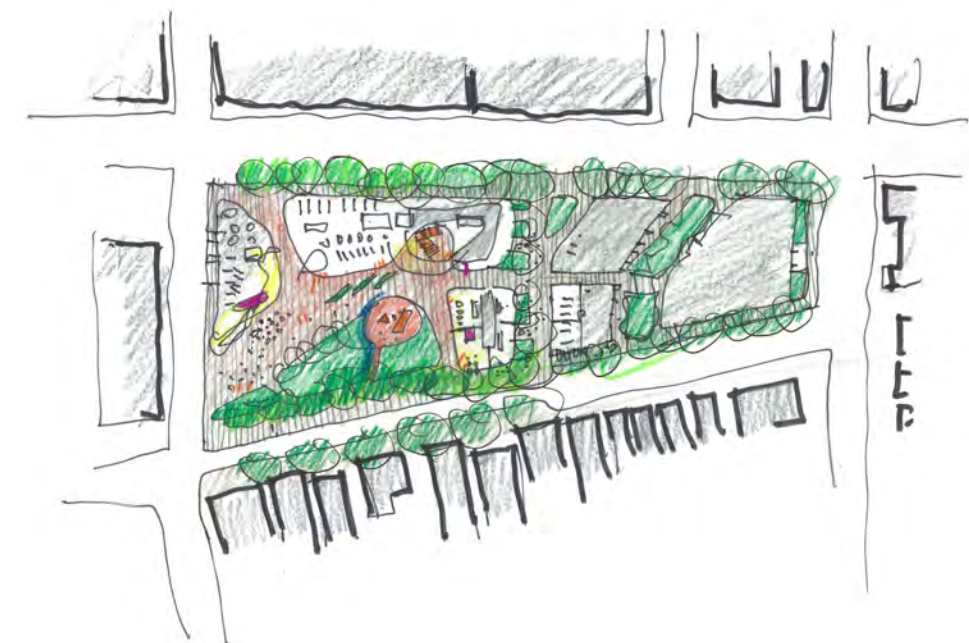
Section D-D



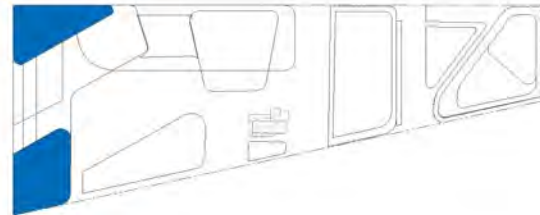
For position location, refer to Site Structure Plan on Page 31



4.5 Concept Approach



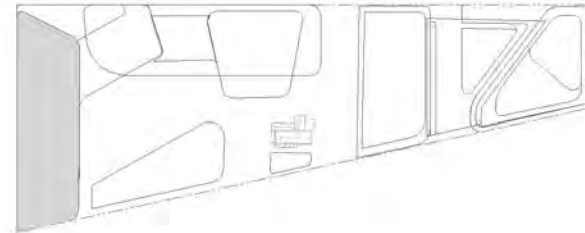
4.6 Public, Civic and Residential Plans



Commercial

Council and leasable commercial office spaces above the council chambers and customer service centre.

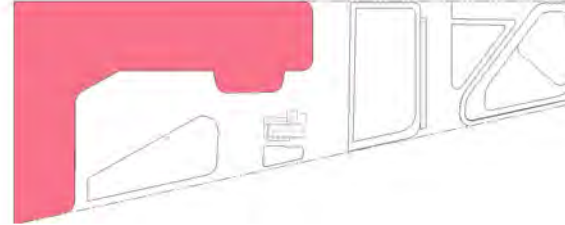
Total Area of 7,490 m²



Council

New council chambers are to be located above the proposed library on the western end of the site.

Total Area of 6,000 m²

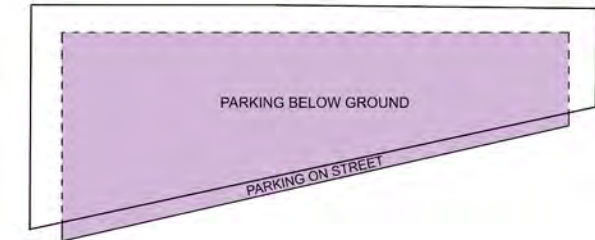


Library + Auditorium

The Hurstville Library is integrated within the town centre and includes the Council Customer Service Centre.

A new Civic Precinct is proposed around the open public plaza with a gallery and a new auditorium and theatre space.

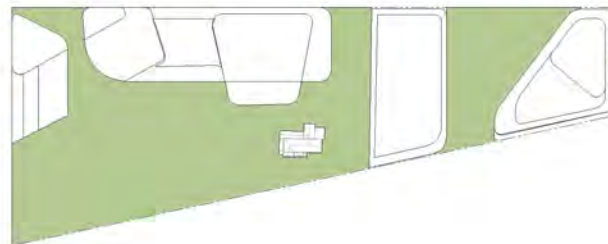
Total Area of 8,410 m²



Parking Opportunity

The existing public parking will be moved from the surface into a new multi-level basement carpark which extends across the whole site.

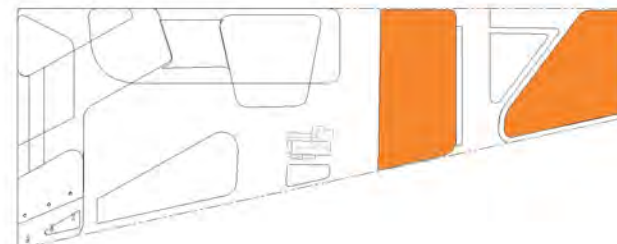
Underground car parking of 2 - 3 levels.



Public Open Spaces

Large public forum space receives good solar access throughout the year. A range of smaller public parks and areas of covered public outdoor space and sheltered public thoroughfares.

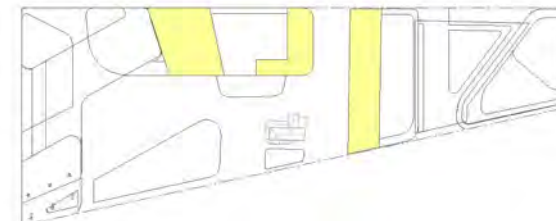
Total Area on Ground Level 6,690m²



Residential

Two residential buildings provides activity and a landmark for the northern end of the Hurstville Civic Precinct.

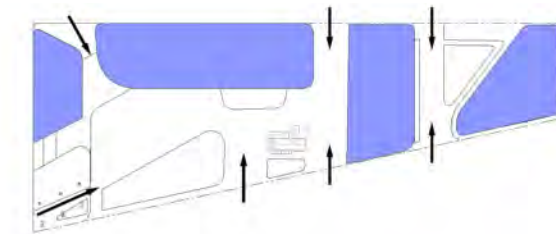
Total Area of 25,975 m²



Retail

Ground floor retail opportunities across the site and a provision of an 'Eat Street' including cafés, restaurants and shops all of which are accessible from the public plazas and thoroughfares.

Total Area of 3,175 m²



Site Access

Vibrant plaza created with good access to winter sun surrounded by community facilities and an 'Eat Street' connected on MacMahon St. Paving and landscaped terraces, walkways and public parks provide variety and accessibility.



4.7 Setout Plan

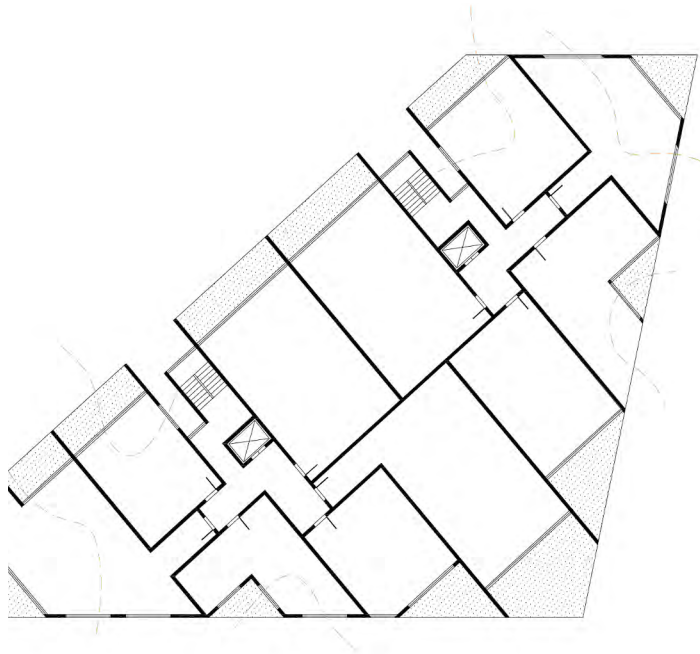
In the Apartment Design Guide (ADG) building separation is defined as distance measured between building envelopes or buildings.

Minimum separation distances for buildings are:

- Nine storeys and above (over 25m)
- 24m between habitable rooms/balconies
- 18m between habitable and non-habitable rooms
- 12m between non-habitable rooms

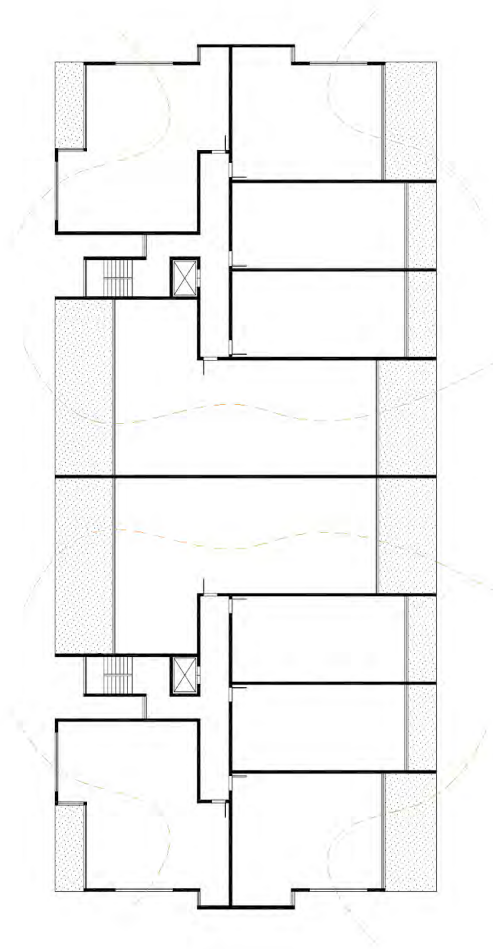
4.8 Indicative Plans

Building A

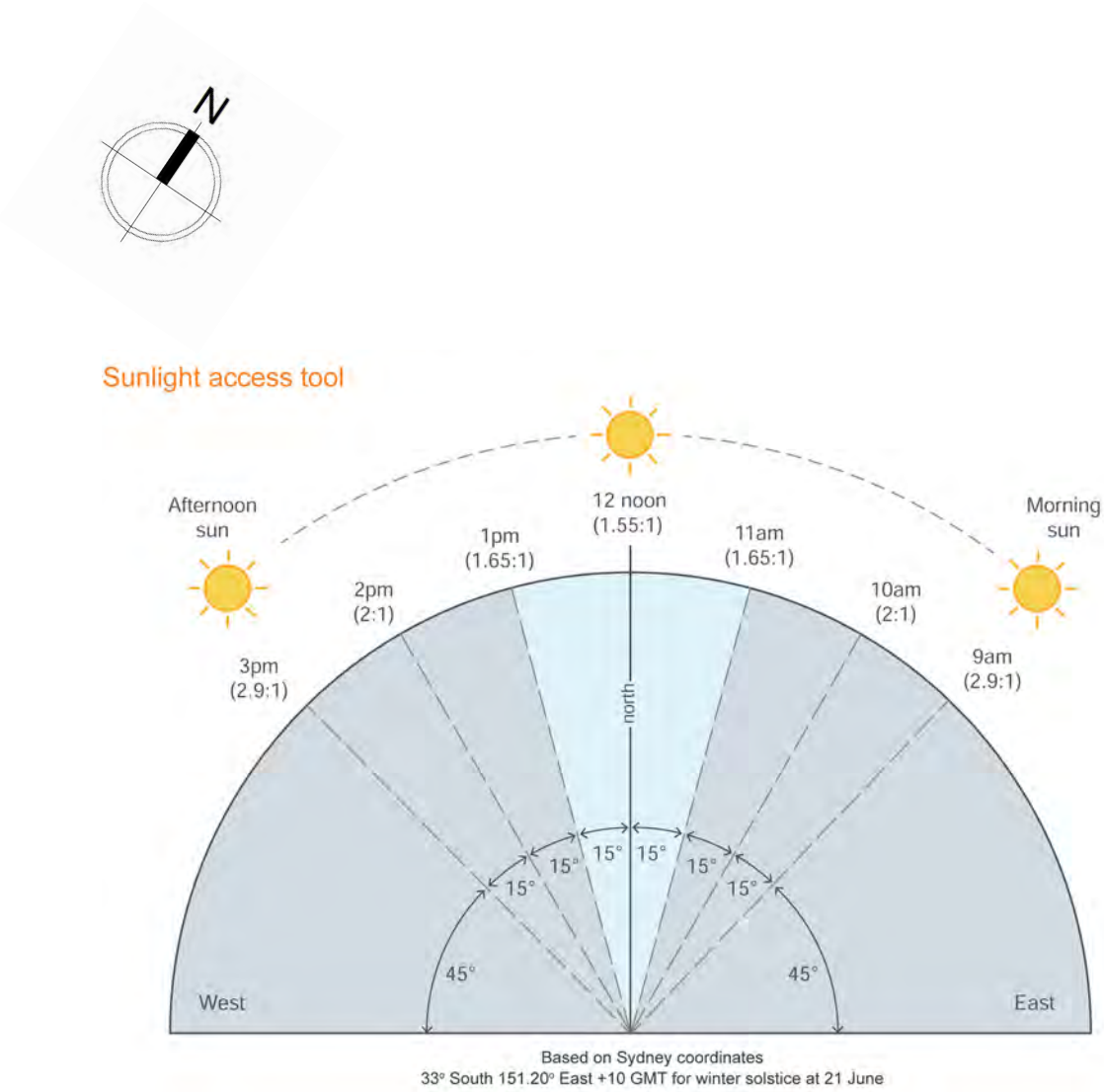


Indicative Residential Floor

Building B



Indicative Residential Floor



4.9 Controls - Sun Study, Winter Solstice June 21 (guide only)



Sun Study 9am



Sun Study 10am



Sun Study 11am



Sun Study 12pm



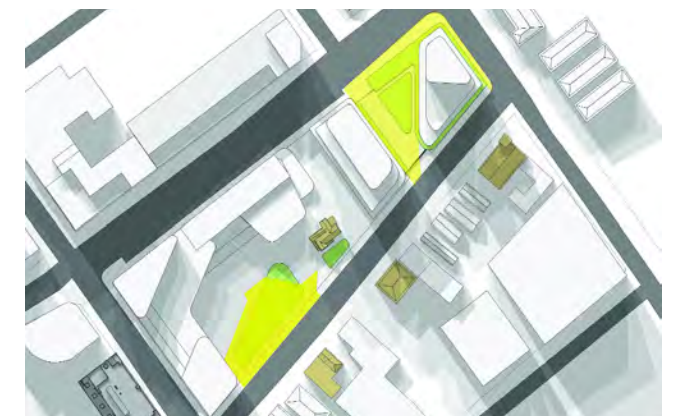
Sun Study 1pm



Sun Study 2pm



Sun Study 3pm



Area of open space that has sunlight between 11am and 2pm during winter solstice

The intended building forms and public spaces has to be designed to facilitate adequate solar access in relation to the future development on the site and nearby development. At later detailed design stages, future development will need to be designed with regard to solar access for neighbouring properties taking into account ground floor outdoor living areas, major openings to habitable rooms, solar collectors and balconies.

These diagrams indicate the relative shadow cast for the maximum allowable building envelope.

Civic Plaza has good solar access from 11 am till 2 pm (more than three hours) and provides access during the middle of the day when usage is expected to be at its highest.

Sun Eye Diagrams - Winter Soltice



FIGURE 1.
SUN EYE DIAGRAM_CIVIC PLAZA PLAN - 11AM



FIGURE 2.
SUN EYE DIAGRAM_CIVIC PLAZA PLAN - 12AM



FIGURE 3.
SUN EYE DIAGRAM_CIVIC PLAZA PLAN - 1PM

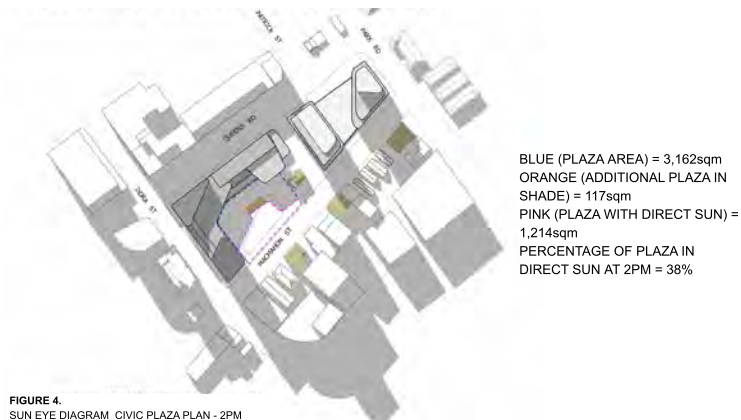


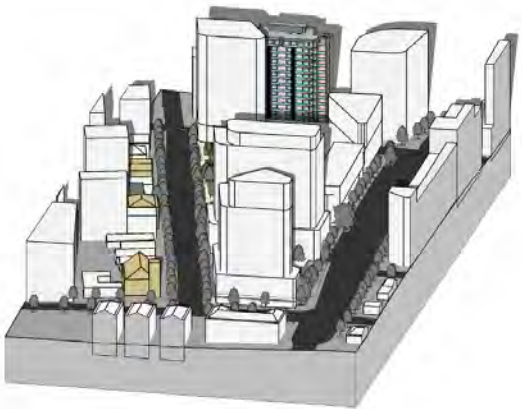
FIGURE 4.
SUN EYE DIAGRAM_CIVIC PLAZA PLAN - 2PM

Building D has been designed as a two-tower building form, with a lower height at the corner of Queens Road and Dora Street and a taller slender building at the corner of Dora and MacMahon Street. This configuration minimises the overshadowing of existing residential development on No.9 and 15 Dora Street.

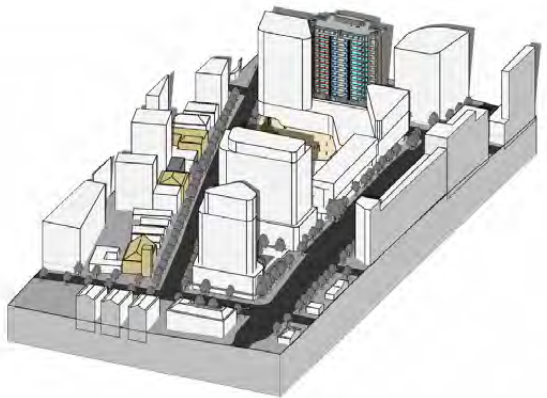
The arrangement of the built form has been carefully considered to ensure adequate solar access to the Civic Plaza and the complementary Patrick Street Plaza. This is facilitated by the arrangement of building forms adjacent to the Civic Plaza provided in an existing overshadowed area adjacent to Queens Road with low rise Building C minimising further overshadowing to the Civic Plaza.

Figures 1-4 on the left illustrate the area of the Civic Plaza that will receive solar access between the hours of 11pm and 2pm at the winter solstice, when the usage of the space will be at is highest during lunchtime hours. The modelled form results in the Civic Plaza receiving average solar access of over 50% between the hours of 11am and 2pm, providing a high degree of amenity over the mid-winter lunchtime period when usage is expected to be at its greatest.

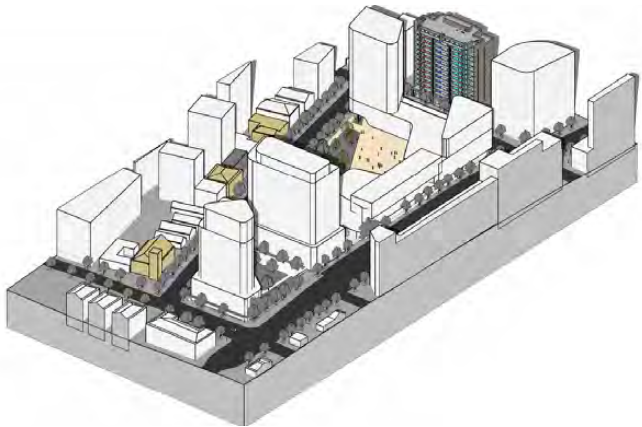
The Patrick Street Pocket Park is oriented towards the north, which, in conjunction with the careful design of adjacent buildings, allows for good solar access to be achieved in mid-winter.



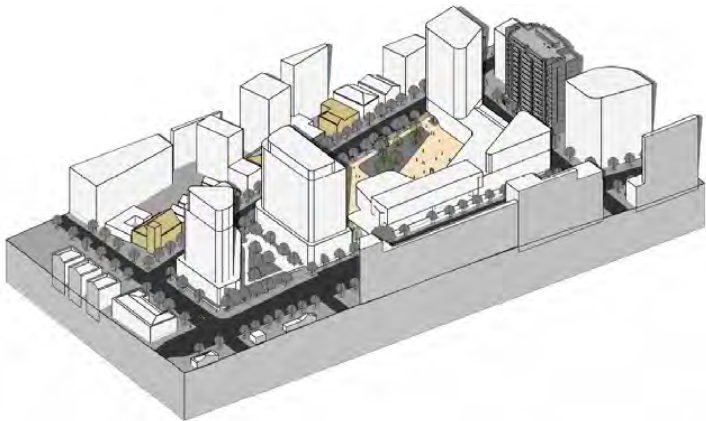
SUN EYE DIAGRAM - WINTER SOLTICE - 9am



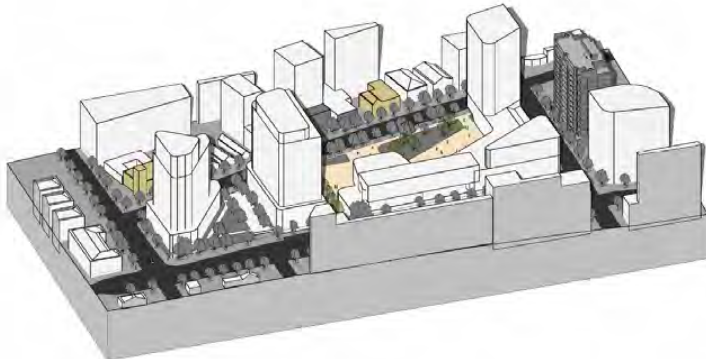
SUN EYE DIAGRAM - WINTER SOLTICE - 10am



SUN EYE DIAGRAM - WINTER SOLTICE - 11am



SUN EYE DIAGRAM - WINTER SOLTICE - 12pm



SUN EYE DIAGRAM - WINTER SOLTICE - 1pm



SUN EYE DIAGRAM - WINTER SOLTICE - 2pm



SUN EYE DIAGRAM - WINTER SOLTICE - 3pm



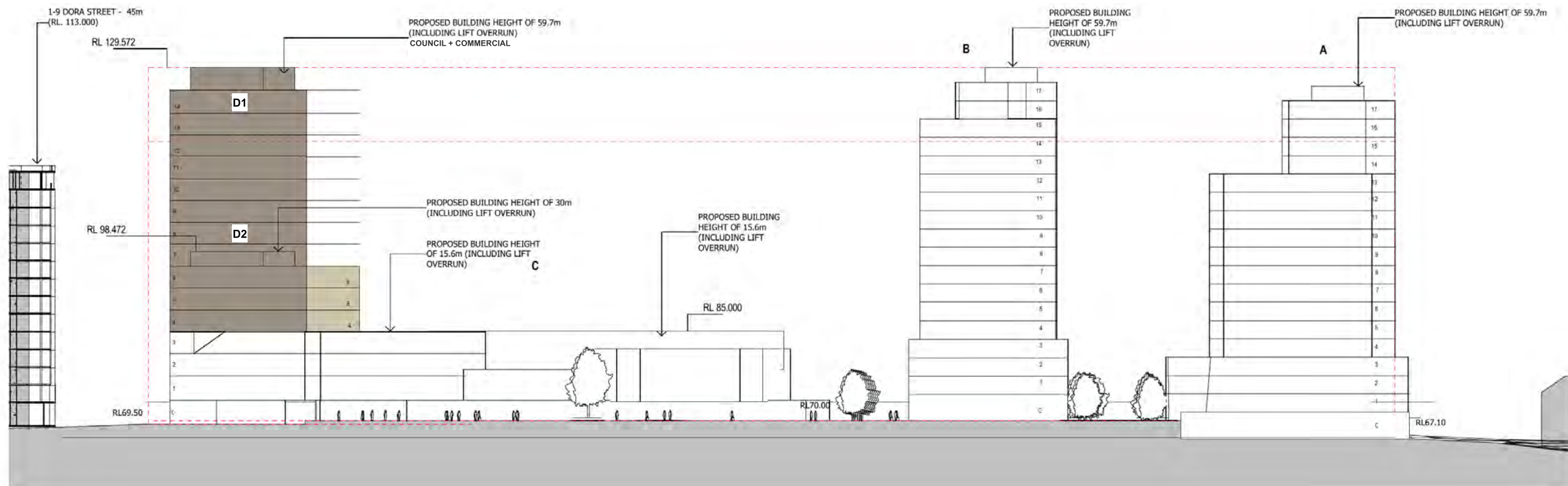
Extract from the Prescribed Airspace for Sydney Airport (OLS), 2015. For full map go to Appendix (page 69).

4.10 Proposed Building Heights

Hurstville Civic Precinct masterplan site is affected by the Obstacle Limitation surface (OLS) of Sydney Kingsford Smith Airport.

According to the Prescribed Airspace for Sydney Airport Obstacle Limitation Surface (OLS), 2015, the Masterplan Civic Centre site sits between 120 - 130 AHD zone. On this site the Relative Level to the AHD falls from 70m to 67m from west to east.

The proposed masterplan seeks to introduce building heights between 15.6 meters and 59.7 meters across the site. At its highest point the maximum building height is no greater than 129.7 AHD.





4.11 Public Domain & Character - Place Making

Quality Materials, mix of uses and Street Furniture essential to achieve Civic Space, including:

- Seating - Planting and Gathering and Meeting Space
- Water Features - Safe and Inviting Kids Play
- Public Art and Interpretation - Night activity, Interactive, Texture and Parking.
- Town Squares - Safe, Social Activity
- Streets & Laneways - Eating, Retail, Culture

Seating



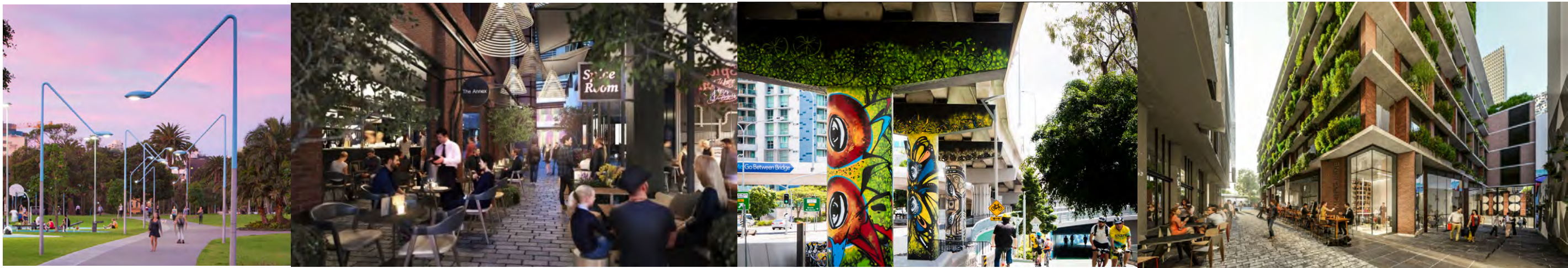
Water Features



Public Art and Interpretation



Steets and Laneways



Town Squares



5.1 Potential Yield

The potential yield for the masterplan was prepared in order to give an indication as to the potential GFA for the proposal as well as estimate the area allocations for each of the uses across the site.

[illegible]

6. ACKNOWLEDGEMENTS

6.1 Acknowledgements

This document has been prepared for discussion within the consultant team, Council staff, Councillors and members of the public through the consultation process.

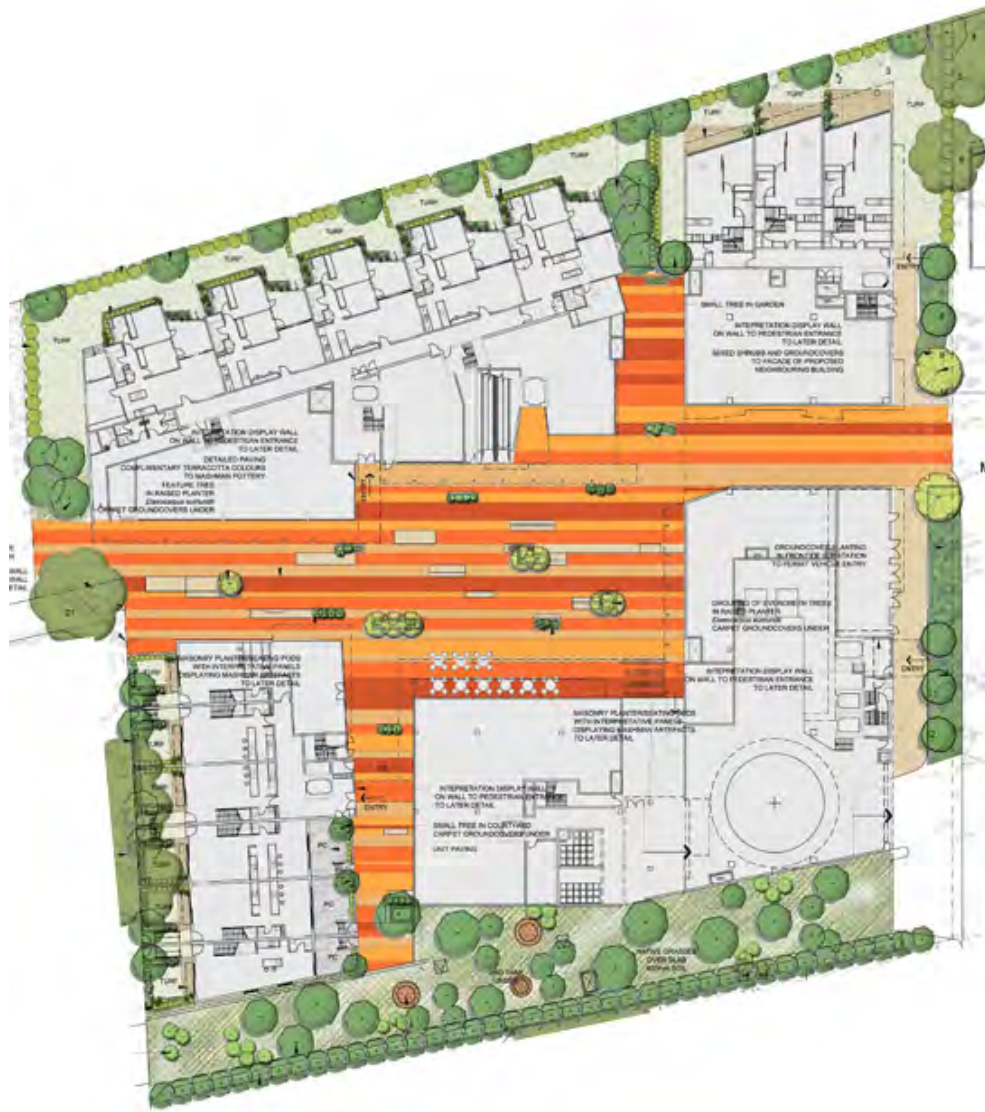
We have also incorporated key elements of other consultant reports as provided to Council through earlier studies.

- Hurstville DCP 4 Vol: 1, May 1998
- Hurstville City Council, Hurstville Library, 'History of Hurstville', 2013
- Hurstville Civic Precinct - Update of Community Facilities Requirements, October 2015, prepared by Elton Consulting
- Hurstville City Museum and Gallery HA 08022016, prepared by Artefact Heritage
- Hurstville Civic Precinct Planning Proposal Transport Impact Assessment, prepared by GTA Consultant



Appendix

- a. Precedent Studies
- b. Option A
 - Option B
 - Option C
 - Option D
 - Option E
 - Option F
- c. Prescribed Airspace for Sydney Airport (OLS) Map



Source : KANNFINCH, 'The Pottery', 2015 :
<<http://www.kannfinch.com/projects/mashman-pottery>>



Source : CBRE Residential, 'Project: The Pottery', 2012 :
<<http://www.cbresi.com.au/NewProjects/The-Pottery/384.aspx>>



Source : KANNFINCH, 'The Pottery', 2015 :
<<http://www.kannfinch.com/projects/mashman-pottery>>

a. PRECEDENT STUDIES

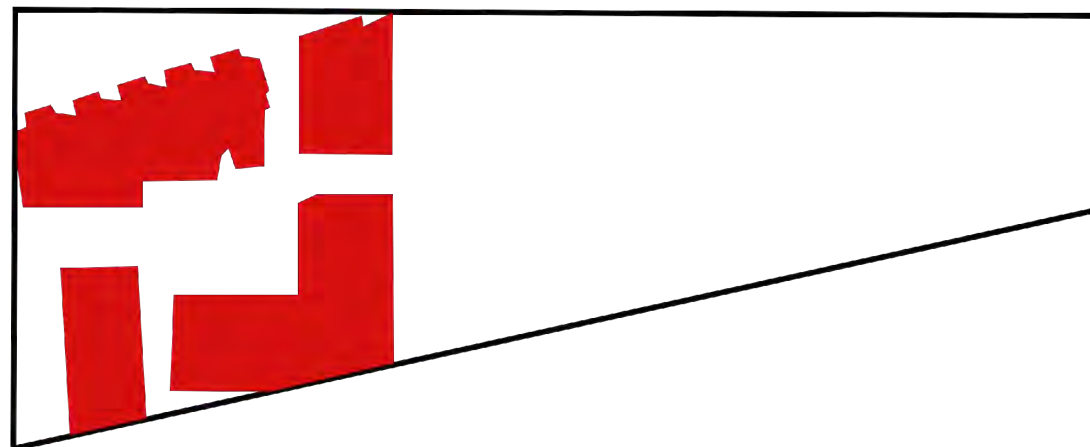
The Pottery, Kingsgrove

The site is a disused pottery factory previously zoned for industrial use. The 7500sqm site comprises approximately 15,000sqm of gross floor area, including 96 residential apartments, car parking, a 3000sqm supermarket, 980sqm of retail outlets and 150sqm of commercial space.

Sustainability initiatives include:

- 70% of apartments receive over three hours of sunlight in midwinter
- 60% of apartments naturally cross-ventilate, in compliance with SEPP 65

Source : KANNFINCH, 'The Pottery', 2015 :
<<http://www.kannfinch.com/projects/mashman-pottery>>

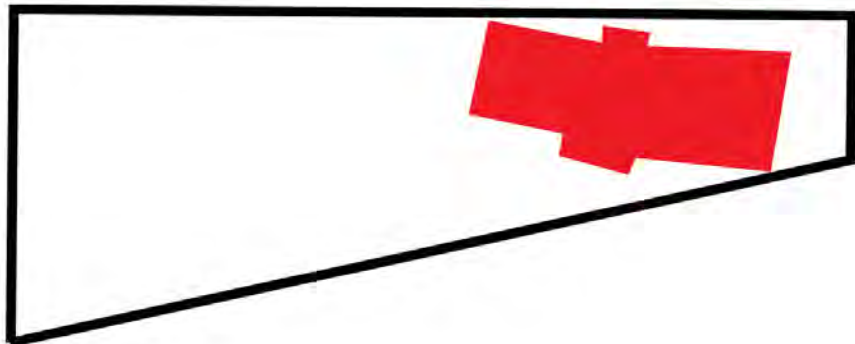


Master Plan site scale comparison



Caroline Springs Civic Centre

Architect:	dwp
Client:	Melton Shire Council
Location:	Melbourne, VIC, Australia
Project value:	\$9 million
Completion:	2008
Size:	2,200sqm

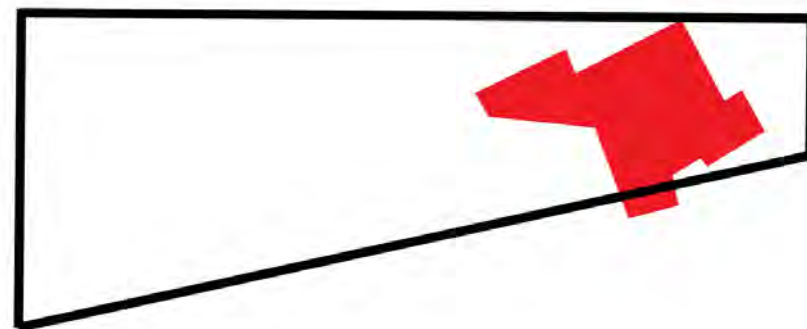


Master Plan site scale comparison

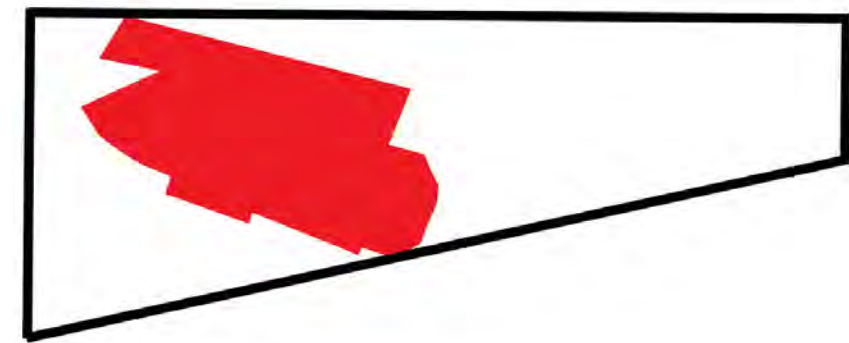


Patterson Lakes Community Centre

Architect:	dwp
Client:	City of Kingston
Location:	Melbourne, VIC, Australia
Project value:	\$3 million
Completion:	2009



Master Plan site scale comparison



Master Plan site scale comparison

Joan Sutherland Performing Arts Centre

Architect:	dwp
Client:	Penrith City Council
Location:	Sydney, NSW, Australia
Project value:	\$14 million
Completion:	2006



Rouse Hill Town Centre

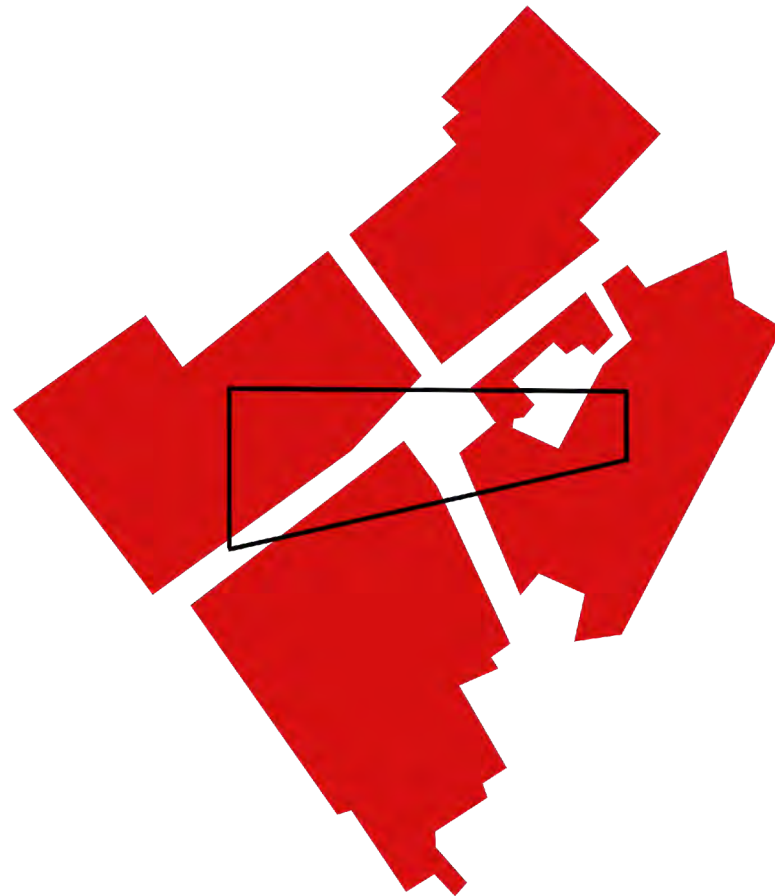
Rouse Hill Town Centre is located approximately 35km north-west of the Sydney CBD.

Located along Windsor Road in the Baulkham Hills Local Government Area. The centre provides retail, commercial, residential and public domain.

Total size:	69,000 sqm
Fair Value:	\$495.0m
Number of Tenancies:	245
Occupancy (Inc HOA):	99.6%

Source: The GPT Group, 'Rouse Hill Town Centre', 2015: <
<http://www.gpt.com.au/Our-Business/Our-Properties/Rouse-Hill-Town-Centre> >

Source: The GPT Group, 'Rouse Hill Town Centre', 2015: <
<http://www.gpt.com.au/Our-Business/Our-Properties/Rouse-Hill-Town-Centre>



Master Plan site scale comparison



Source: FJMT, 'The Concourse, Chatswood, 2015:
<http://www.fjmt.com.au/projects/projects_ccc.html>



Source: FJMT, 'The Concourse, Chatswood, 2015:
<http://www.fjmt.com.au/projects/projects_ccc.html>

The Concourse, Chatswood

The project, designed by architecture firm Francis-Jones Morehen Thorp (FJMT) Sydney, features a major public open space, a 5,000sqm library, 1,000-seat concert hall, 500-seat theatre, performance and exhibition spaces, restaurants, shops and basement parking.

The built form, offers over 5000sqm of accessible open space with significantly improved northerly aspect.

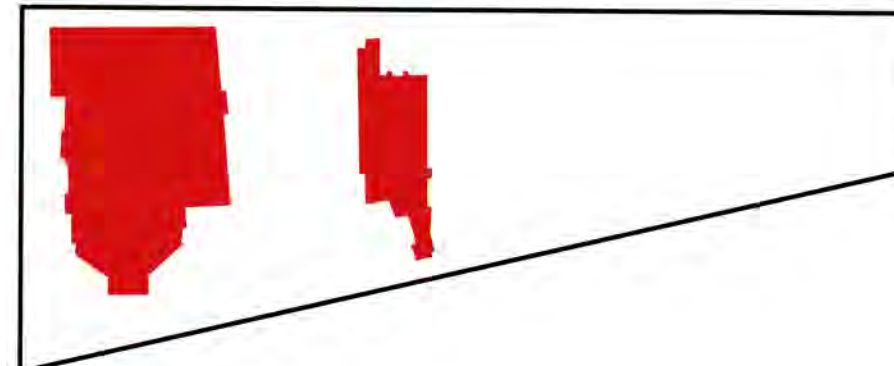
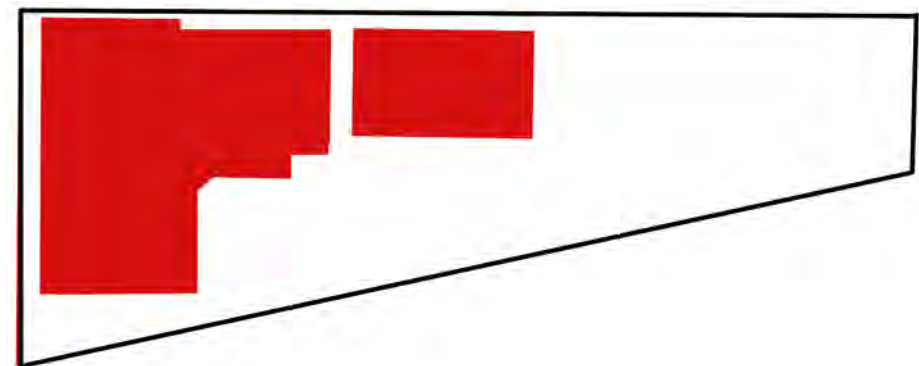
Source: FJMT, 'The Concourse, Chatswood, 2015:
<http://www.fjmt.com.au/projects/projects_ccc.html>



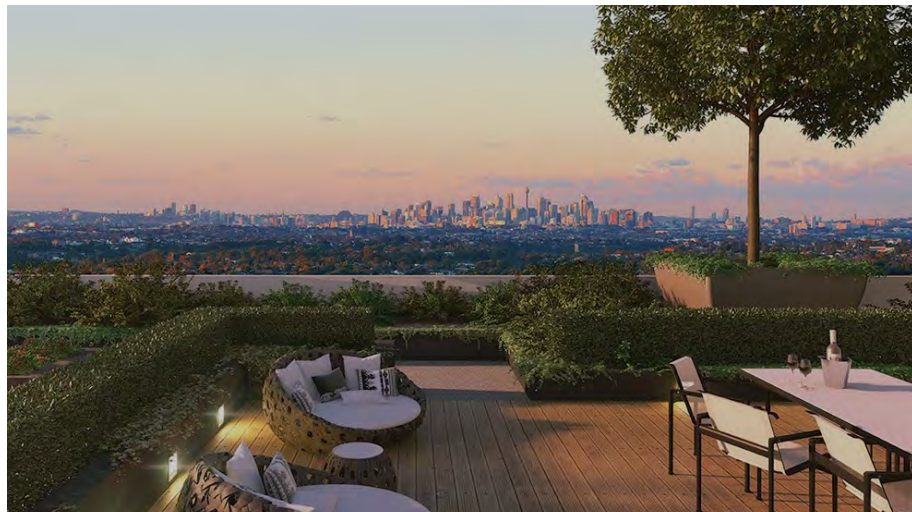
Source: Storyphotographyarchitecture, 'Chatswood Concourse', 2012:
<<http://www.storyphotography.com.au/architecture/>chatswood-concourse/>>>



Source: Storyphotographyarchitecture, 'Chatswood Concourse Open Day - FJMT', 2011:
<<http://www.storyphotography.com.au/architecture/chatswood-concourse-open-day-fjmt/>>>



Master Plan site scale comparison



source: CBRE + TOGA Highpoint Hurstville, 2015
<<http://www.highpointhurstville.com.au/apartment/building.aspx>>



Source: CBRE + TOGA Highpoint Hurstville, 2015
<<http://www.highpointhurstville.com.au/apartment/building.aspx>>

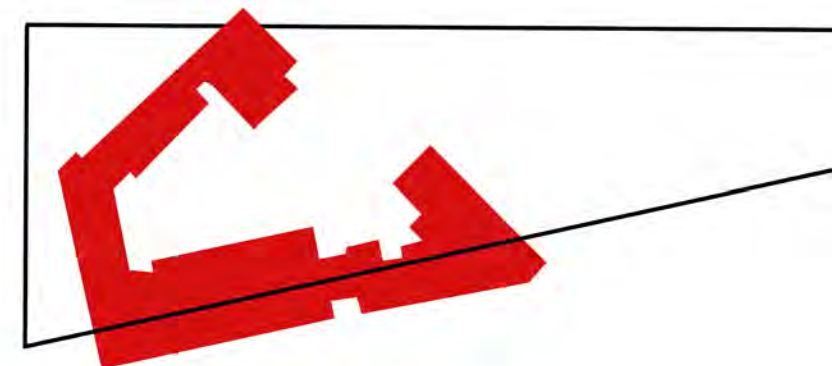
TOGA Highpoint, Hurstville

Mixed use development, ranging between 4 storeys and 21 storeys, containing ground floor commercial area, 437 residential units, basement car parking area, construction of new vehicular and pedestrian lane way, landscaping and public domain works.

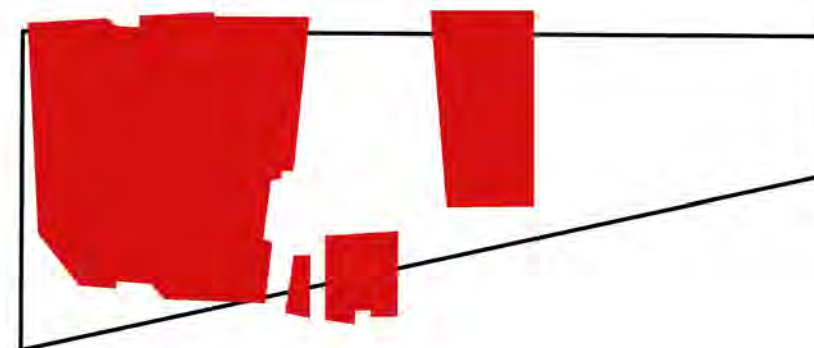
Source: CBRE + TOGA Highpoint Hurstville, 2015
<<http://www.highpointhurstville.com.au/apartment/building.aspx>>



Source: CBRE + TOGA Highpoint Hurstville, 2015 <<http://www.highpointhurstville.com.au/apartment/building.aspx>>



TOGA Highpoint



Master Plan site scale comparison

East Hurstville



Source: Capital Corporation, Otto Rosebery 2015
<http://www.capitalcorporation.com.au/pages/projects/otto-rosebery.php>



Source: Capital Corporation, Otto Rosebery 2015
<http://www.capitalcorporation.com.au/pages/projects/otto-rosebery.php>

Public Landscape Areas, Residential

The project, designed by architecture firm Turner Studio, provides a new 5,000sqm North facing public park and 298 townhouses and apartments.

Location: Rosebery NSW
 Date: 2015
 Use: Urban Housing
 Client: Capital Corporation
 Site Area: 16,740sqm



Source: Turner Studio, East Village, Zetland 2015
http://turnerstudio.com.au/projects/east_village



East Village, designed by Turner Studio provides an expansive landscaped courtyard, 6,800sqm in area, that offers residents an array of external recreational spaces. Space is surrounded with residential building ranging from 3-4 stories.

Location: Zetland NSW
 Date: 2014
 Use: Urban Housing
 Client: Joynton North Pty
 Site Area: 15,890sqm



Source: Turner Studio, East Village, 2015
http://turnerstudio.com.au/projects/urban_housing/east_village



Source: Turner Studio, East Village, 2015
http://turnerstudio.com.au/projects/urban_housing/east_village

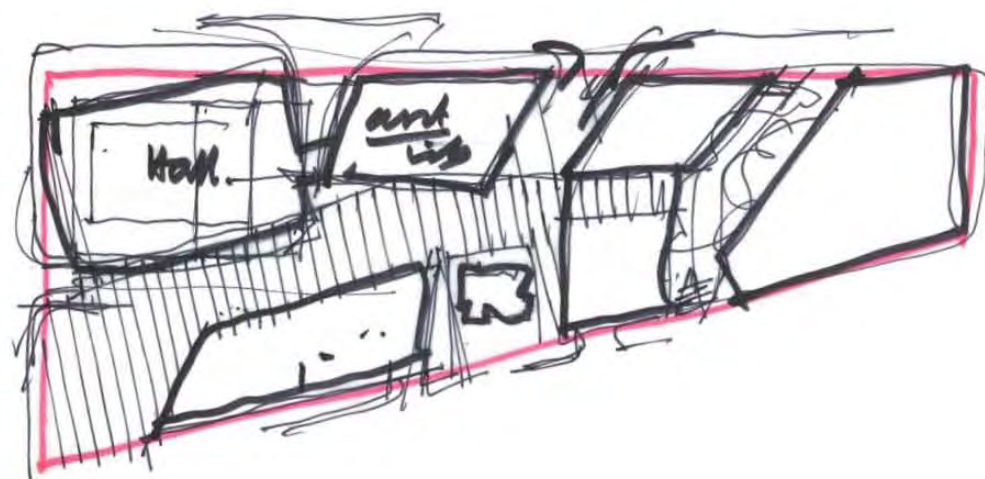
EAT Street, Retail, Culture

The project, designed by architecture firm Turner Studio, incorporates supermarket, supporting retail, gym, residential, a car service centre, and parking. The site sits to the eastern edge of Victoria Park, fronting South Dowling Street.

Location: Zetland NSW
 Date: 2015
 Use: Urban Housing
 Client: Capital Corporation

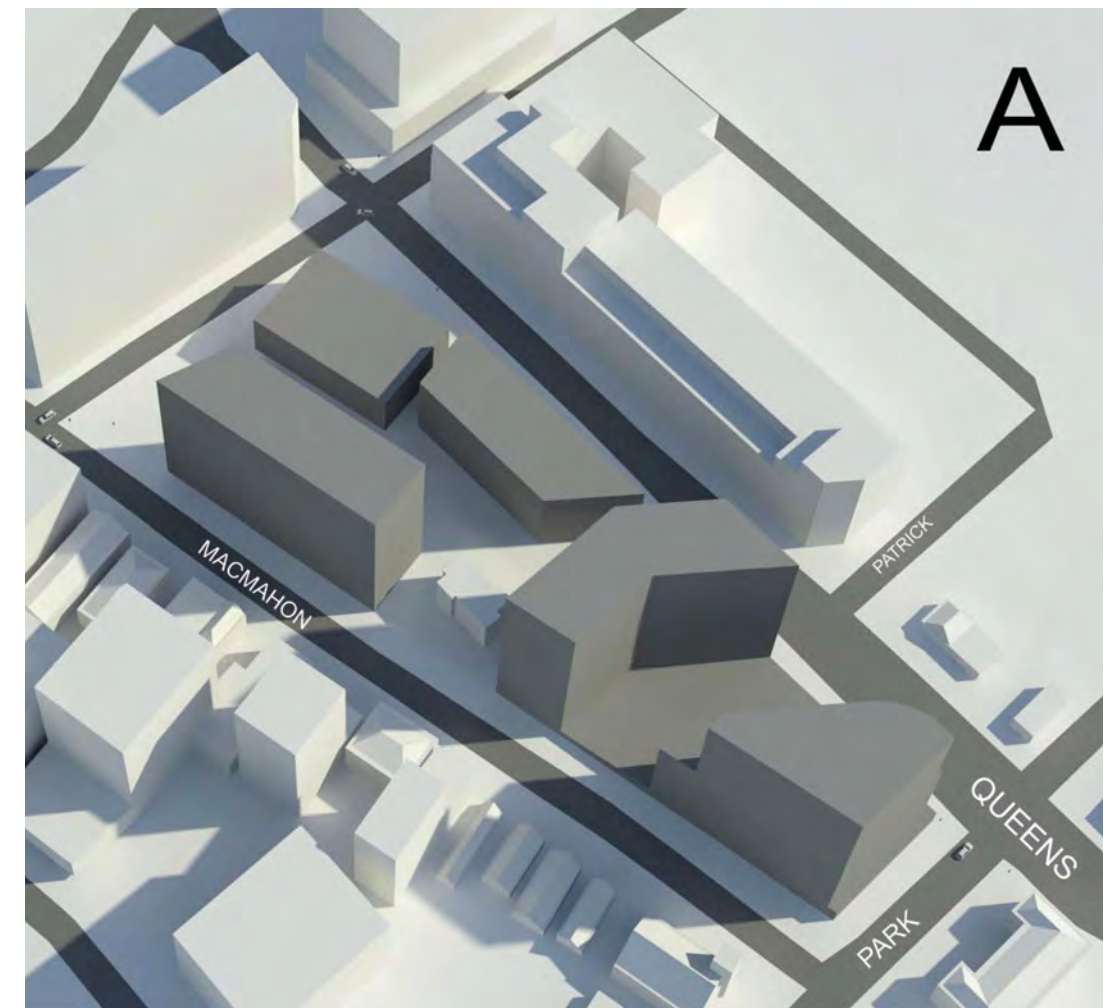


Dining Darling Harbour

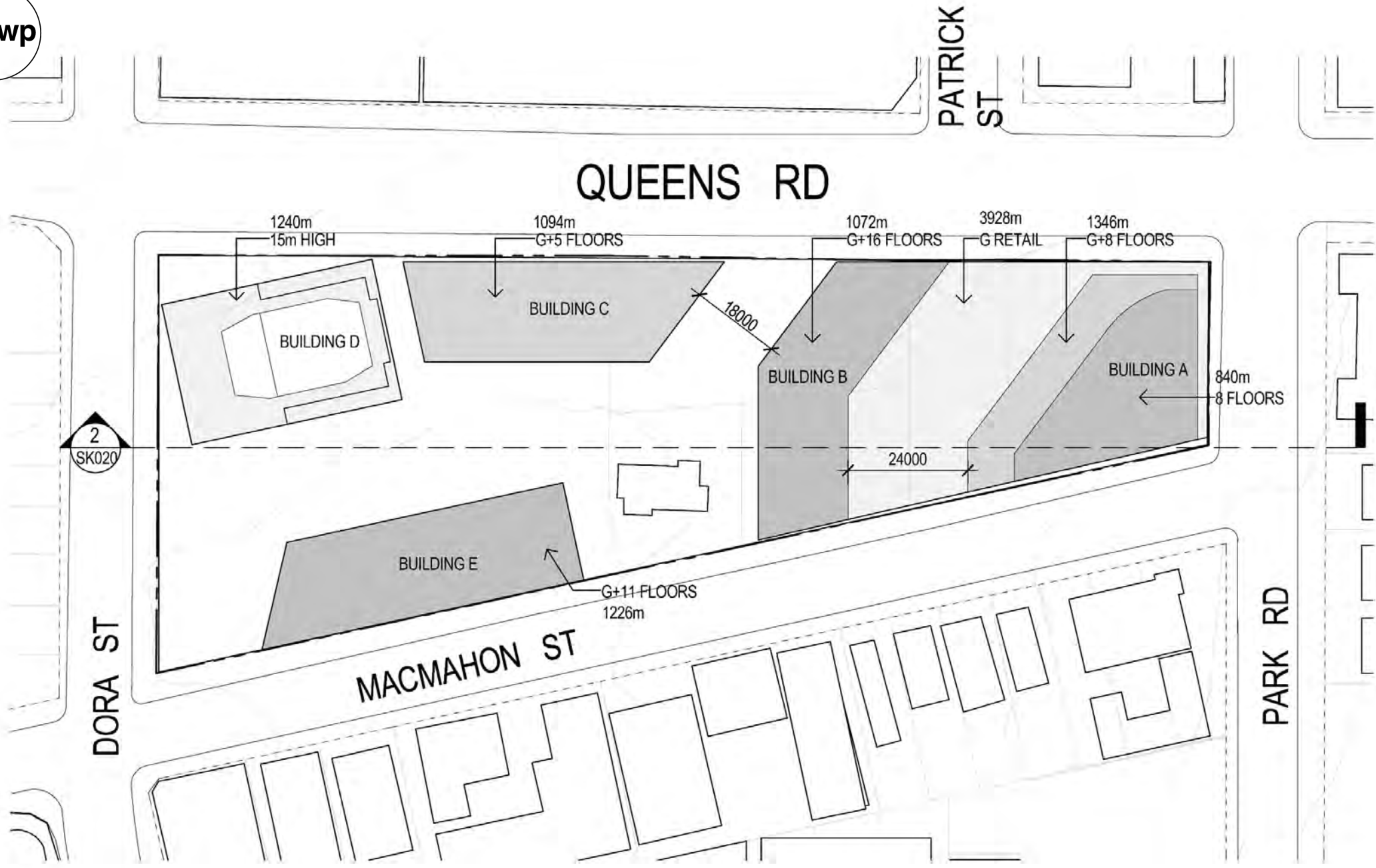


b. OPTION SKETCHES

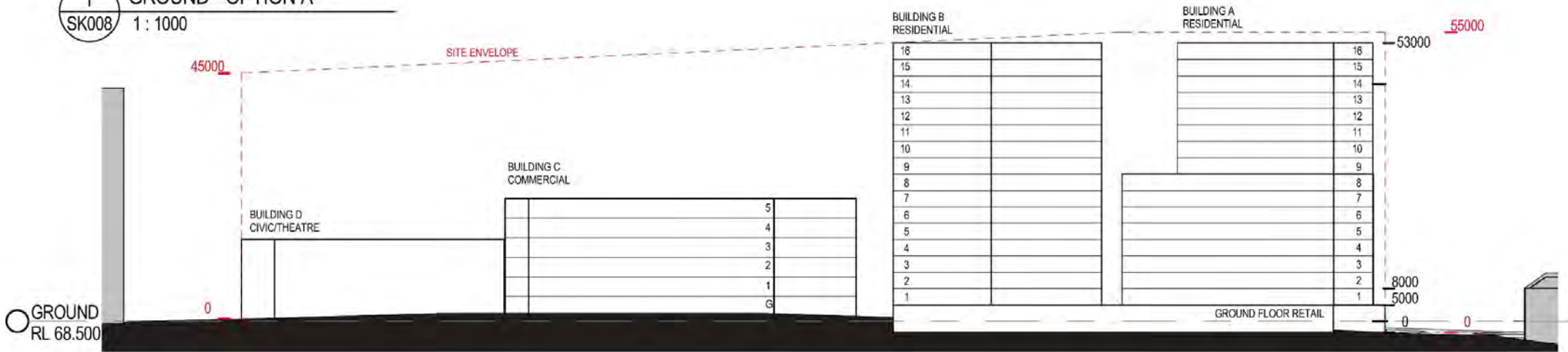
OPTION A



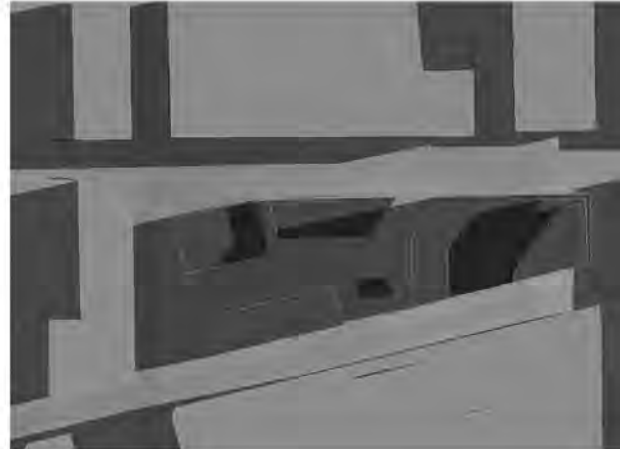
Site View



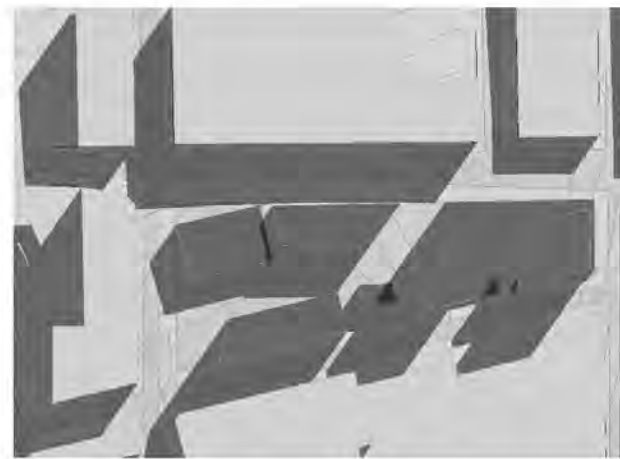
1 GROUND - OPTION A
SK008 1:1000



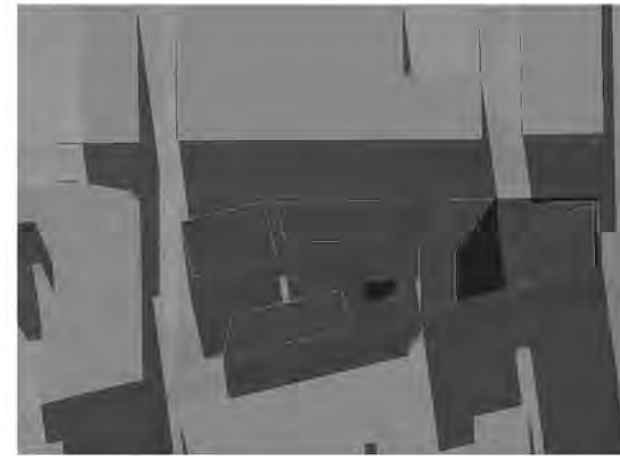
2 OPTION A SECTION
A101 1:1000



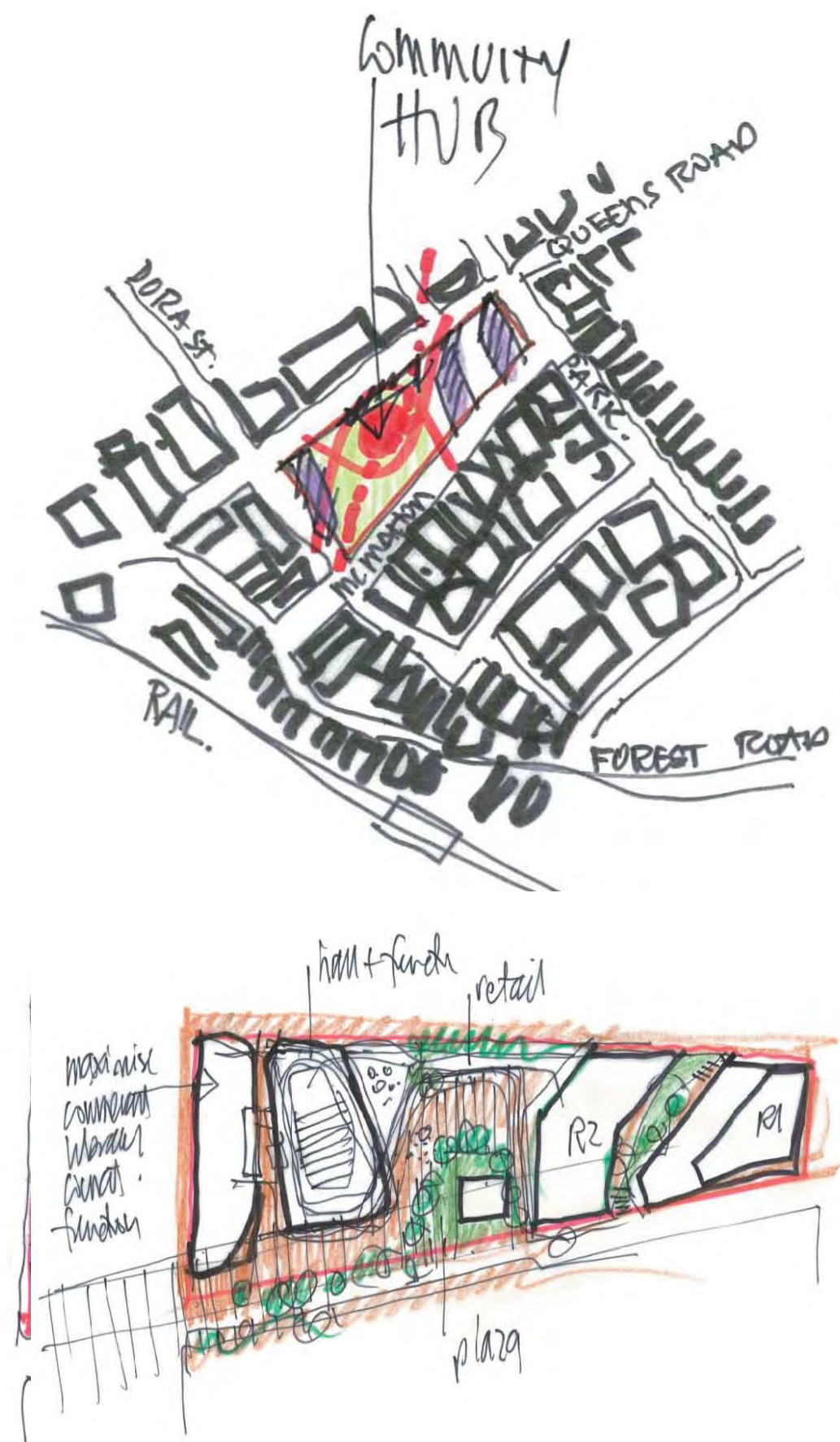
9AM MIDWINTER



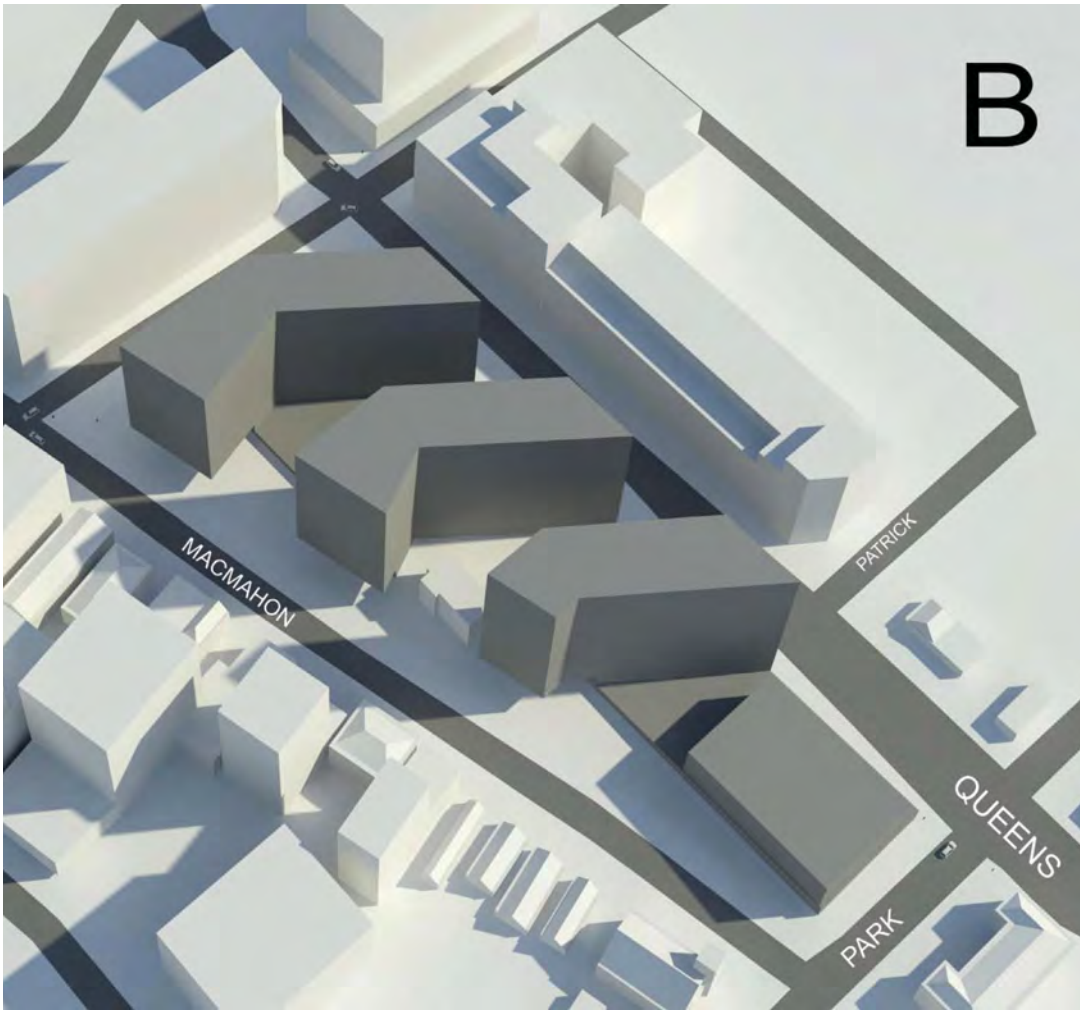
12PM MIDWINTER



3PM MIDWINTER



OPTION B



Site View

1
SK008
GROUND - OPTION B
1: 1000

45000

42000

BUILDING D
RESIDENTIAL

BUILDING C
RESIDENTIAL

BUILDING B
COMMERCIAL

BUILDING A
CIVIC/THEATRE

EXISTING
HOUSE

GROUND FLOOR RETAIL

GROUND FLOOR CIVIC PODIUM

THEATRE BASEMENT

SITE ENVELOPE

55000

15000

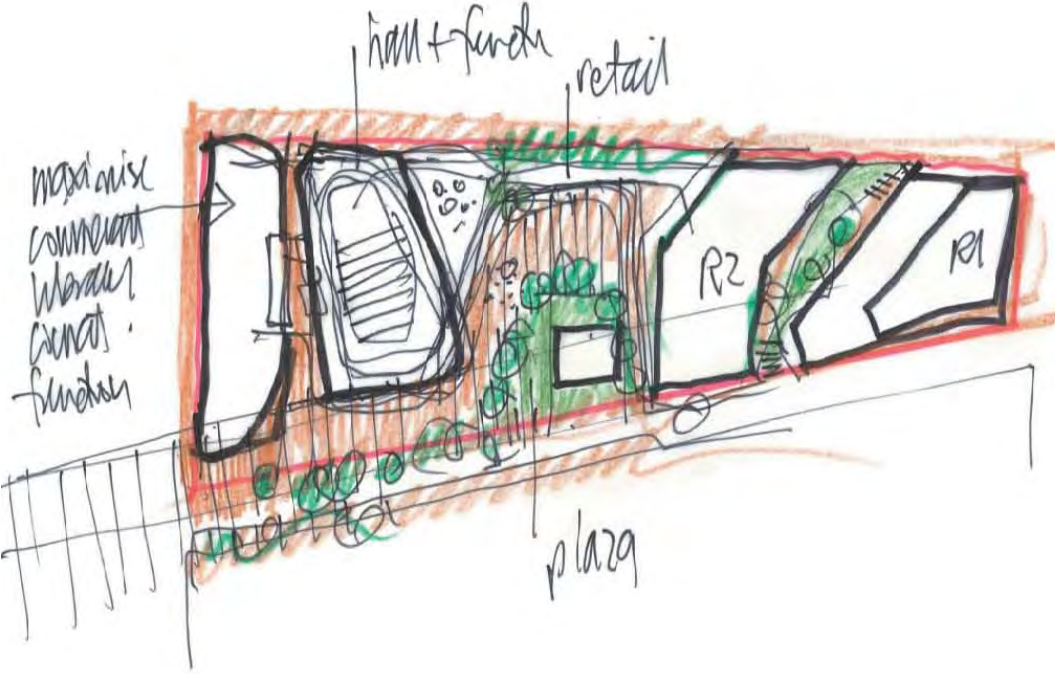
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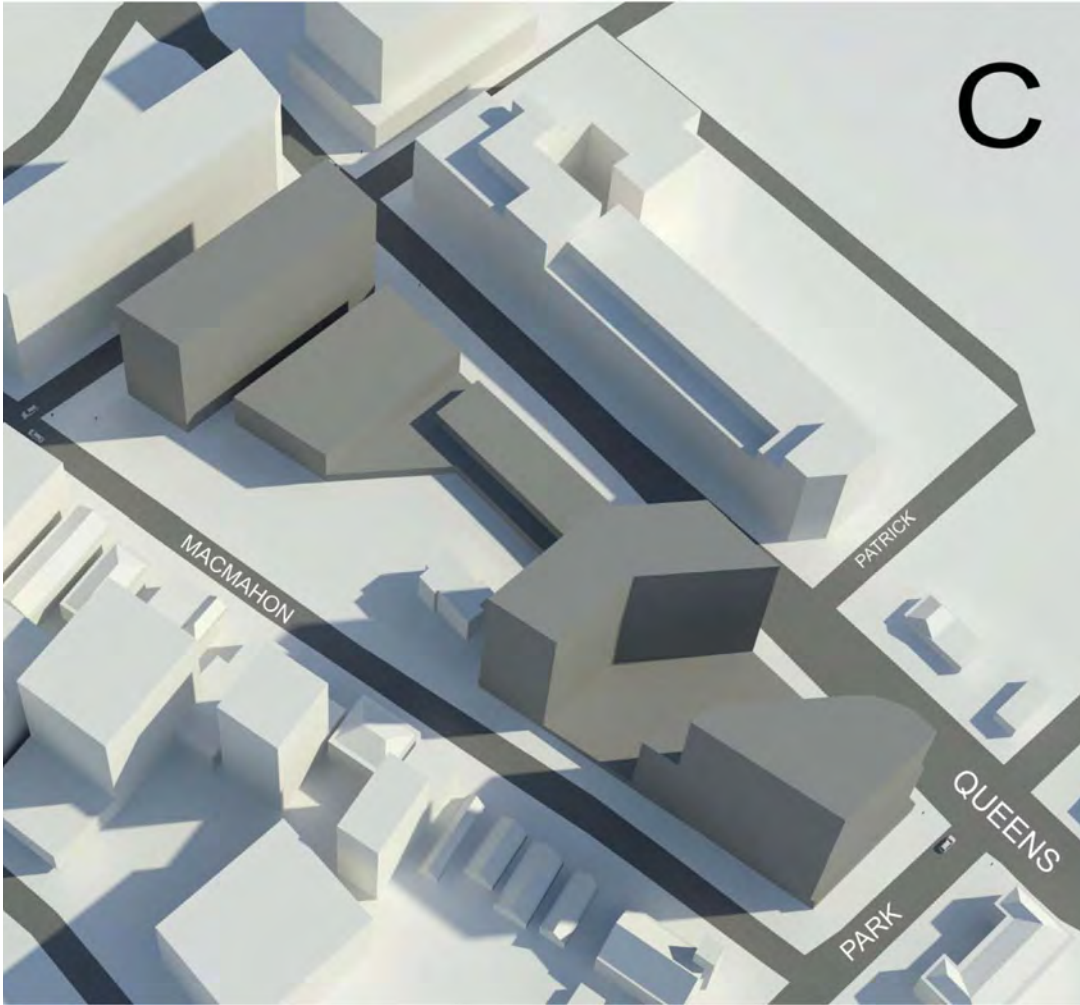
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GROUND
RL 68.500

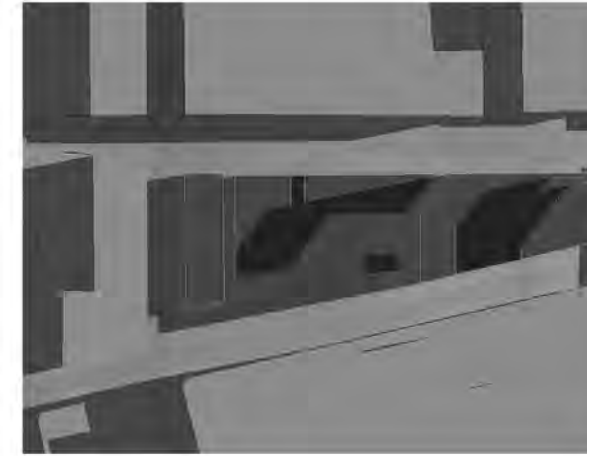
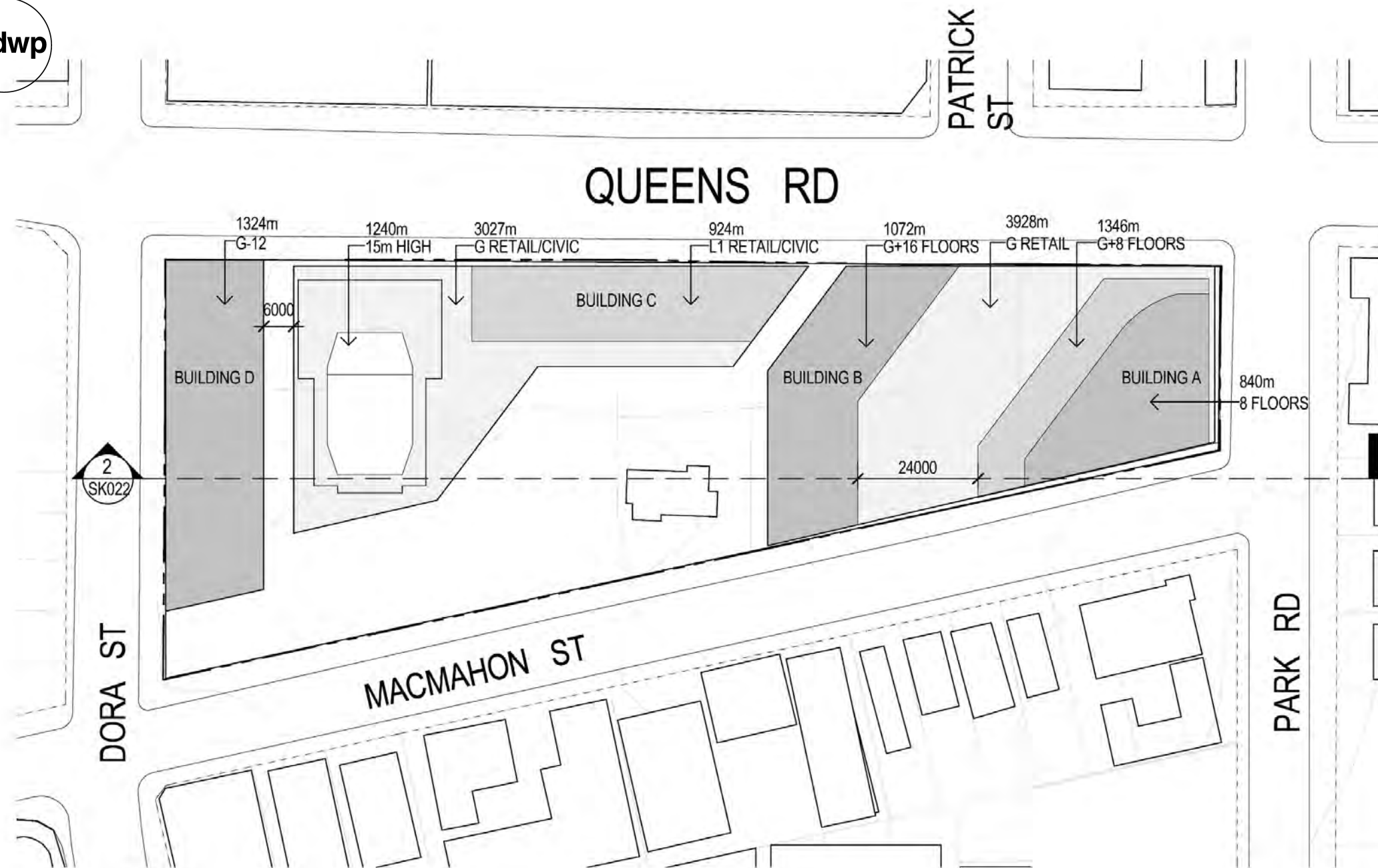
2 OPTION B SECTION
A101 1 : 1000



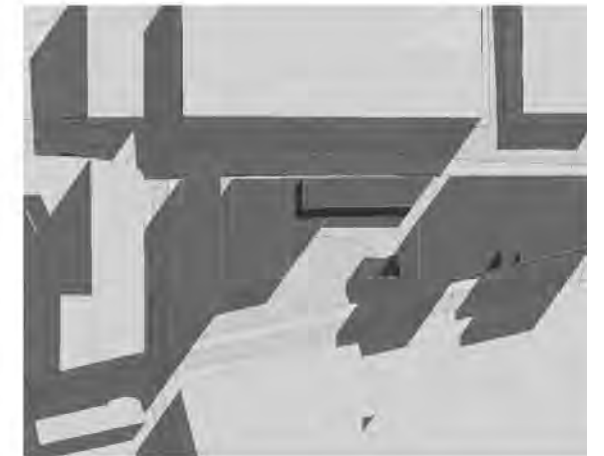
OPTION C



Site View



9AM MIDWINTER

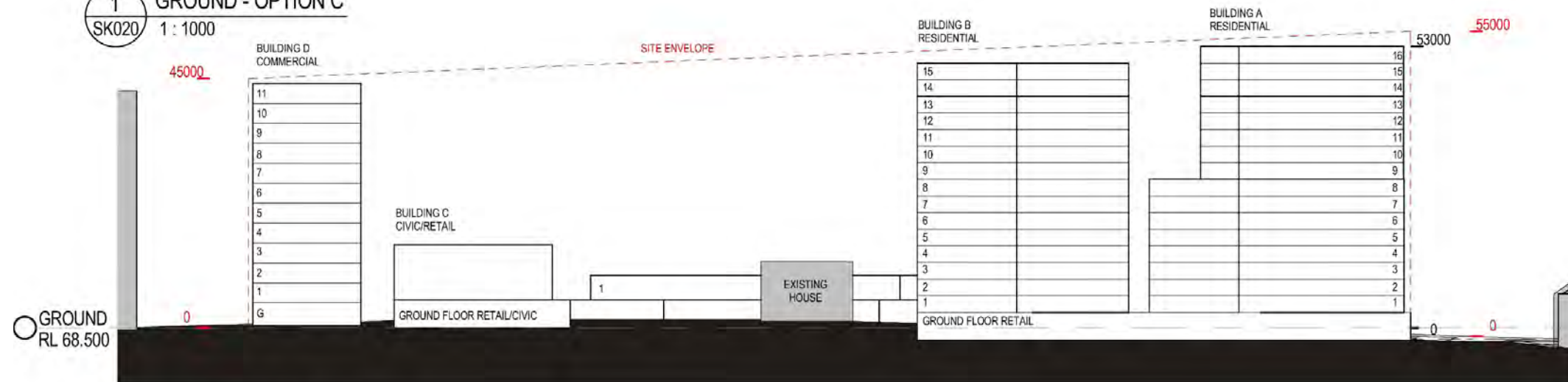


12PM MIDWINTER



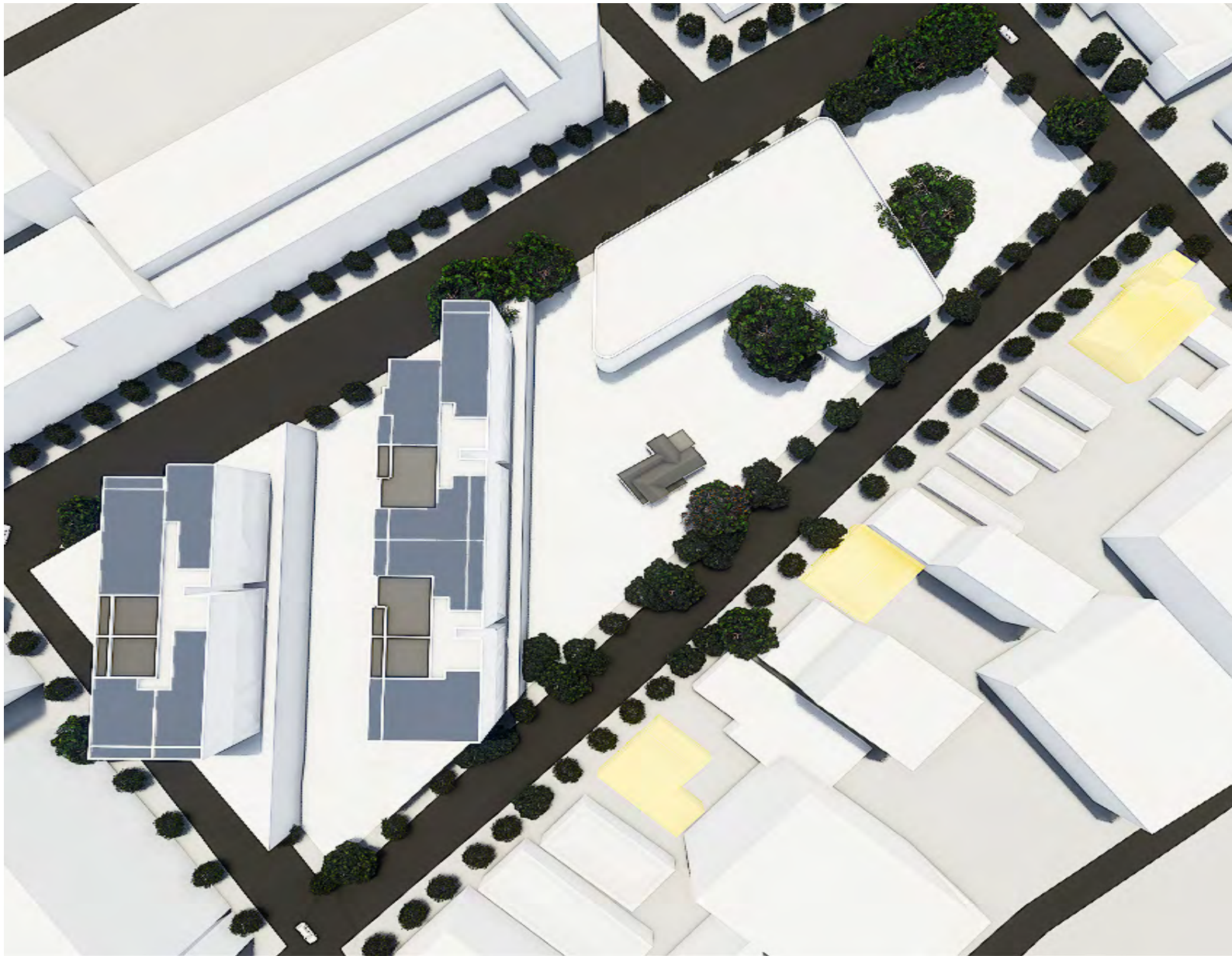
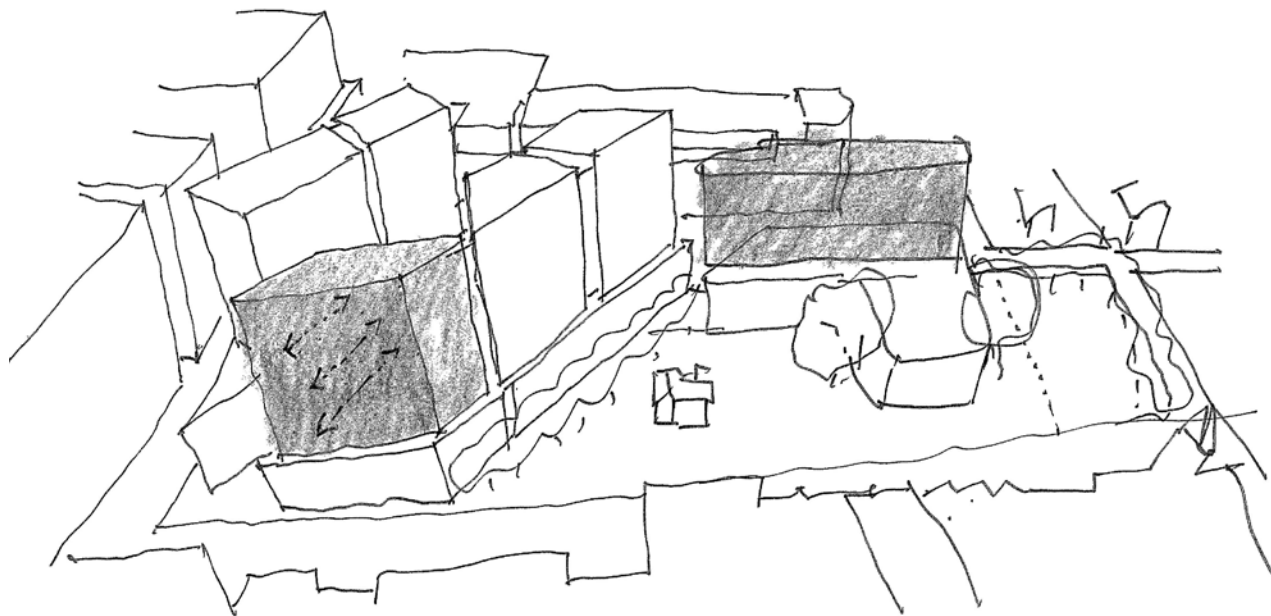
3PM MIDWINTER

1 GROUND - OPTION C
SK020 1: 1000



2 OPTION C SECTION
A101 1: 1000

OPTION D

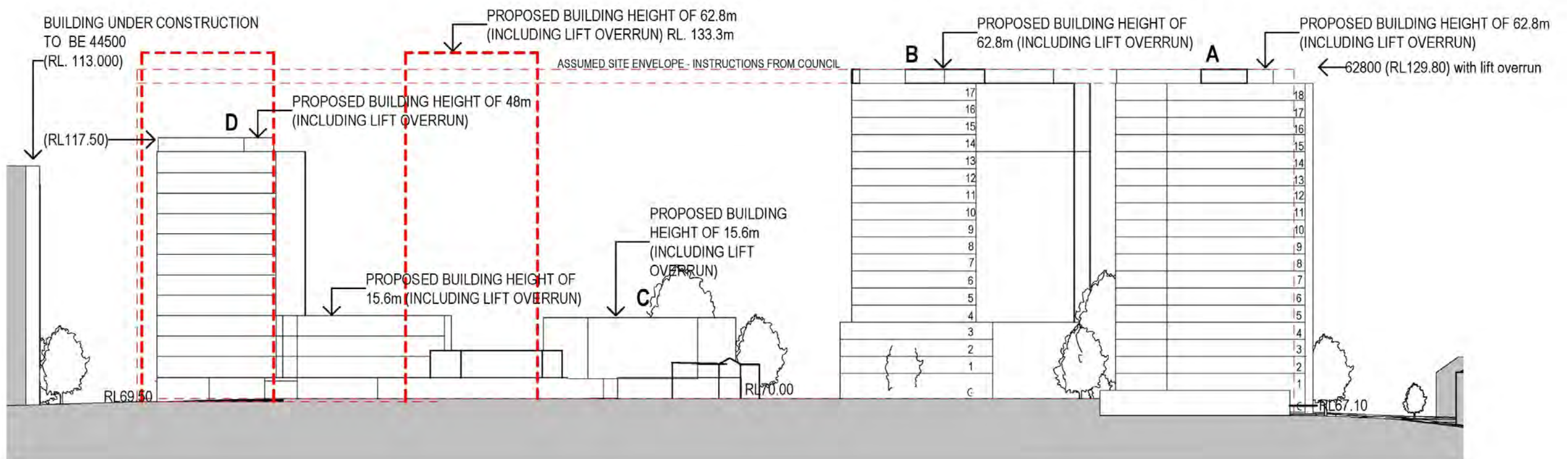


Plan View

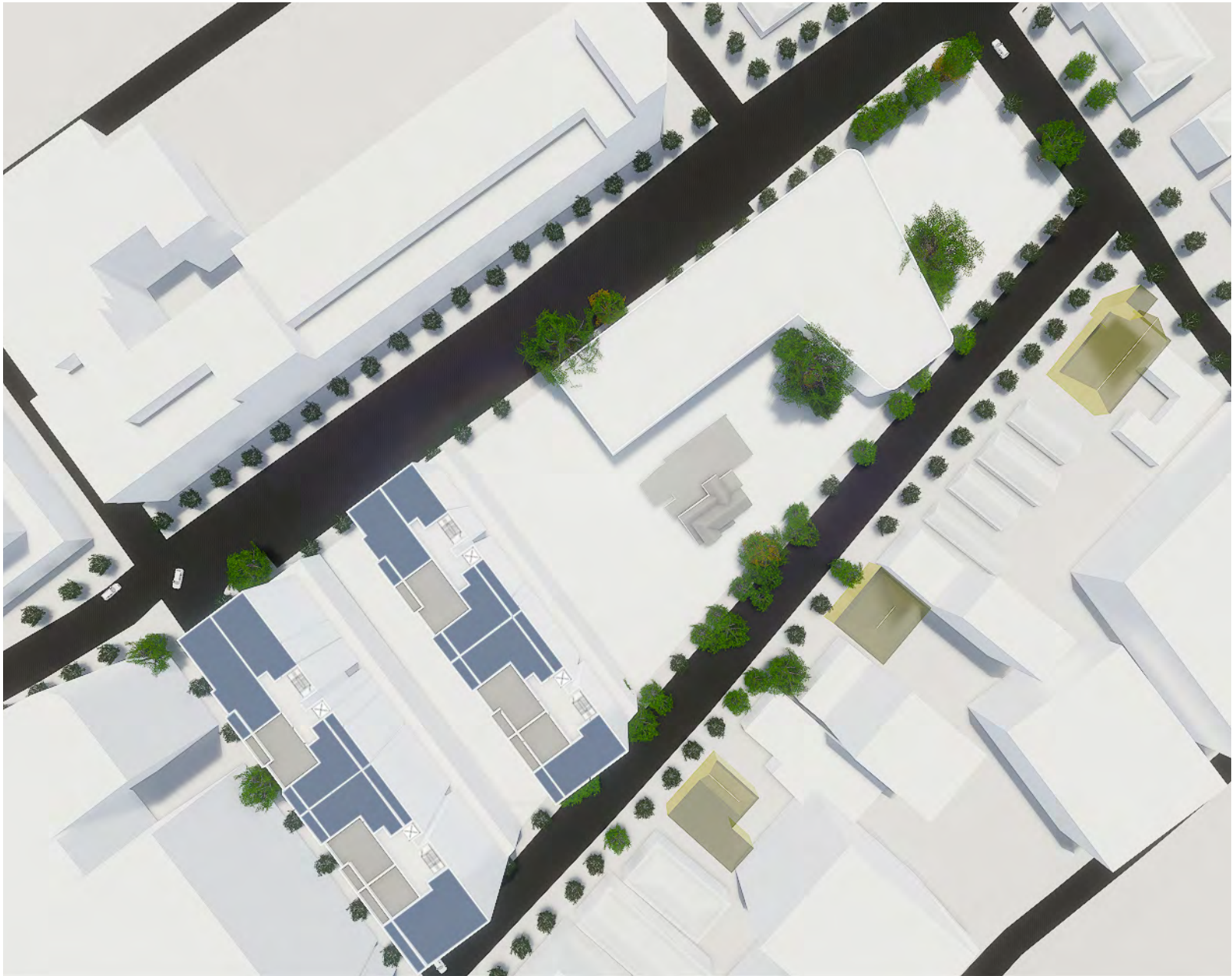
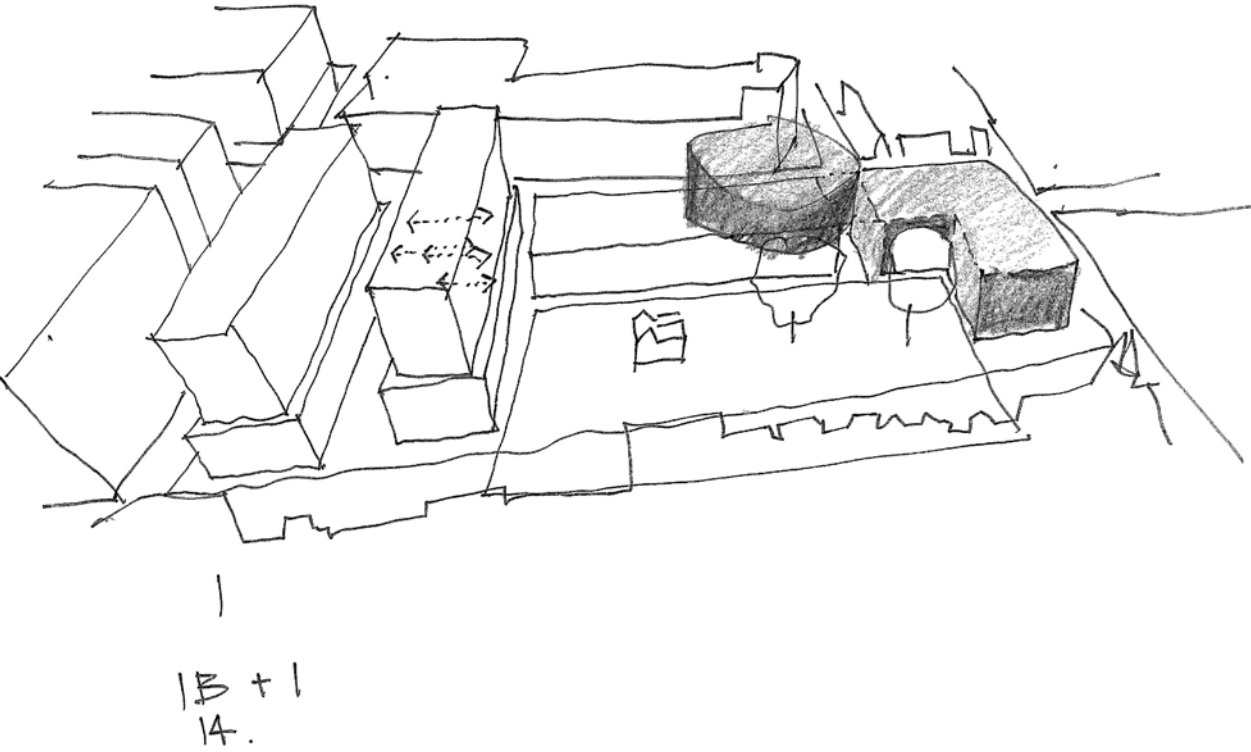


OPTION D and E

Option D and Option E were investigated as per further assessment of Hurstville Civic Centre Precinct Planning proposal by SJB Planning and Council and preference for taller buildings to be located to the southwestern end of the site and open plaza / park to the north eastern side.



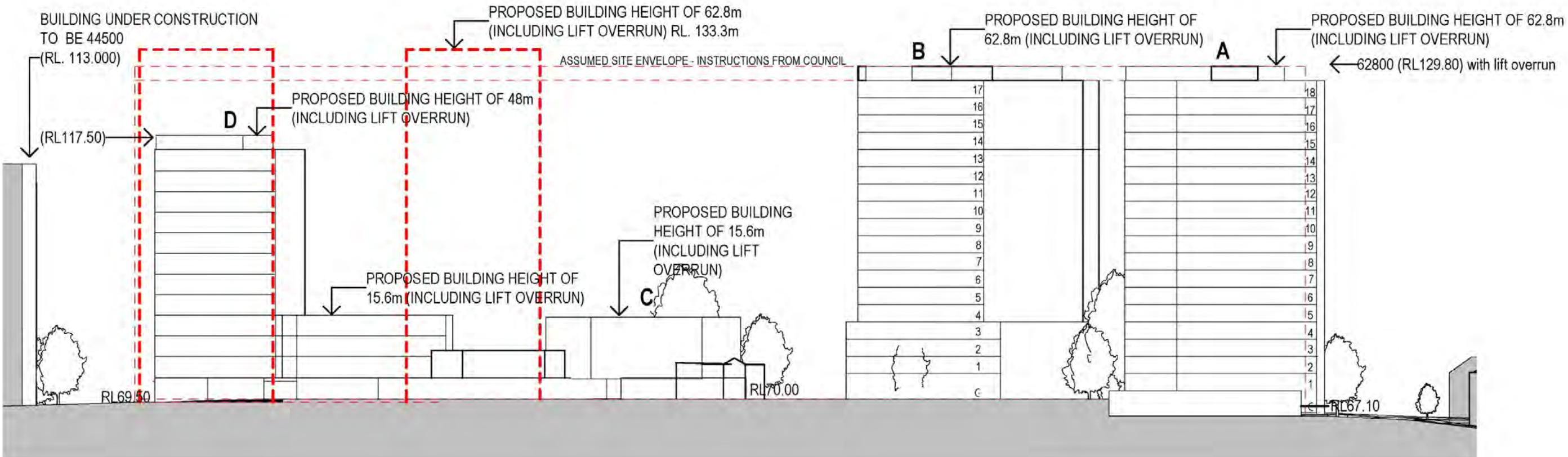
OPTION E



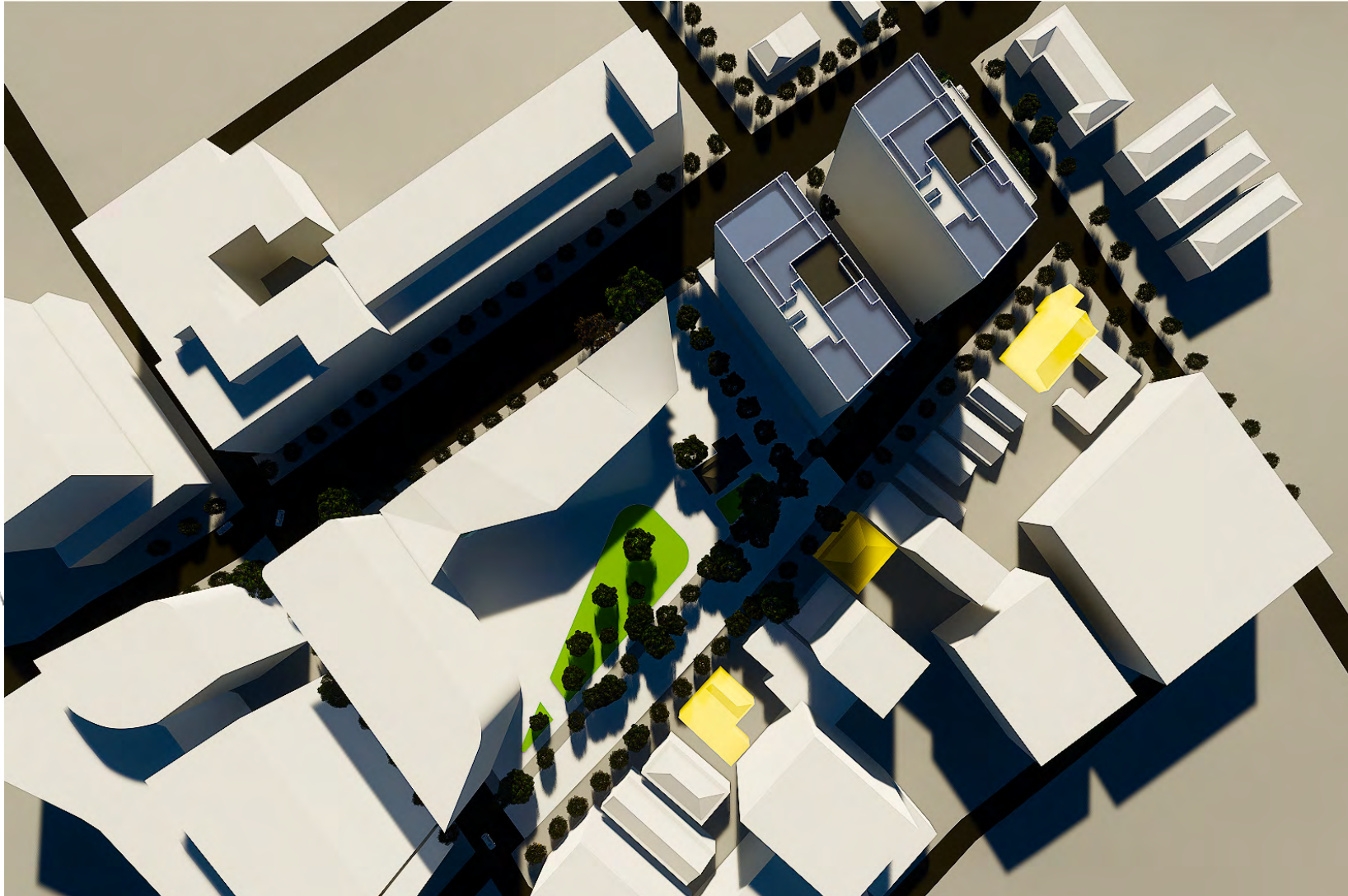
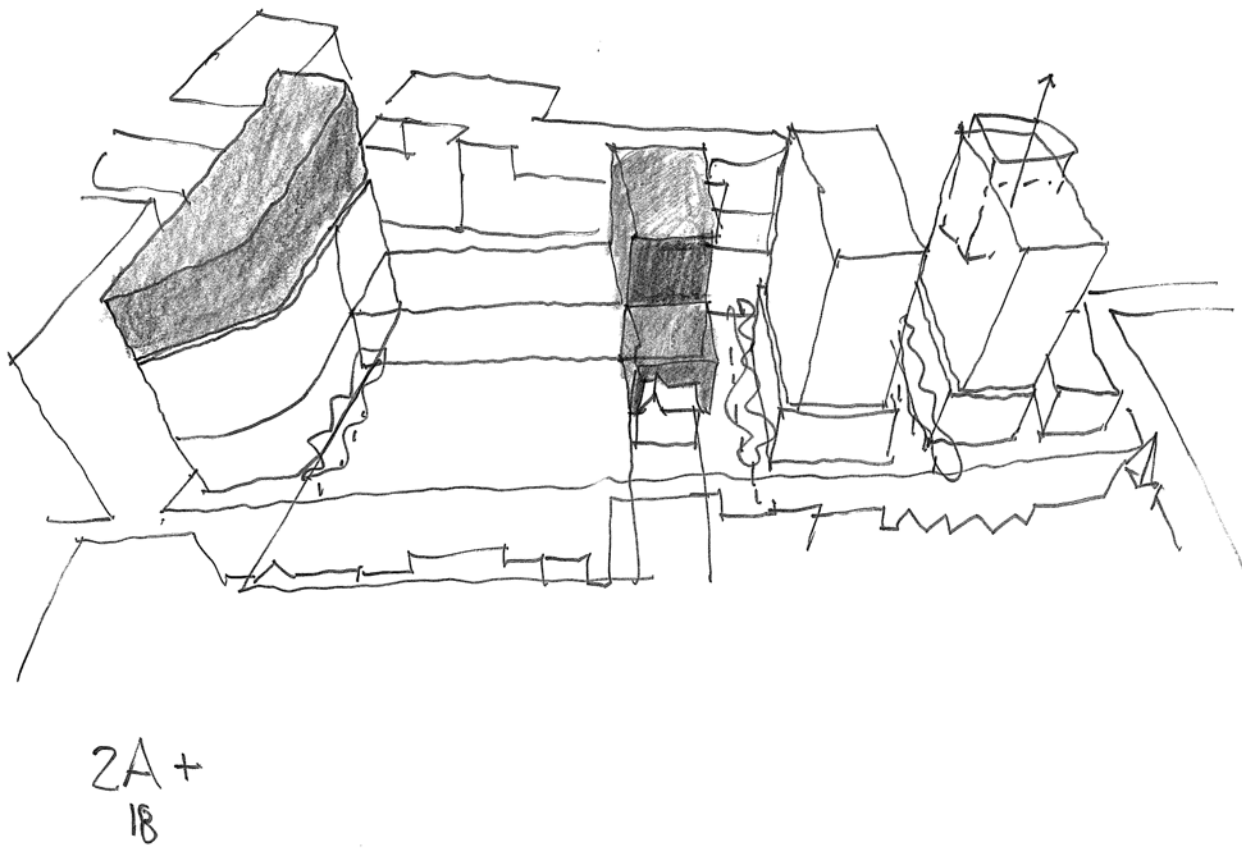
Plan View



OPTION E



OPTION F



Plan View



OPTION F

Option F was investigated as a variation of final preferred option for Hurstville Civic Precinct.

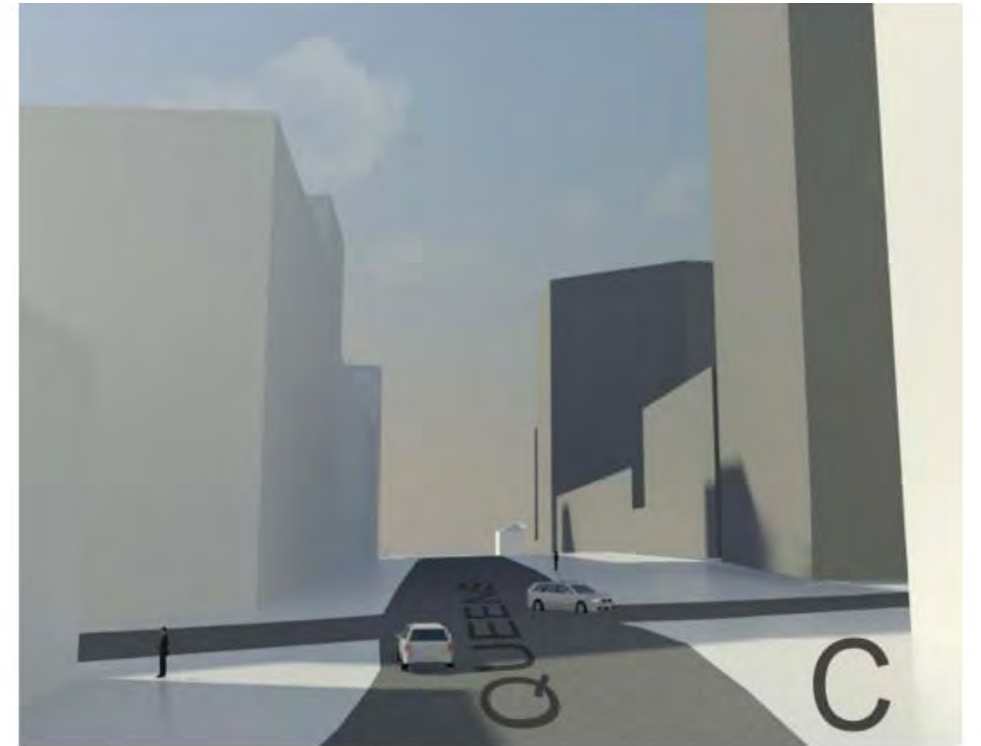
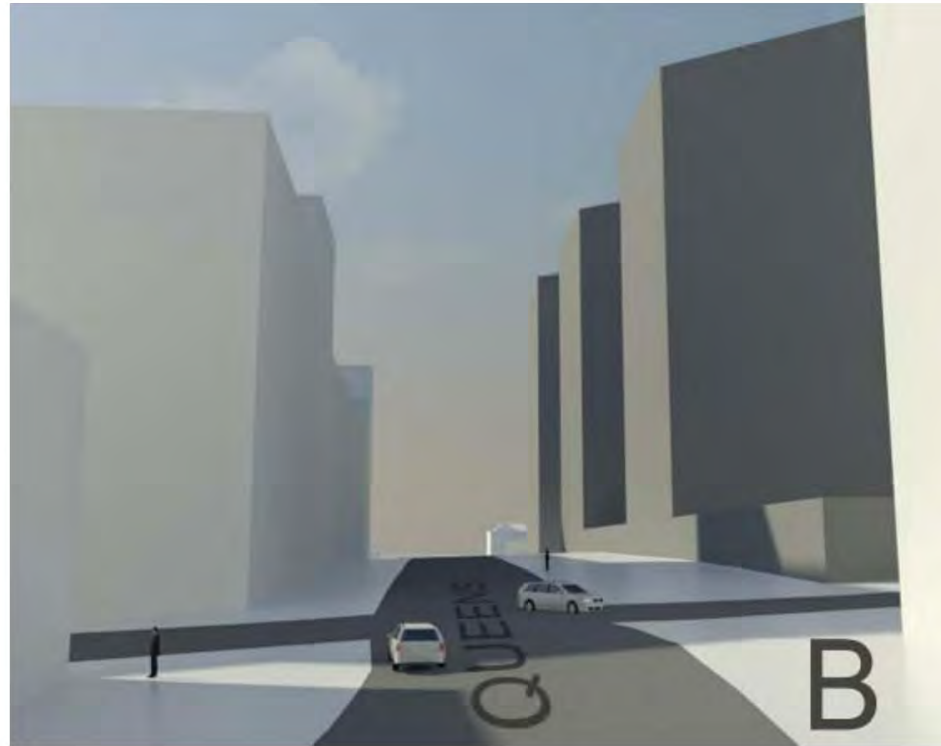
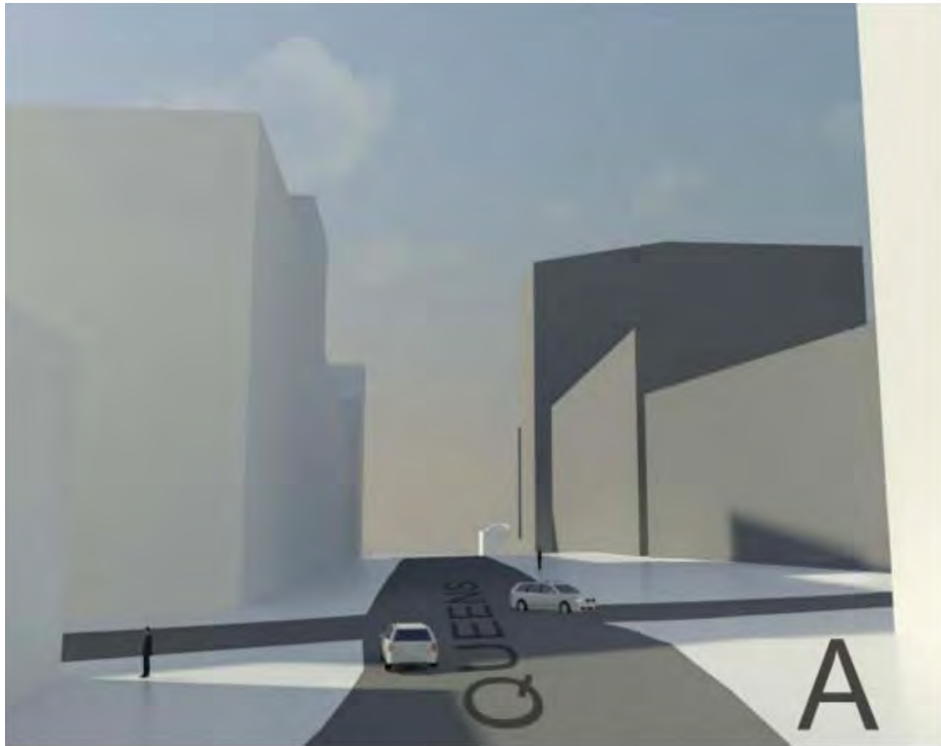


1 GROUND - SOLAR 9AM
SK008 1:1000

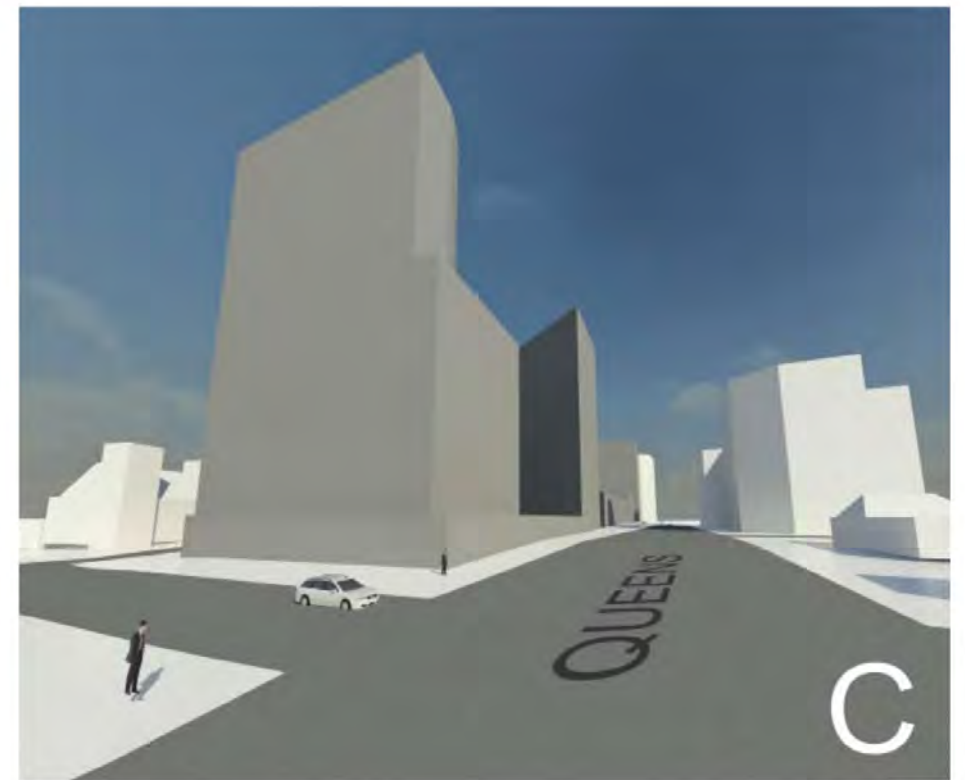
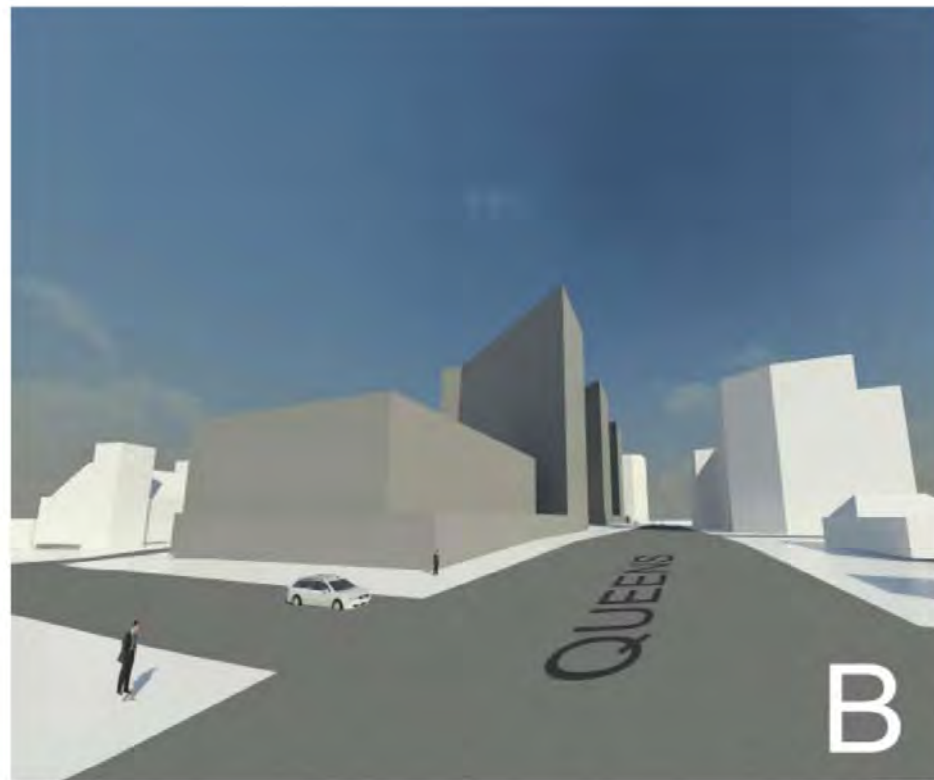
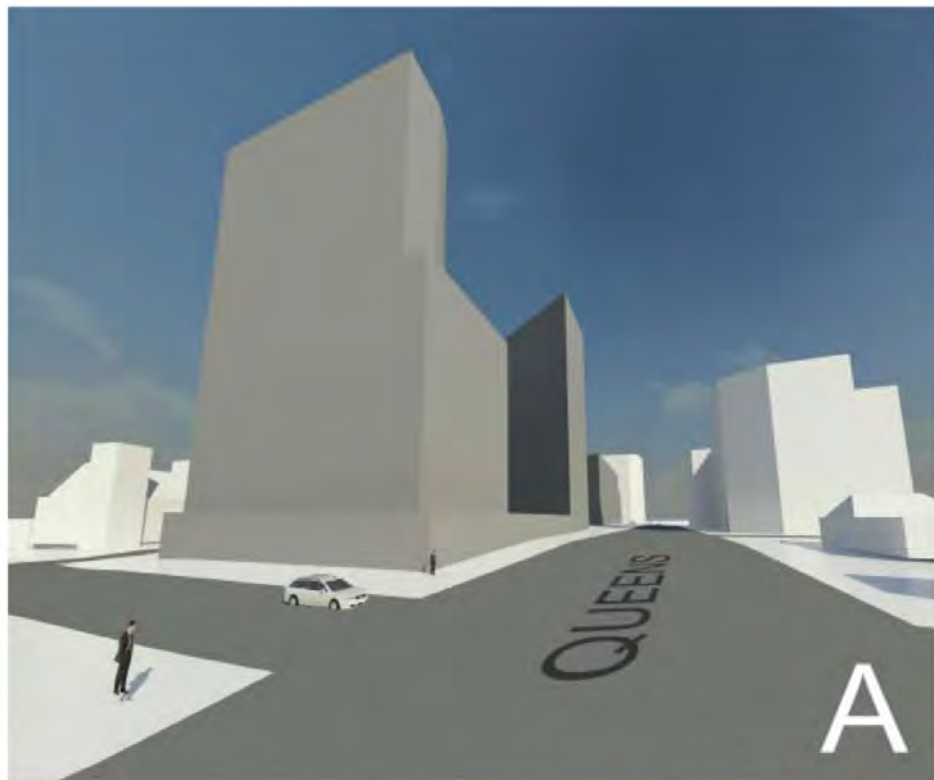


1 GROUND -SOLAR 12PM
1 : 1000





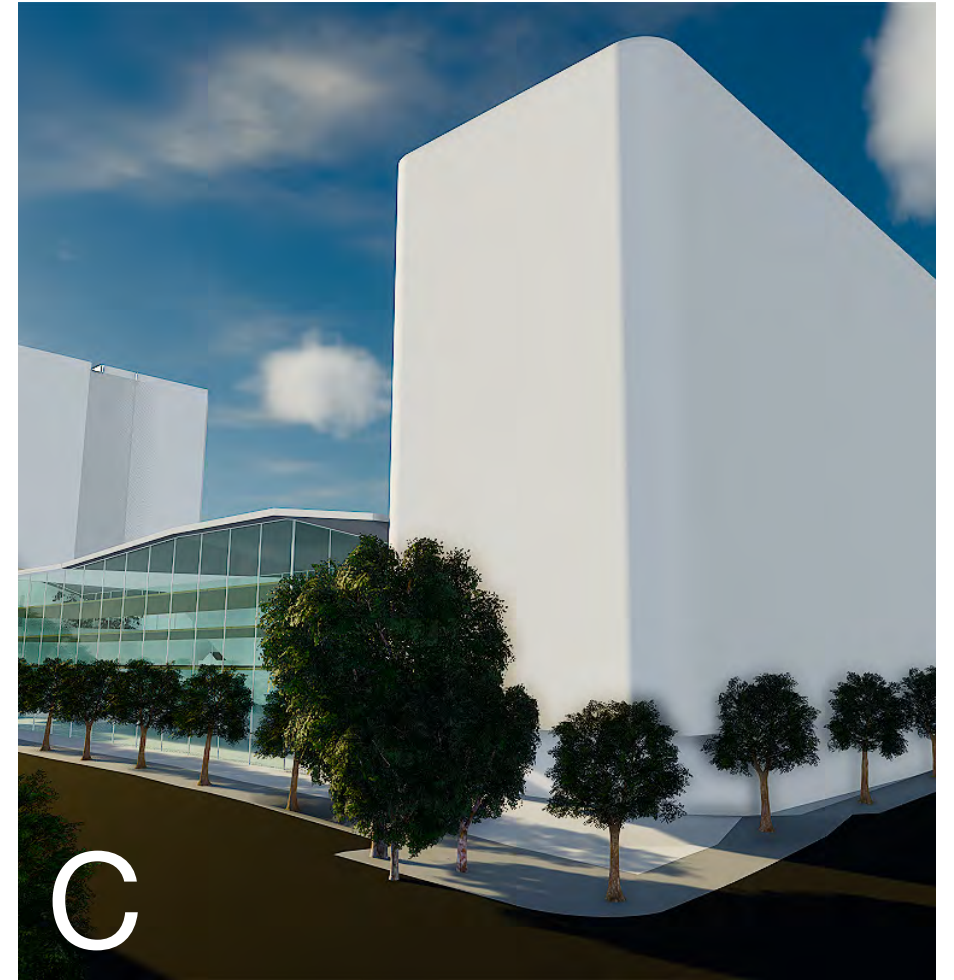
Junction of Queens Rd and Dora St



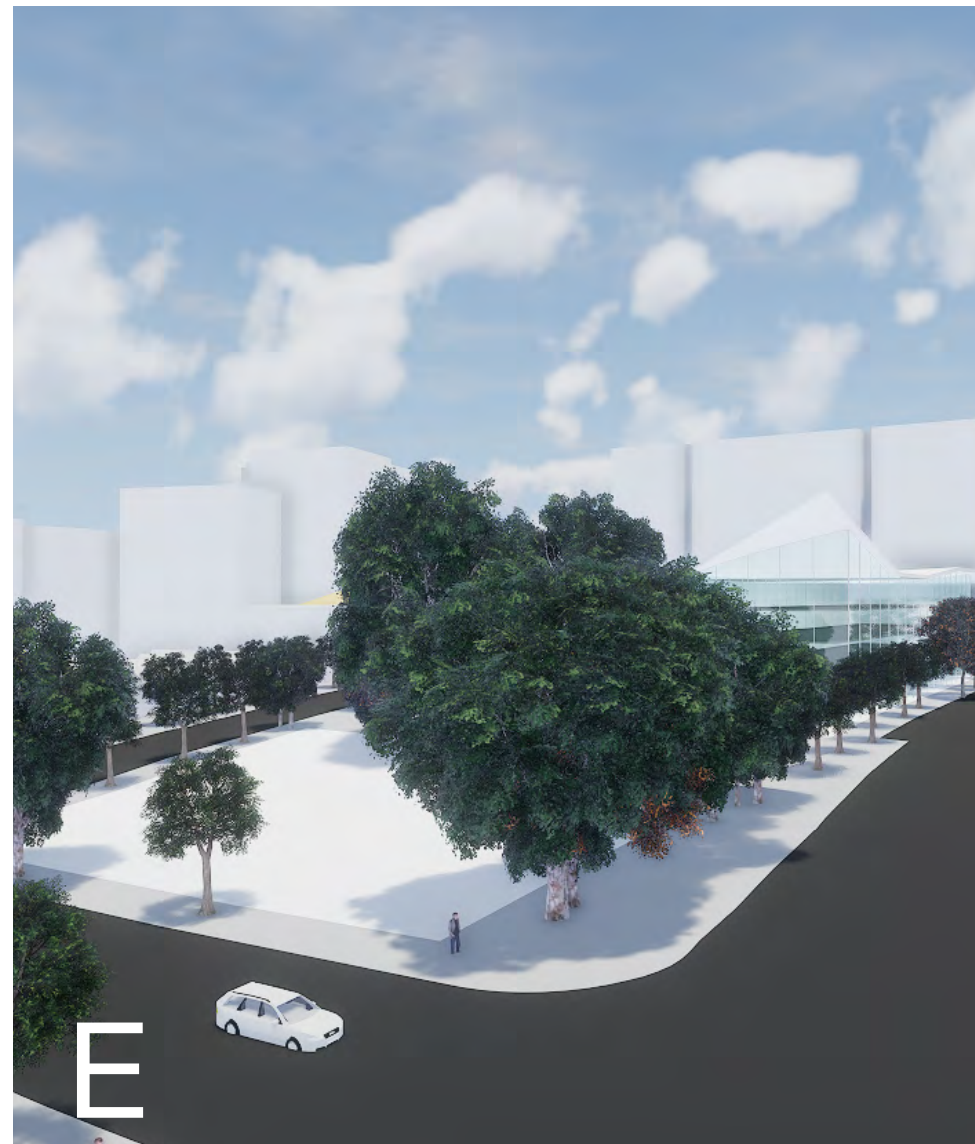
Junction of Queens Rd and Park St



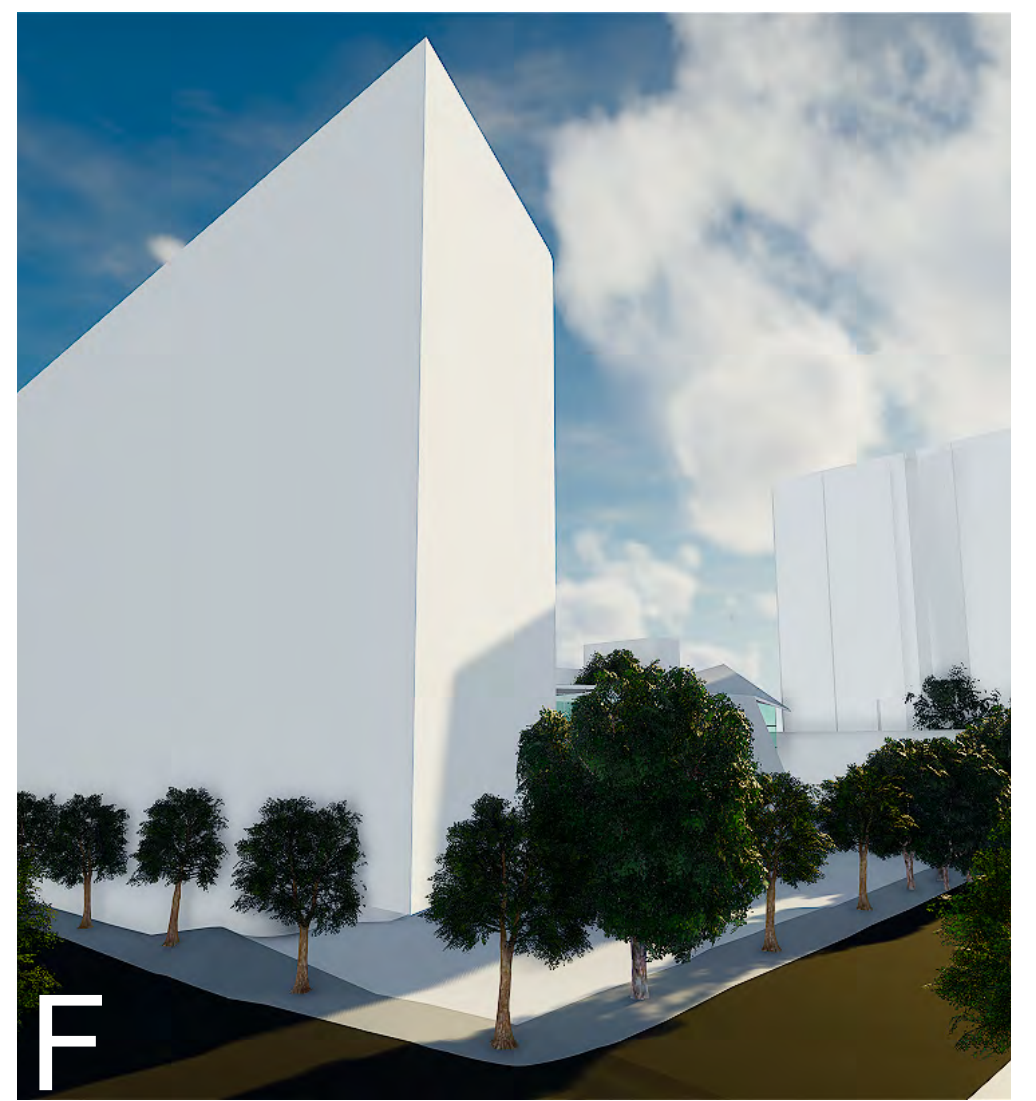
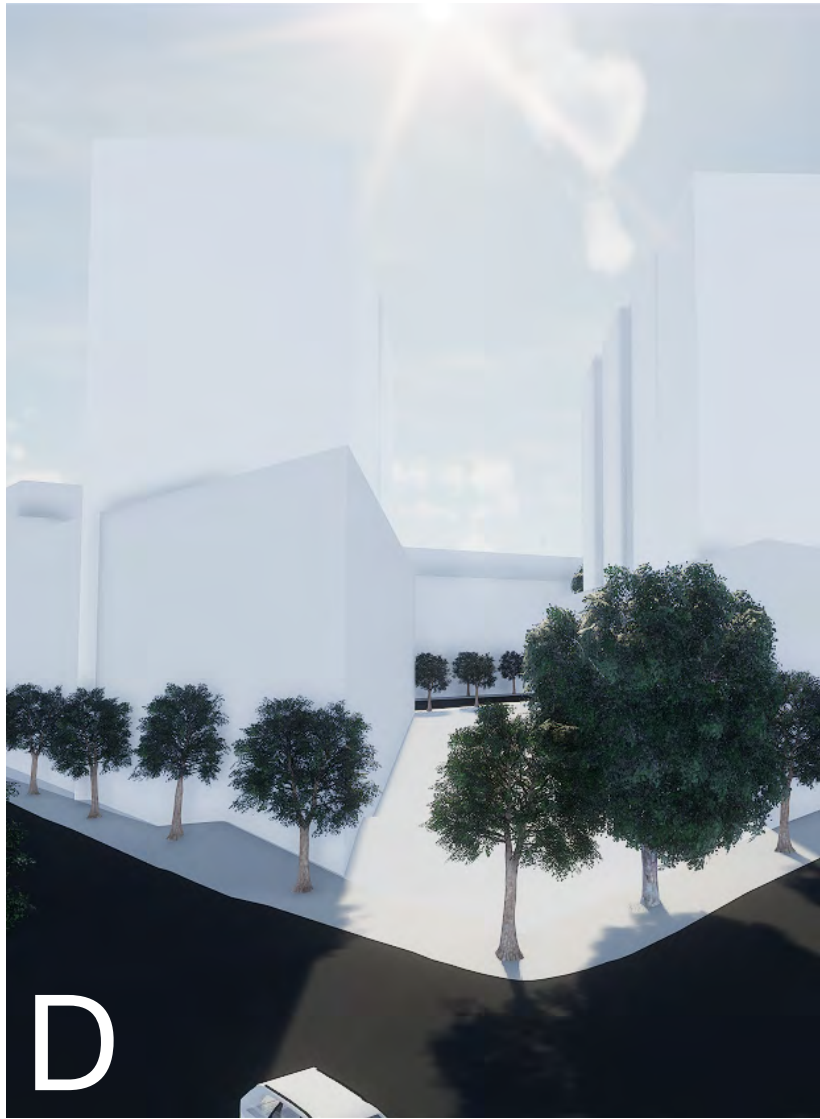
MacMahon Street view



Junction of Queens Road and Dora Street

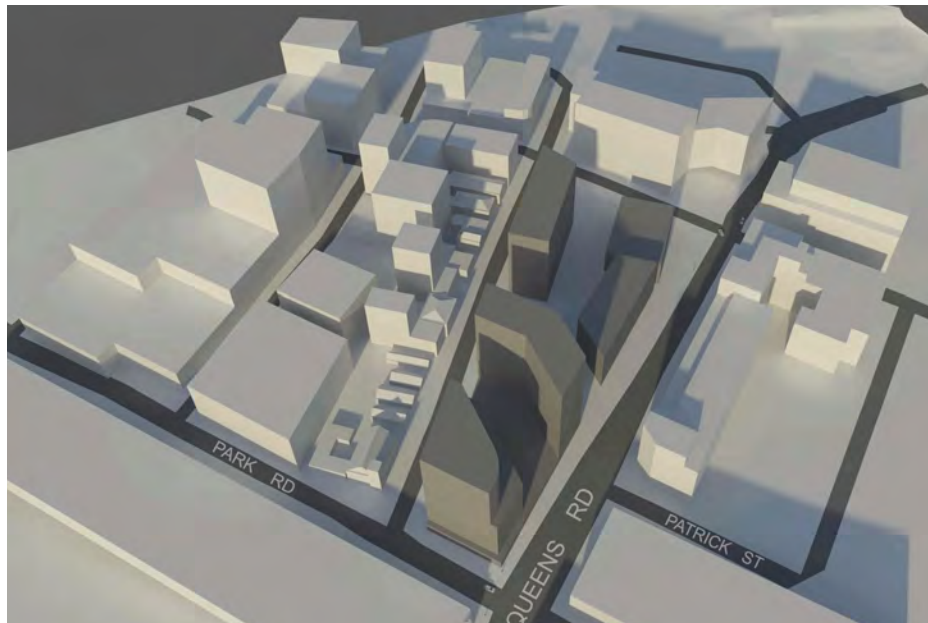


Junction of Queens Road and Park Road

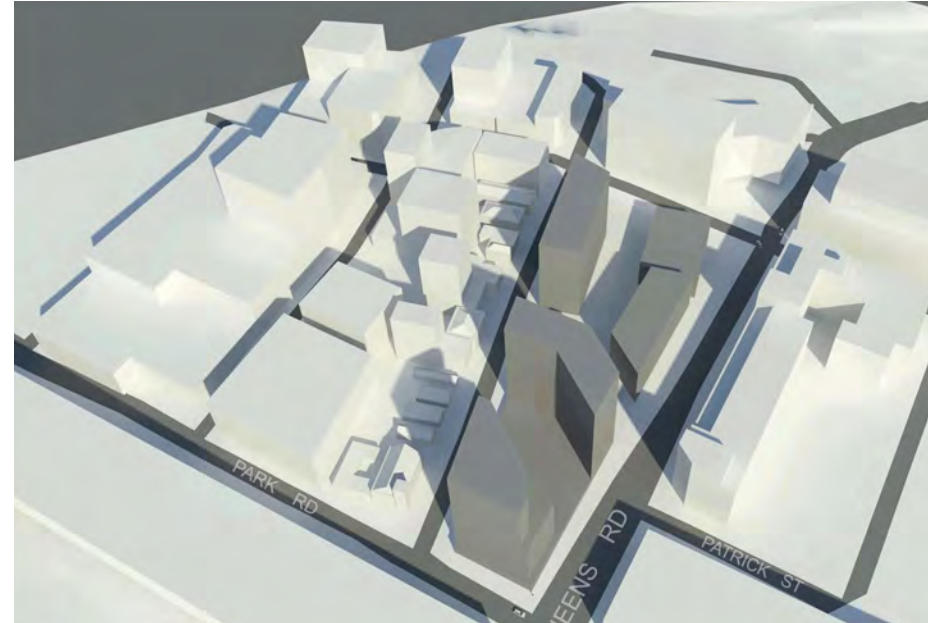


Junction of McMahon and Dora Street

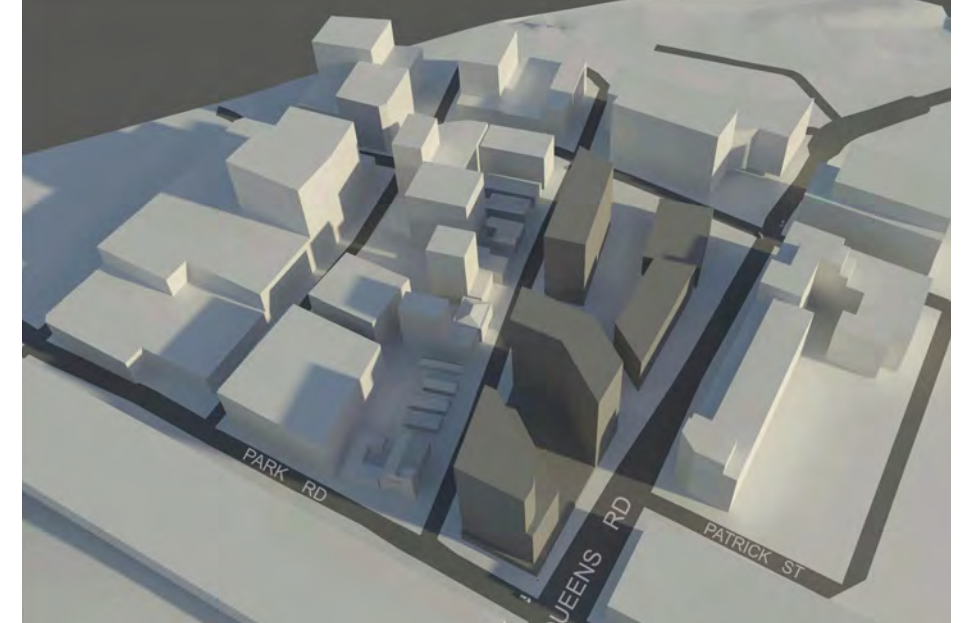
OPTION A - SUN STUDY



9am

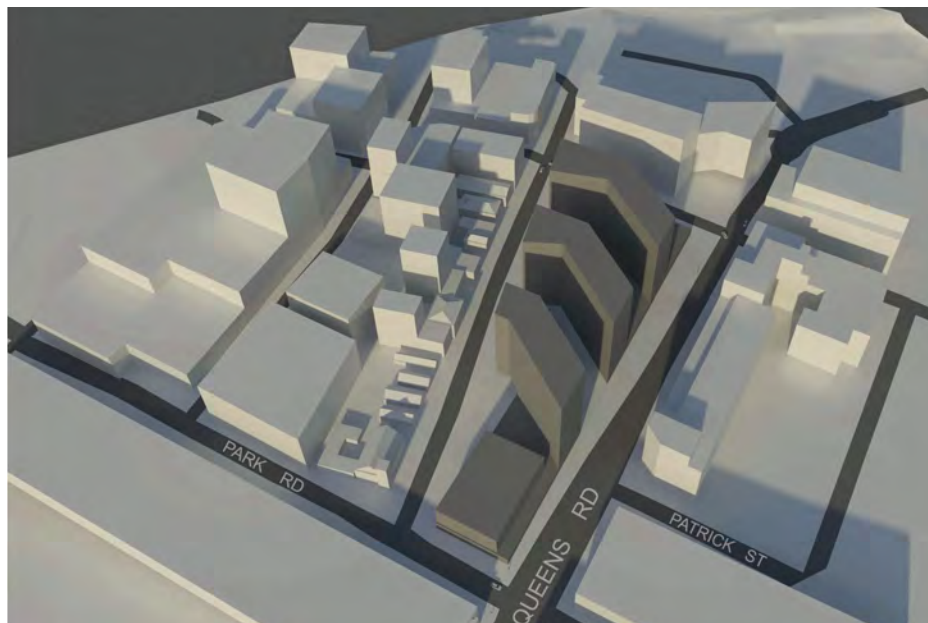


12pm

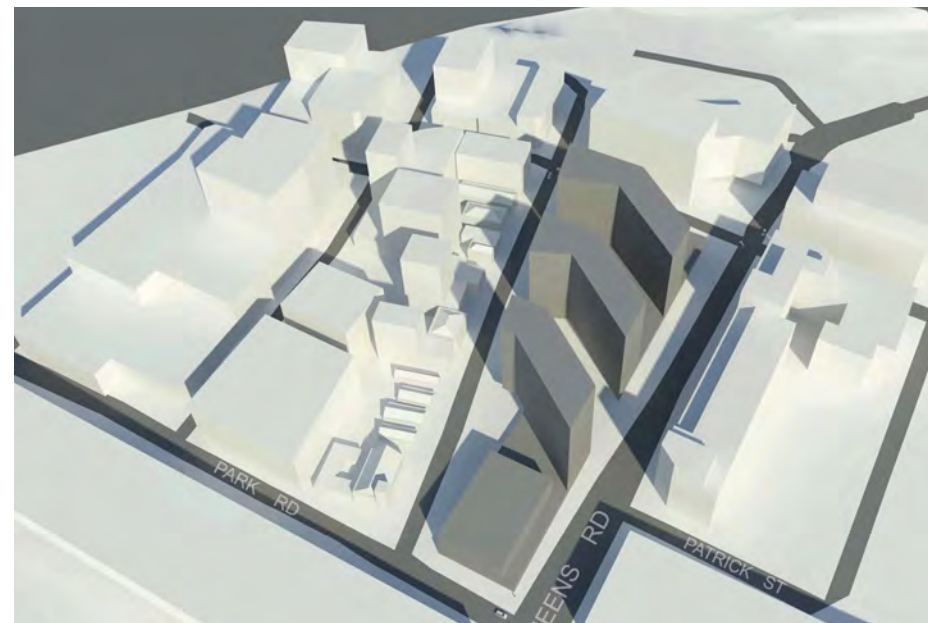


3pm

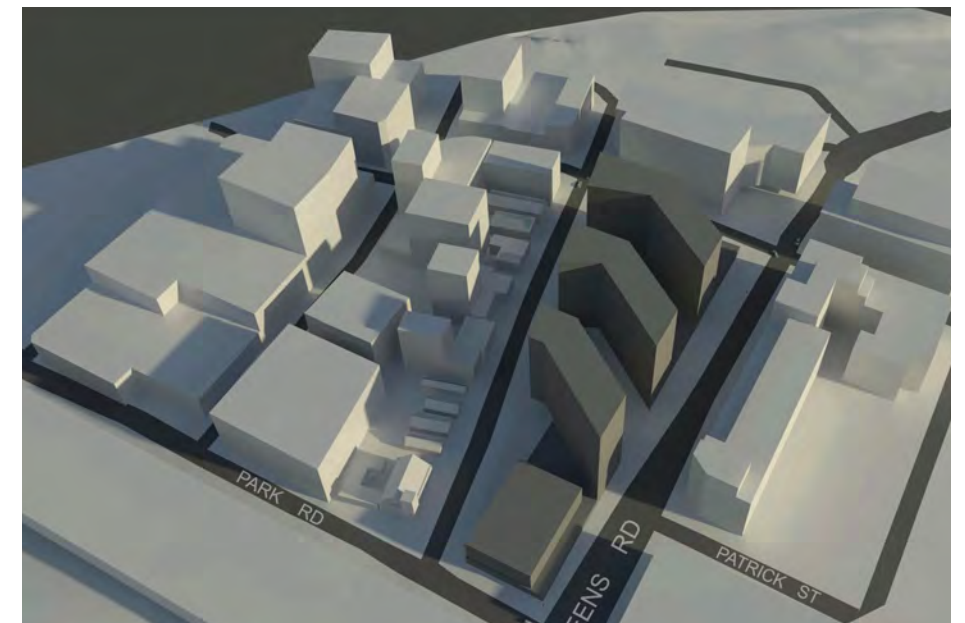
OPTION B - SUN STUDY



9am

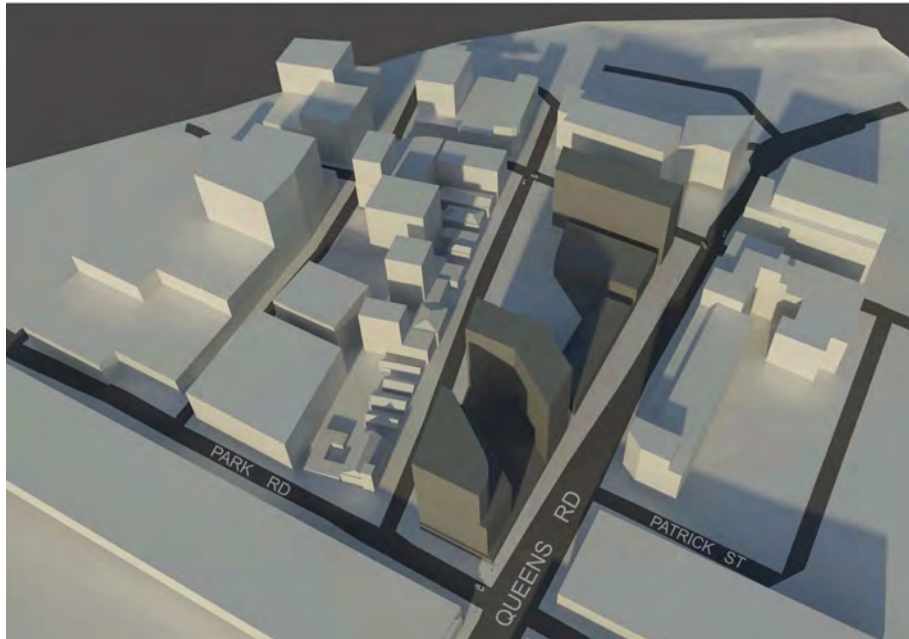


12pm

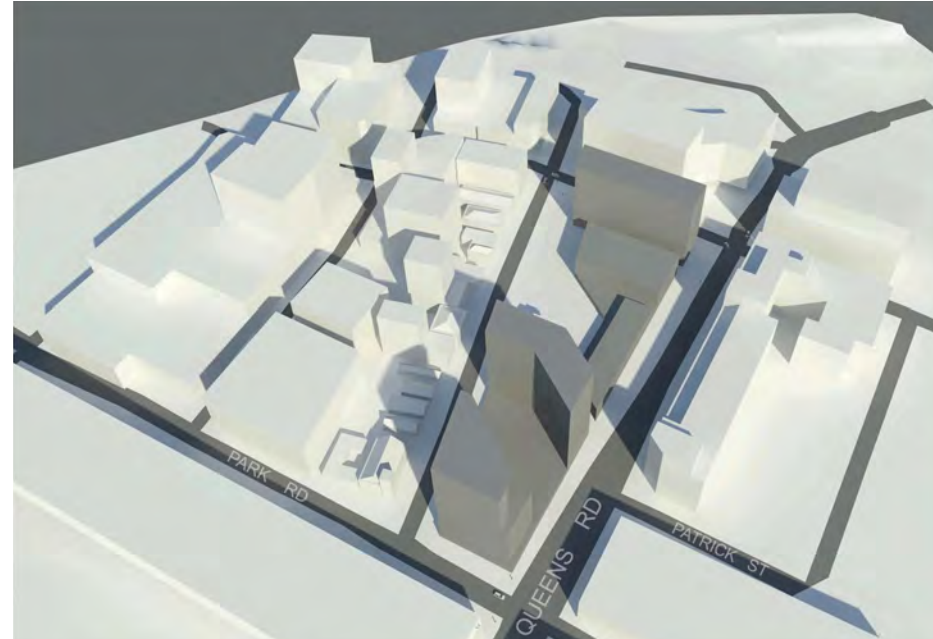


3pm

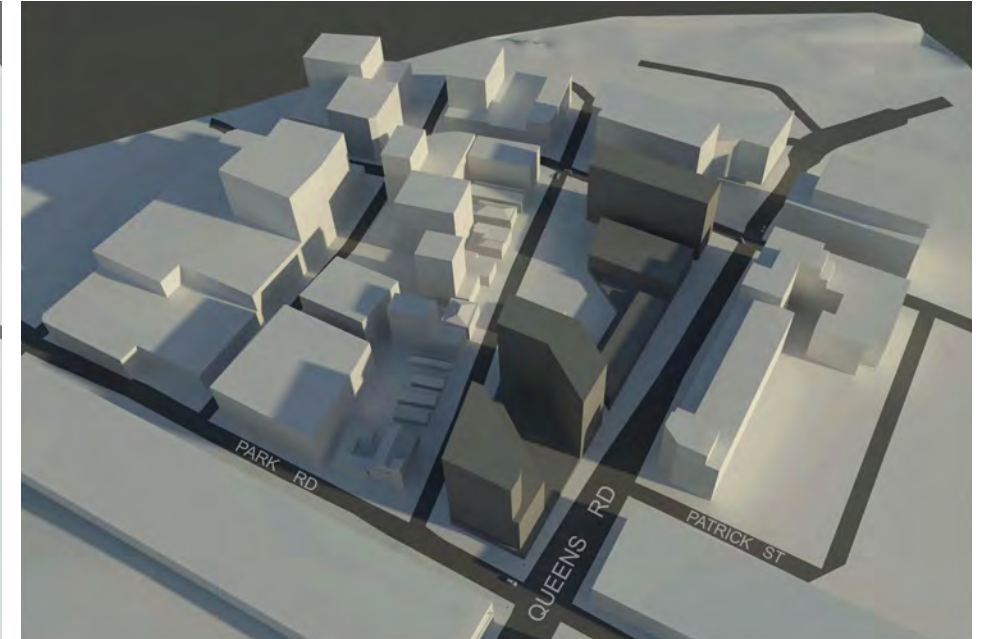
OPTION C - SUN STUDY



9am



12pm



3pm

OPTION D - SUN STUDY



9am



12pm



3pm

OPTION E - SUN STUDY



9am



12pm

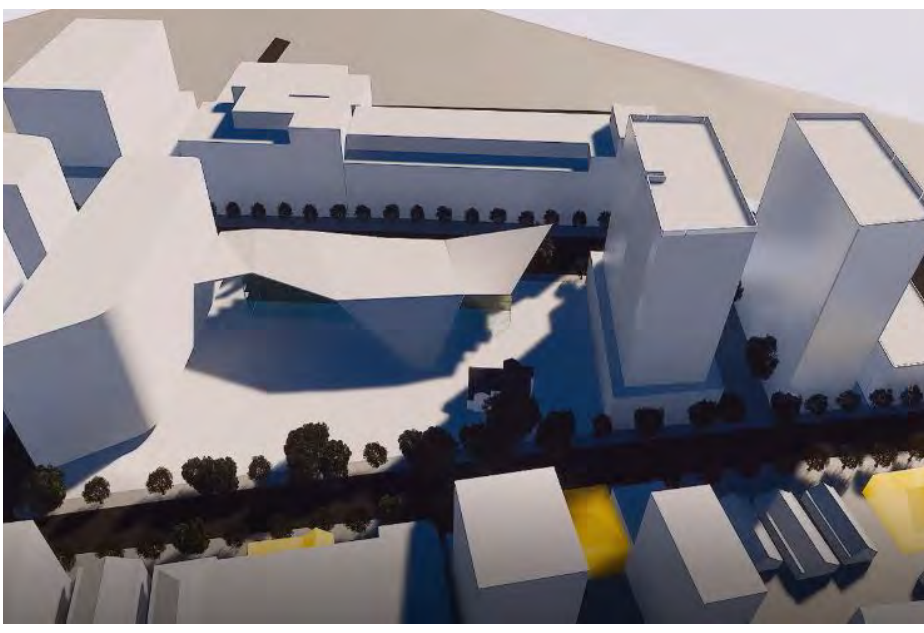


3pm

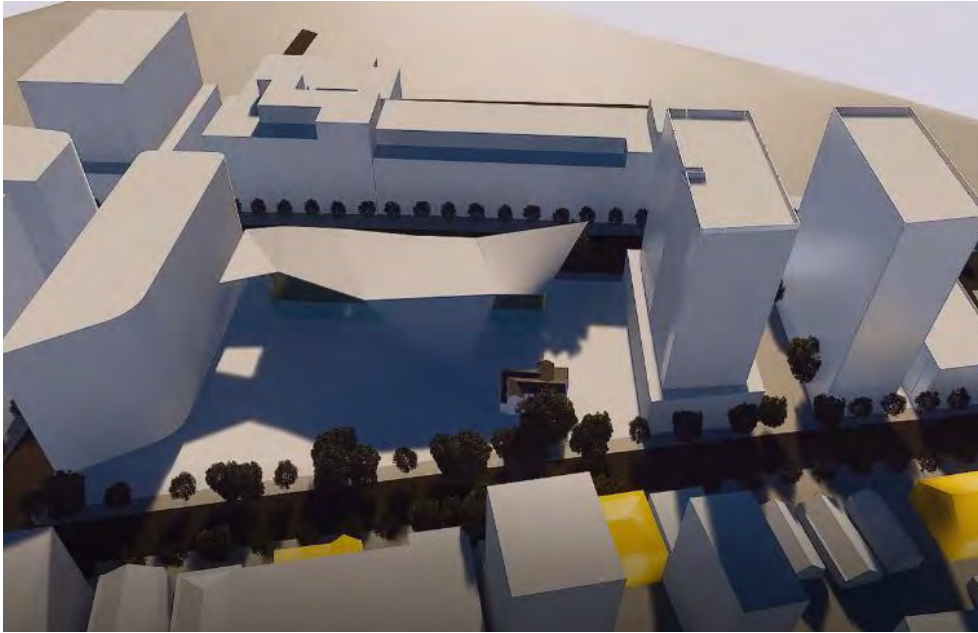
OPTION F - SUN STUDY



9am



12pm



3pm

c. PRESCRIBED AIRSPACE FOR SYDNEY AIRPORT (OLS) MAP

Masterplan Civic Centre
Site

Prescribed Airspace for Sydney Airport
Obstacle Limitation Surface
Declared by the Commonwealth Department
of Infrastructure and Regional
Development on 20 March 2015

WARNING
Underground Services, if shown on this plan, are those known to exist and are shown by indication only. The exact location should be ascertained prior to excavation work. Services & Detail not within Airport boundaries should be checked with the relevant Authority to determine currency.

Origin of Coordinates: Universal Transverse Mercator MGA94 Zone 56
 TS102951 E: 334059.750 N: 6245046.127
 TS04138 E: 33549.77583 N: Long E151°12'38.06374"
 TS04138 E: 33745.636 N: 6238144.870
 TS E: 333°59'04.92331" N: Long E151°14'25.11771"
 A.D.P. (Aerodrome Datum Point)
 -Geographical Coordinates: Lat 833°56'45.80279" Long E151°10'37.59888"
 All coordinates shown are based on GDA94 / WGS84
 MGA94 Coordinates: E: 331542.904 N: 6242334.670

c13242	5
c3788	5

Prescribed Airspace declared by OIRD
general update

20/03/15	3
01/10/07	2
01/07/98	1

SYDNEY AIRPORT
OBSTACLE LIMITATION SURFACES

1:50000	
FSS 6934	
1	



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