SJB Architects

Hurstville City Centre Urban Design Strategy

Georges River Council

30 May 2018 | Final Report

SJB Architects

Project
Hurstville City Centre Urban Design Strategy
Georges River Council

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Contents

Introduction

Introduction to the study area and surrounds.

1.1 Introduction

A number of studies have previously been produced concerning the Hurstville City Centre including the Hurstville City Centre Masterplan (2004); Hurstville City Centre Public Domain Plan (2007) Hurstville City Centre Urban Design Options (2009); and the Review of Commercial Core Zone in Hurstville LEP 2012 (2015).

Following the amalgamation of the Hurstville and Kogarah Councils, SJB has been engaged by Georges River Council to review and update the existing urban design principles for the Hurstville City Centre; to review the existing development standards within the centre and prepare new urban design controls which will form a revised Urban Design Strategy for the Hurstville City Centre.

Hurstville City Centre is identified as a strategic centre within the South District Plan, released by the Greater Sydney Commission in March 2018. As the gateway to southern Sydney, it is a thriving modern centre that has organically grown around what is now a major transport interchange. Hurstville will continue to play an important role in providing employment, retail and entertainment opportunities for the area, and provide an exemplar for environmentally and socially sustainable urban development.

This report recognises that the implications of the final Urban Design Strategy go beyond the physical constitution, appearance and performance of buildings and planning controls, but will impact upon how the community comes together to use and celebrate their civic spaces, streets and places, as it is the community which forms the heart of Hurstville.

The key objectives for the revised Urban Design Strategy are:

- To reinforce the role of Hurstville as the gateway to southern Sydney;
- To strengthen the use of public and active transport to and within the centre;
- To enhance and strengthen the identity of the centre;
- To improve pedestrian connectivity and movement; and
- To provide block by block planning controls for the centre.

Additional Built Form Investigation Study

As part of preparing the Strategy, an additional built form investigation study was undertaken for 15 sites within the City Centre. The study involved additional testing of potential built form envelopes, to determine appropriate FSR controls and understand the impact on overshadowing and views. Responses from submissions and development proposals, including current Development Applications, Planning Proposals and concept schemes, were also taken into consideration.

This additional testing supports the final recommendations for amendments to LEP height and FSR controls, which have been incorporated into the final Strategy. The Additional Built Form Investigation Study is provided as an attachment (Appendix B) to this report.

1.2 Metropolitan Context

The study area in Sydney's South is located 15km south west of Sydney on a major transport interchange centred around Hurstville Train Station and Bus Interchange. The centre offers its residents a highly liveable location with access to services and employment within the centre, and easy access to other nearby strategic centres and employment and entertainment opportunities.

Hurstville City Centre is the main transport interchange in the region, and is well connected with Sydney CBD; which is a 24 minute train ride away; a15 minute drive to Sans Souci and the Botany Bay foreshore; and a 20 minute drive to Kingsford-Smith Airport. The M5 Motorway is located close to the centre.

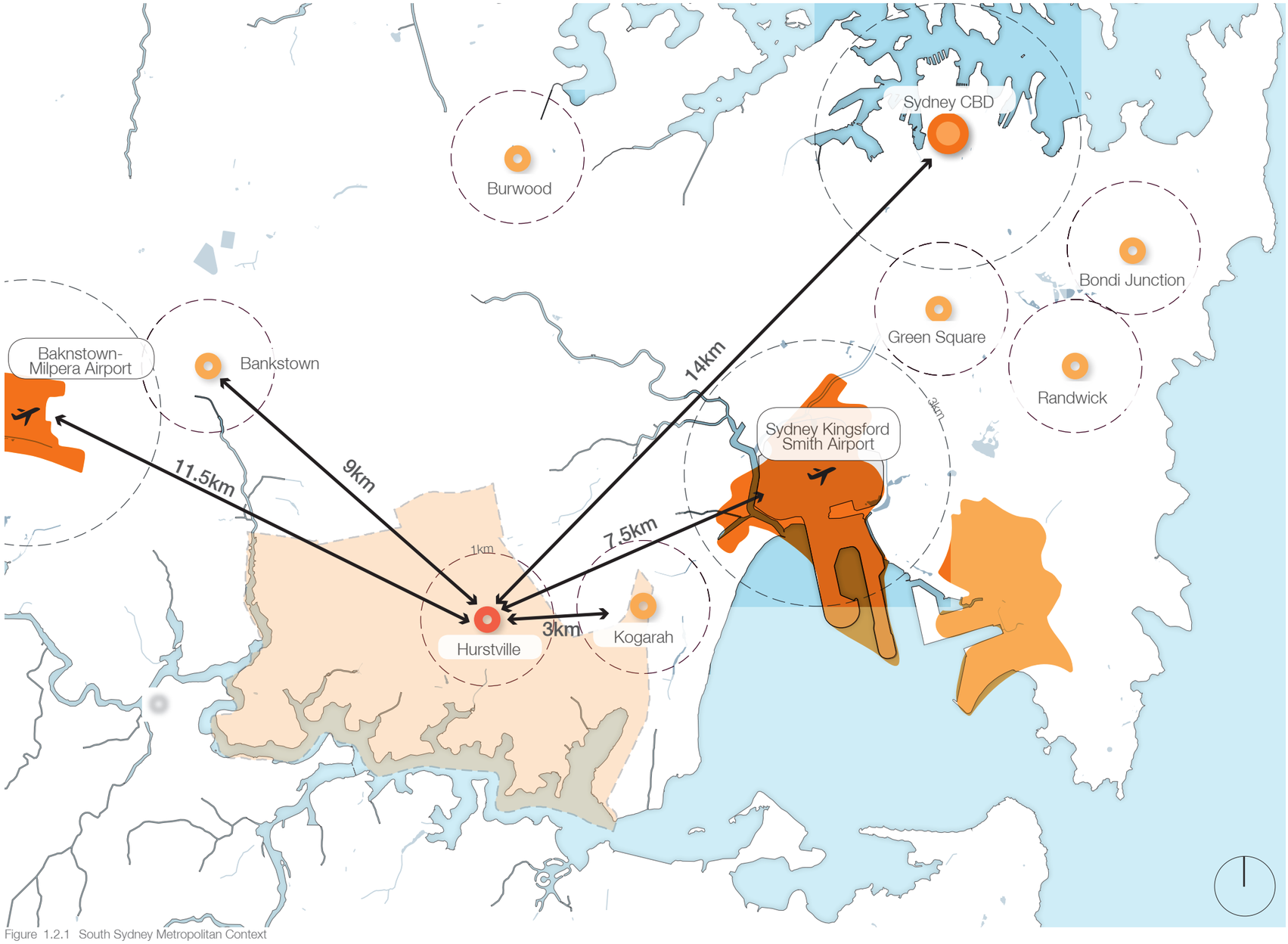


Figure 1.2.1 South Sydney Metropolitan Context

1.3 Strategic Context for Georges River - The Greater Sydney Region Plan 2018

The Greater Sydney Region Plan ('A Metropolis of Three Cities'), released by the Greater Sydney Commission in 2018, outlined the following priorities for the Hurstville Strategic Centre:

- 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 Parks, as well as Botany Bay, Georges River, and Port Hacking waterways, all of which offer a number of recreation opportunities.

The Plan also identifies that with the delivery of WestConnex and the potential F6 motorway that the impact of freight traffic in the subregion is likely to be reduced. This creates the opportunity to transform the western shores of Botany Bay into a waterfront cultural and residential precinct.

Residents of Hurstville City Centre would greatly benefit from some of these changes allowing them improved access to the foreshore and increased local entertainment and recreation opportunities.

The Plan includes the following 10 directions, structured under the key elements of the city that have informed the vision for Sydney:

1. Infrastructure and Collaboration:
1.1 A city supported by infrastructure
1.2 A collaborative City

2. Liveability:
2.1 A city for people
2.2 Housing the city
2.3 A city of great places

3. Productivity:
3.1 A well-connected city
3.2 Jobs and skills for the city

4. Sustainability:
4.1 A city in its landscape
4.2 An efficient city
4.3 A resilient city

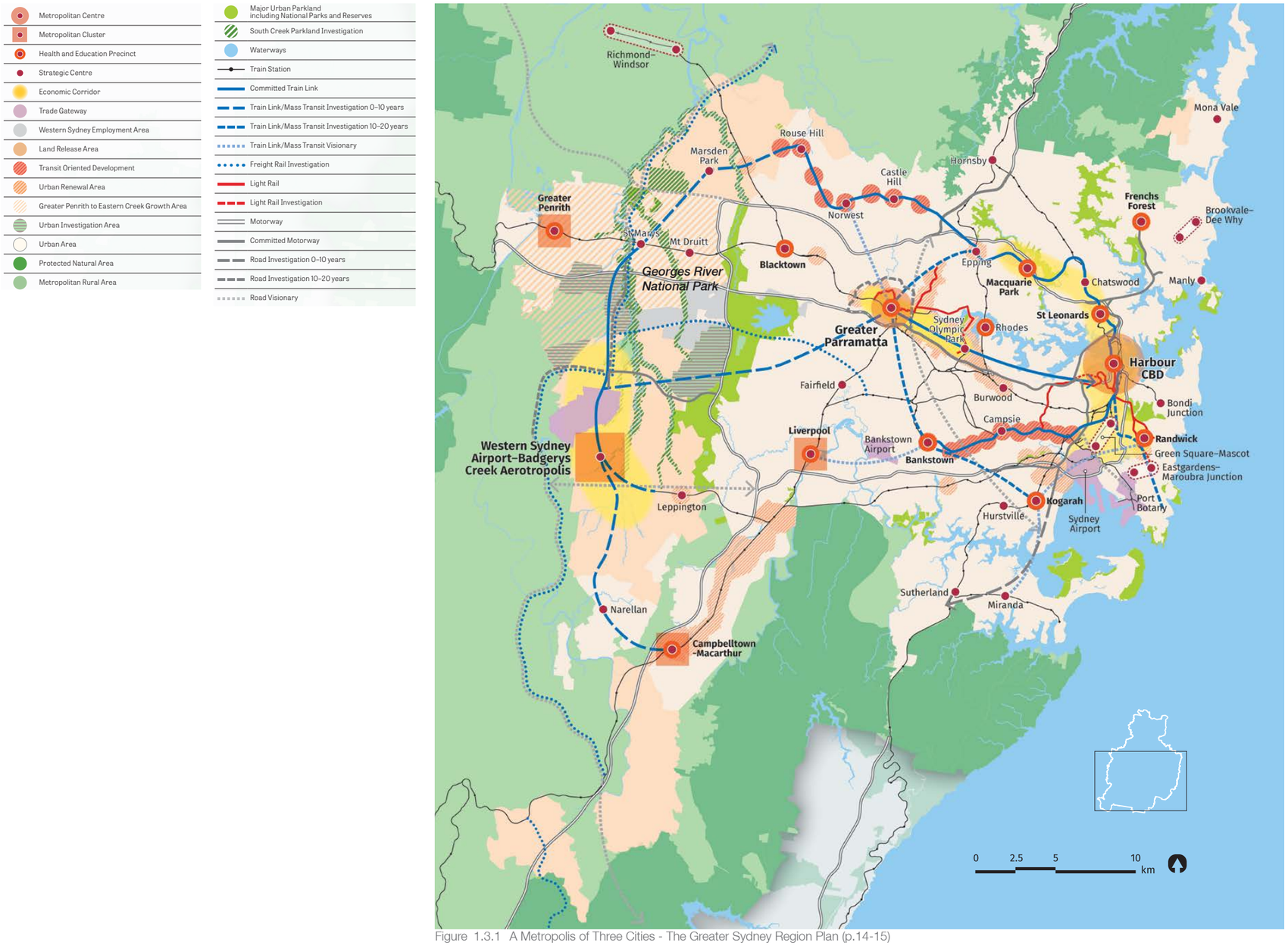


Figure 1.3.1 A Metropolis of Three Cities - The Greater Sydney Region Plan (p.14-15)

1.4 District Context - South District Plan

1.4.1 South District Plan - Overview

In March 2018 the Greater Sydney Commission (the 'Commission') released the final District Plans for Sydney, expanding on the directions and actions of the Greater Sydney Region Plan, to create priorities and actions specific to each district. Hurstville City Centre is located in the South District, which will be:
"a location for retail and commercial investment, employment and urban services land, particularly those linked to Bankstown Airport, and district and local centres that can offer better access to local jobs and services."

Infrastructure spending on improvements to the T2 Airport, Inner West and South Line, and investments to the Sydney Metro City & Southwest Line and WestConnex are set to reduce travel time for residents to work.

The overarching priorities for the South District are:
- Supporting the growth of the ANSTO innovation precinct, health and education precincts, Bankstown Airport-Milperra industrial area and the District's strategic centres;
- Retaining industrial and urban services land and freight routes;
- Optimising on the District's locational advantage of being close to Sydney Airport, Port Botany, the Illawarra and Port Kembla;
- Building on the District's connections to Parramatta, and in the longer term to Liverpool and Western Sydney Airport;
- Sustaining vibrant public places, walking and cycling, and cultural, artistic and tourism assets;
- Matching growth and infrastructure, including social infrastructure;
- Protecting and enhancing natural assets including waterways and beaches, bushland and scenic and cultural landscapes;
- Providing innovation in providing recreational and open spaces, and increased urban tree canopy; and
- Transitioning to a low-carbon, high efficiency District through precinctscale initiatives.

The South District job target range for Hurstville Strategic Centre by 2036 is 15,000 - 20,000 jobs. The current estimate for jobs in the centre is 11,600.

Growing economic activity in centres
- Help to stimulate economic activity and innovation through the co-location of industries;
- Ensure the most efficient use of infrastructure
- Provide jobs closer to home to support a 30-minute city
- Reduce the need to travel by car by co-locating residential, health, employment and education facilities
- Promote healthier lifestyles and community cohesion with improved walking, cycling and transport access to a wider range of services and opportunities
- Provide attractive, safe and inclusive locations for communities to meet and socialise.

Hurstville Strategic Centre

Hurstville is an important retail destination for the South District with its high street, Westfield and Hurstville Central shopping centres. The centre also serves as a commercial precinct for the local population and benefits from a rail station and several bus routes. It has an opportunity to leverage its cultural diversity to grow tourism.
Proposed priorities:
- Encourage and support shopping centre improvements to better integrate with the surrounding public spaces;
- Create a strong sense of place by celebrating Hurstville's cultural diversity;
- Support the expansion of the hospitals in the centre and the growth of allied health services;
- Encourage new lifestyle and entertainment uses to activate streets and grow the night-time economy;
- Build on the centre's administrative and civic role;
- retain and manage existing commercial lands for future employment opportunities;
- Facilitate the attraction of office and commercial floor space and provide opportunities to allow commercial and retail activities to innovate;
- Recognise and support the role of Forest Road as a movement corridor and as an eat street; and
- Encourage activation of secondary streets.

South District Priorities

The District Plan Priorities are divided into four sections - Infrastructure and Collaboration; Liveability; Productivity and Sustainbility. The priorities that are relevant to Hurstville Strategic Centre have been identified on the following pages.

Any strategy for the Hurstville City Centre should demonstrate consideration of, and the achievement of, the listed priorities and their relevant actions.

Figure 1.4.1 Structure Plan for the South District Plan (p.10-11)

1.4.2 South District Plan - Relevant Priorities

The following is a summary of the priorities that are relevant to Hurstville within the South District Plan (2018).

1. Infrastructure and Collaboration

Planning Priority S1: Planning for a city supported by infrastructure

- Innovative land use and development approaches including:
  - using travel management plans, that identify travel options, to reduce car use
  - enabling the development and construction of schools as flexible spaces, so they can facilitate shared use and change over time to meet varying community need
- the inclusion of planning mechanisms that would encourage the
  - development of new schools as a part of good quality and appropriate mixed use developments

Planning Priority S2: Working through collaboration

2. Liveabilty

Planning Priority S3: Providing services and social infrastructure to meet people's changing needs

- Facilitate the development of healthy and safe built environments
- Consider the inclusion of planning mechanisms such as floor space bonuses to promote the provision of:
  - Walkable neighbourhoods with good walking and cycling connections particularly to schools
  - Social infrastructure such as public libraries or child care
  - Urban agriculture, community and roof gardens for productive food systems.
- Innovative land use and development approaches including:
  - using travel management plans, that identify travel options, to reduce car use
  - enabling the development and construction of schools as flexible spaces, so they can facilitate shared use and change over time to meet varying community need
- the inclusion of planning mechanisms that would encourage the:
  - development of new schools as a part of good quality and appropriate mixed use developments
  - the shared use of facilities between schools and the local community including playing fields and indoor facilities, so they can meet wider community needs.

Planning Priority S4: Fostering healthy, creative, culturally rich and socially connected communities

- Integrate arts and cultural outcomes into urban development through planning proposals for urban renewal areas and priority precincts that nurture a culture of art in everyday local spaces and enhance access to the arts in all communities
- Give due consideration to the inclusion of planning mechanisms that would encourage the establishment and resourcing of creative hubs and incubators and accessible artist-run spaces.

Planning Priority S5: Providing housing supply, choice and affordability, with access to jobs and services

Plan to provide sufficient housing capacity and monitor delivery of the five-year housing targets

- Liaise with the Commission to identify barriers to delivering housing in accordance with the targets.
- The 2021 year housing target for Georges River is 4,800 additional dwellings.
- A target of 5% to 10% of new floor space for affordable housing will be applied at the rezoning stage so that it can be factored into the development equation.
- Affordable housing will be considered within areas that have been shown, via a local housing strategy, or another form of appropriate research, to have current or future need for affordable rental housing
- To applicable land within new urban renewal or greenfield areas (government and private) subject to development feasibility assessed at a precinct scale
- To all new floor space (above the existing permissible floor space)
- In addition to local and State development contributions and cognisant of any public or private subsidy for affordable rental housing provision
- To provide a range of dwelling types including one, two and three+ bedroom homes
- In accordance with any relevant guidance developed by the Commission and Department of Planning and Environment.

Georges River Council will:

- Monitor and support the delivery of George's River five-year housing target of 4,800 dwellings recognising the significant growth from infill development.
- Investigate further opportunities for additional strategic needs and diversity in and around local centres and close to transport and other areas with high accessibility.

Planning Priority S6: Creating and renewing great places and local centres, and respecting the District's heritage

- Require the adaptive re-use of historic and heritage listed buildings and structures in a way that enhances and respects heritage values
- Protect Aboriginal, cultural and natural heritage and places, spaces and qualities valued by the local community

3. Productivity

Planning Priority S7: Growing and investing in the ANSTO research and innovation precinct

Planning Priority S8: Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the District

- Provide opportunities for new health and allied service providers to cluster around existing health and education facilities.
- Consider accessibility to the health and education precincts and car parking requirements for patients, students visitors and employees.
- Relevant planning authorities should give due consideration to the need to support the co-location of ancillary uses that complement health precincts, including:
  - Residential aged care facilities
  - Housing for health workers
  - Visitor and short-term accommodation
  - Health and medical research activities
  - Child care
  - Non-critical patient care
  - Commercial uses that are complementary to and service the health precinct

Planning Priority S9: Growing investment, business opportunities and jobs in strategic centres

- Opportunities for existing centres to grow and new centres to be planned to meet forecast demand across a range of retail types
- The need to reinforce the suitability of centres for retail and commercial uses whilst encouraging a competitive market
- Cater for the commercial requirements of retailers and commercial operators such as servicing, location, visibility and accessibility
- The use of the B3 Commercial Core Zones in strategic centres and, where appropriate, in district centres to reinforce and support the operation and viability of non-residential uses including local office markets.

Planning Priority S10: Retaining and managing industrial and urban services

Planning Priority S11: Supporting growth of targeted industry sectors

Planning Priority S12: Delivering integrated land use and transport planning and a 30-minute city

4. Sustainability

Planning Priority S13: Protecting and improving the health and enjoyment of the District's waterways

Planning Priority S14: Protecting and enhancing bushland, biodiversity and scenic and cultural landscapes and better managing rural areas

Planning Priority S15: Increasing urban tree canopy cover and delivering Green Grid connections

Planning Priority S16: Delivering high quality open space

Planning Priority S17: Reducing carbon emissions and managing energy, water and waste efficiently

- Use appropriate land use zones to minimise the potential for conflict with the operation and expansion of existing waste facilities
- Protect precincts that have functioning waste management facilities from encroachment by residential and other sensitive development
- Consider ways to encourage design measures such as fully enclosing waste facilities to minimise dust, odours and noise impacts to mitigate the risks and potential impacts on surrounding communities.

Planning Priority S18: Adapting to the impacts of urban and natural hazards and climate change

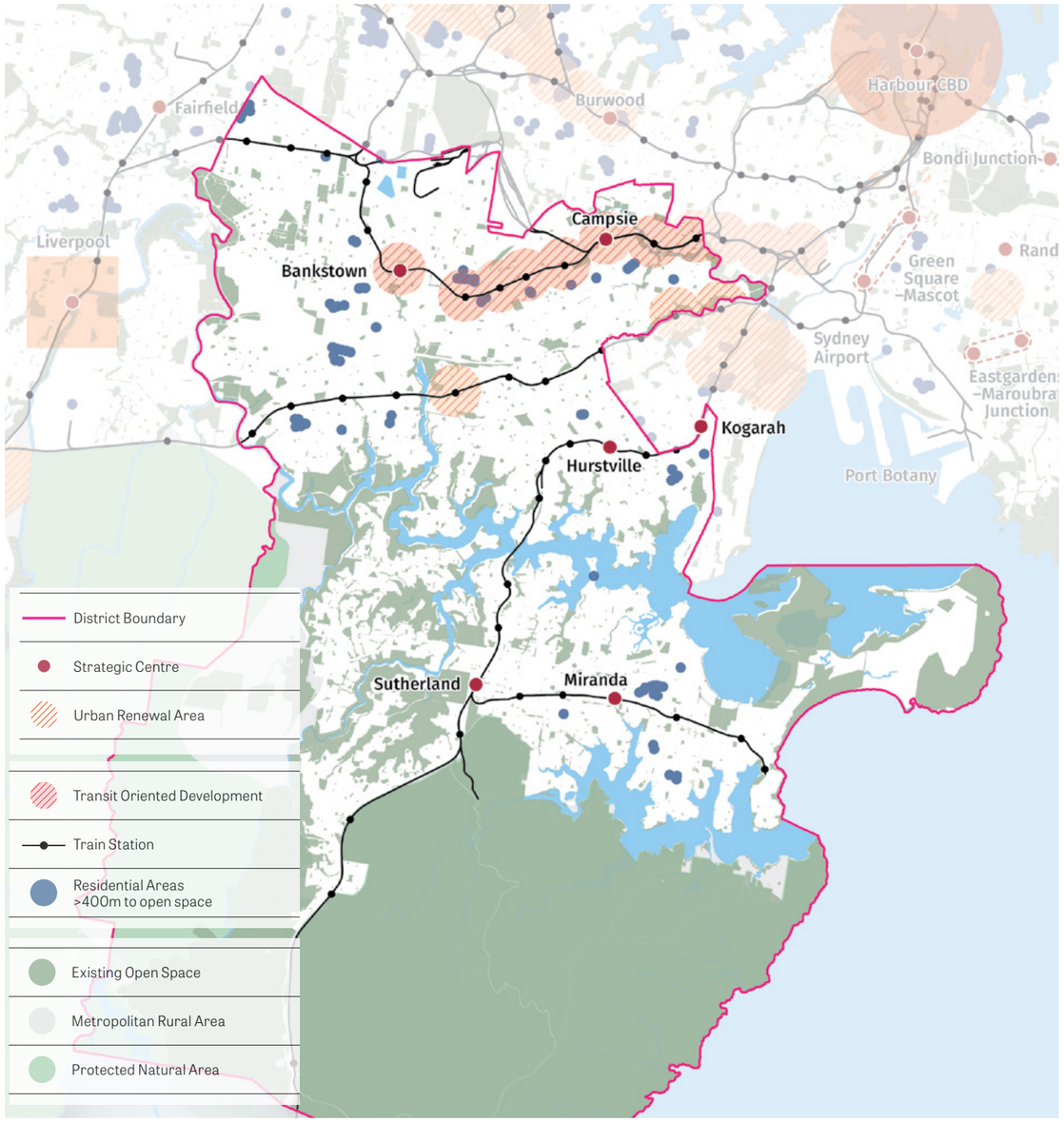


Figure 1.4.2 South District Access to Open Space (p.105)

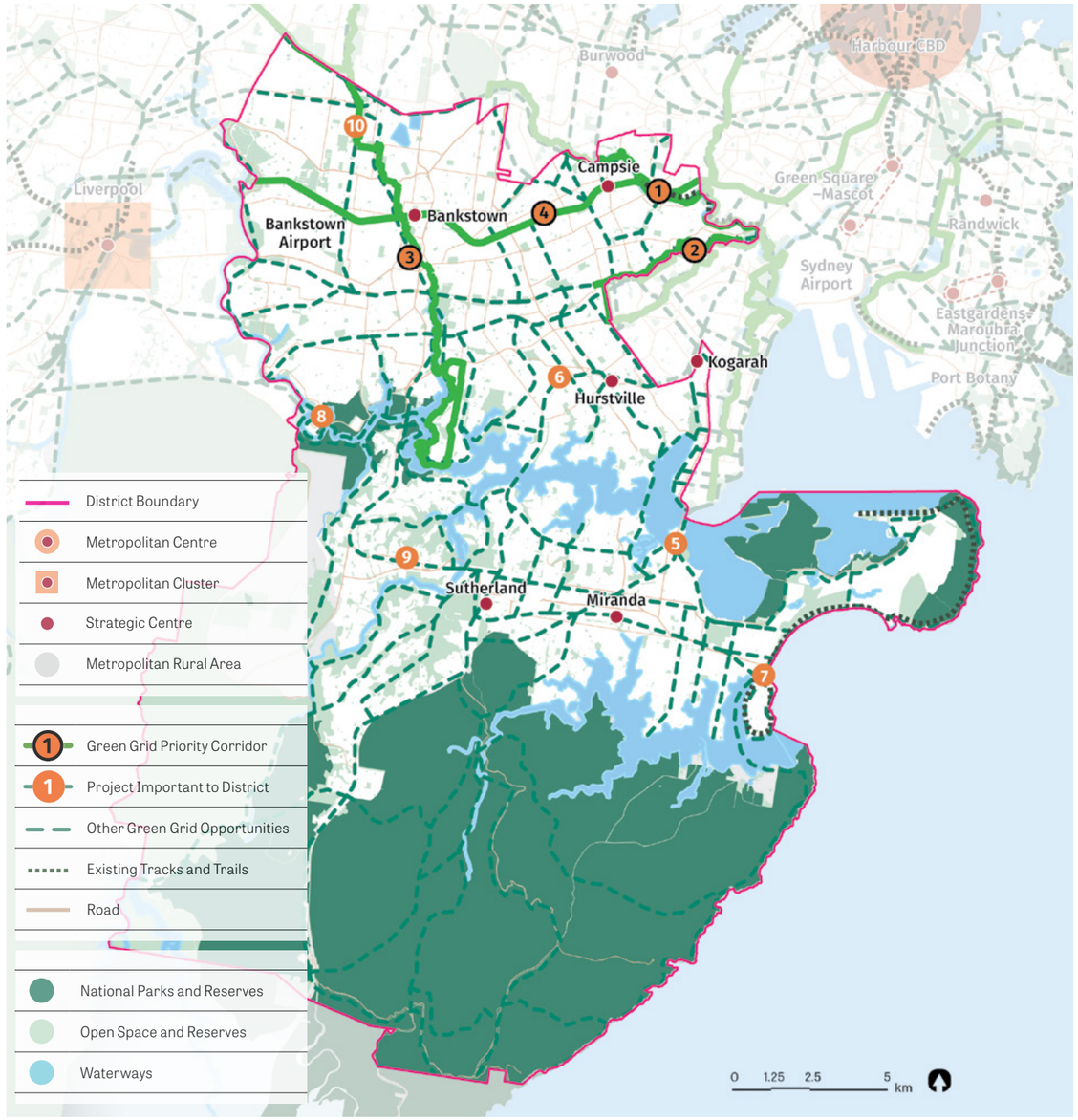


Figure 1.4.3 South District Green Priorities (p.103)

1.5 Local Planning Controls

The following two Local Environmental Plans apply in the Hurstville City Centre:

1. **Hurstville LEP 2012 (Area to the north of the rail line)**
2. **Kogarah LEP 2012 (Remaining area to the south of the rail line)**

Three sites are identified as 'Deferred Matters' (DM) and are excluded from the Hurstville LEP 2012. The controls outlined in the previous Hurstville LEP 1994 and DCP No.2 (Amendment No.5) apply to these sites.

These sites are:
- Hurstville Civic Precinct
- Westfield Hurstville
- Treacy Street Carpark

1.5.1 Land Use Zoning

The current LEP Zoning controls permit a central B3 Commercial Core zone surrounded by B4 Mixed Use zoning. R3 Medium Density Residential zoning extends out around most of the centre, moving into mostly R2 Low Density Residential Zones.

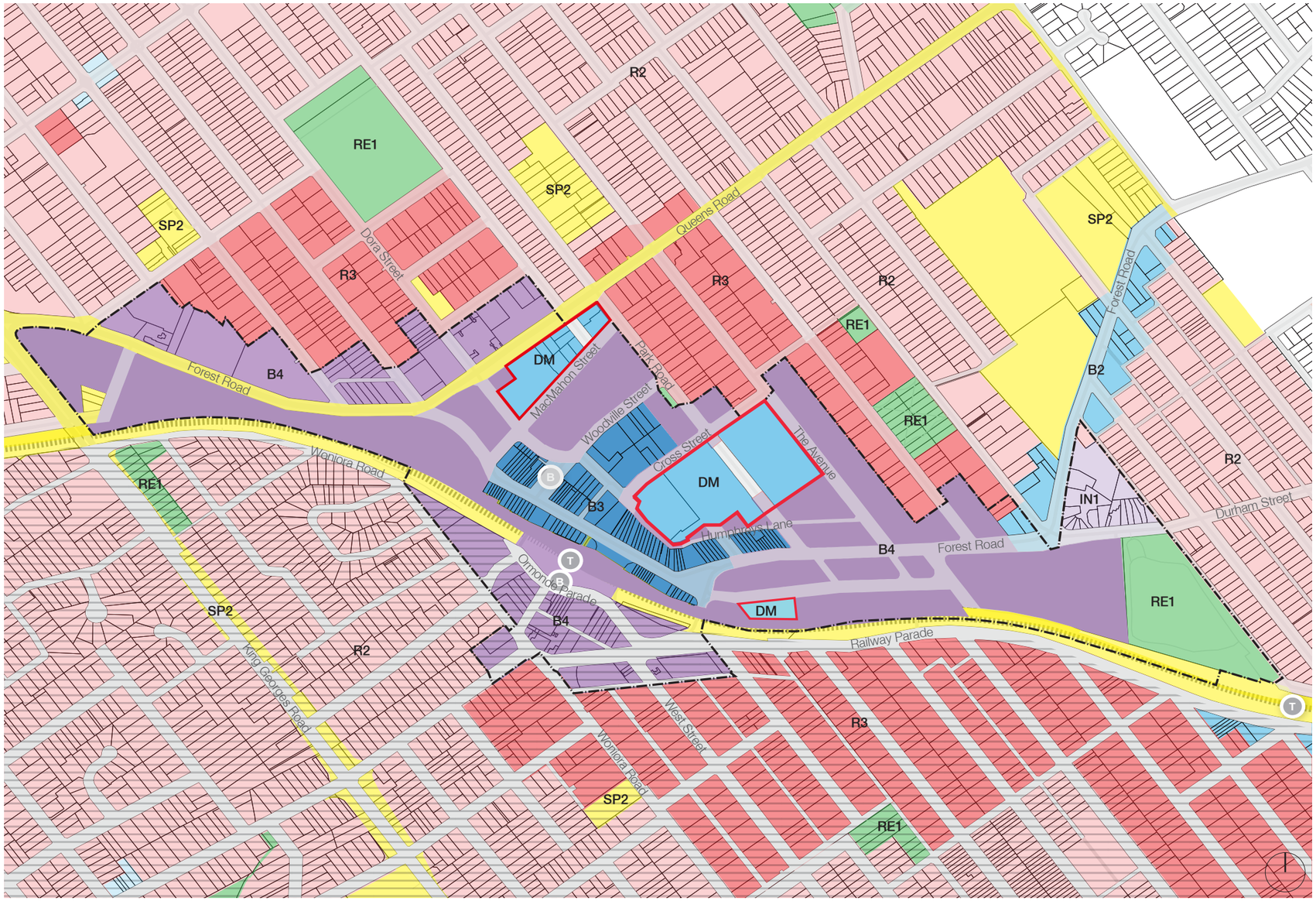
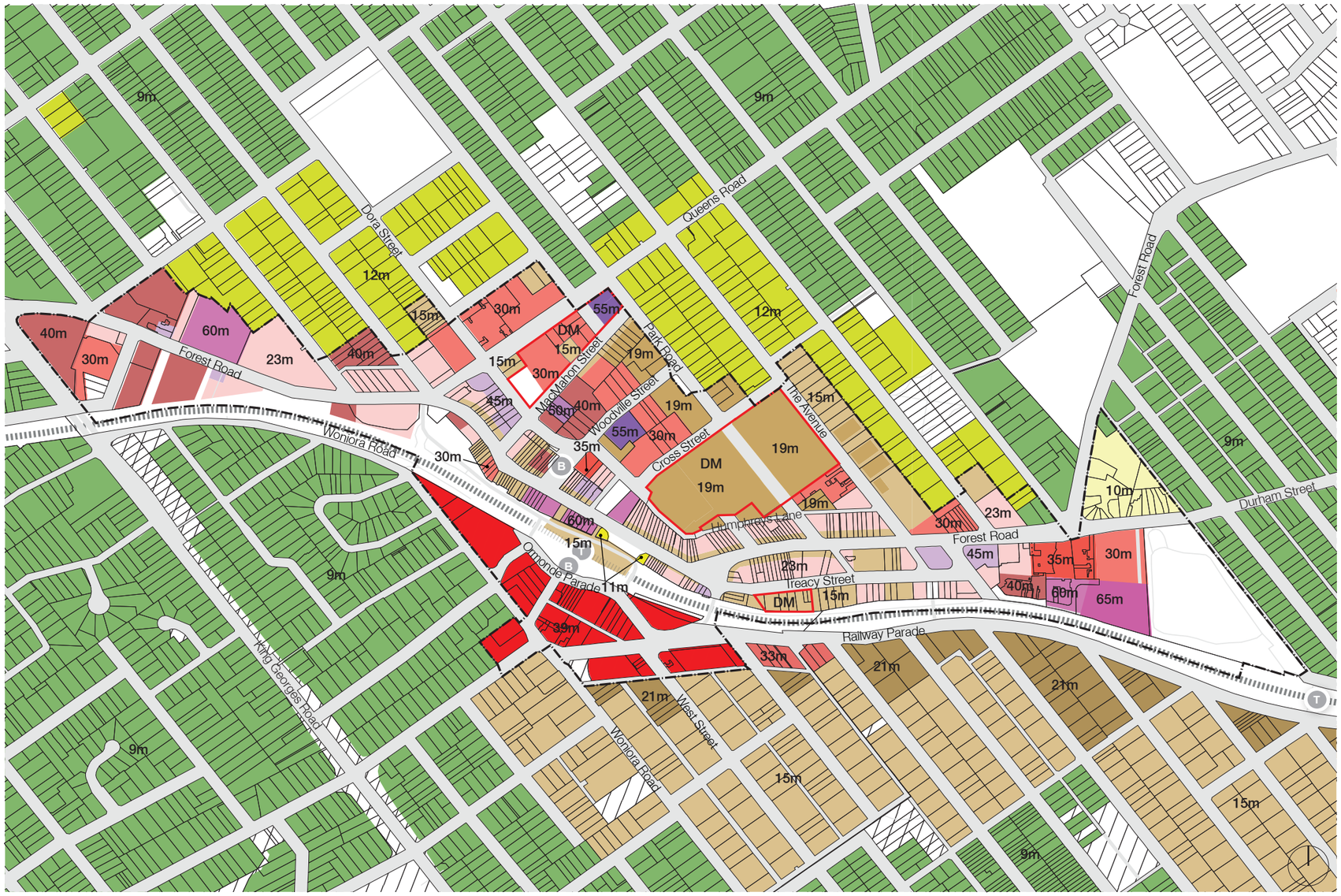


Figure 1.5.1 Existing Land Use Zoning Controls (Source - Hurstville LEP 2012 & Kogarah LEP 2012)

1.5.2 Maximum Height of Building

The bulk of height is focused around the Eastern and Western ends of the study area, as well as around Hurstville Station.



Legend

- Site Boundary
- Rail Line
- Train Station
- Bus Interchange

Height of Building (m) - Hurstville LEP 2012

- 9
- 10
- 11
- 12
- 15
- 19
- 23
- 30
- 35
- 40
- 45
- 50
- 55
- 60

Height of Building (m) - Kogarah LEP 2012 (Amendment No.2-New City Plan)

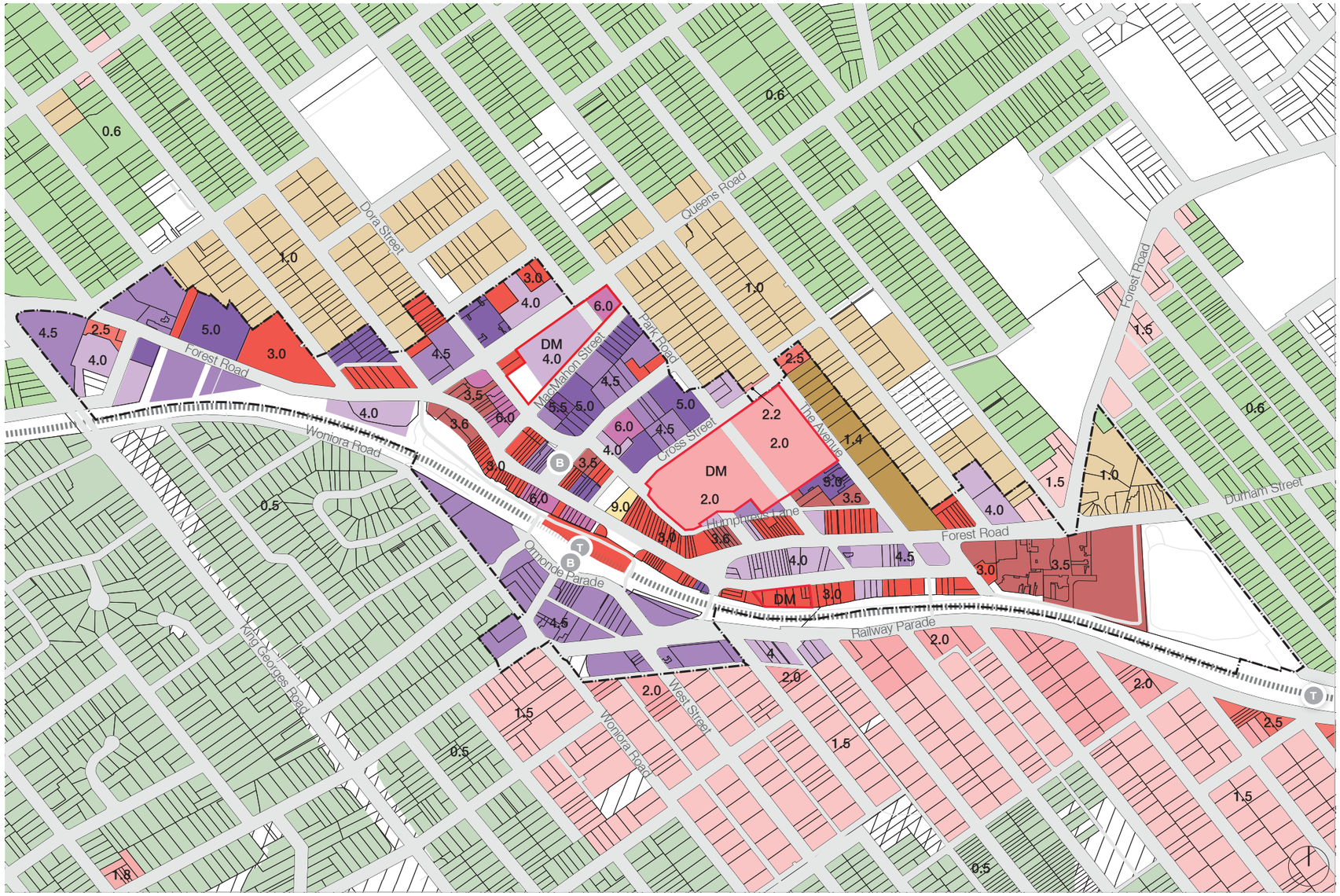
- 9
- 15
- 21
- 33
- 39

Deferred Matter - Controls from Hurstville DCP No.2 (Amendment No.5)

1.5.3 Maximum Floor Space Ratio

The current Floor Space Ratio LEP Controls are generally varied and high throughout the centre, becoming lower in surrounding areas.

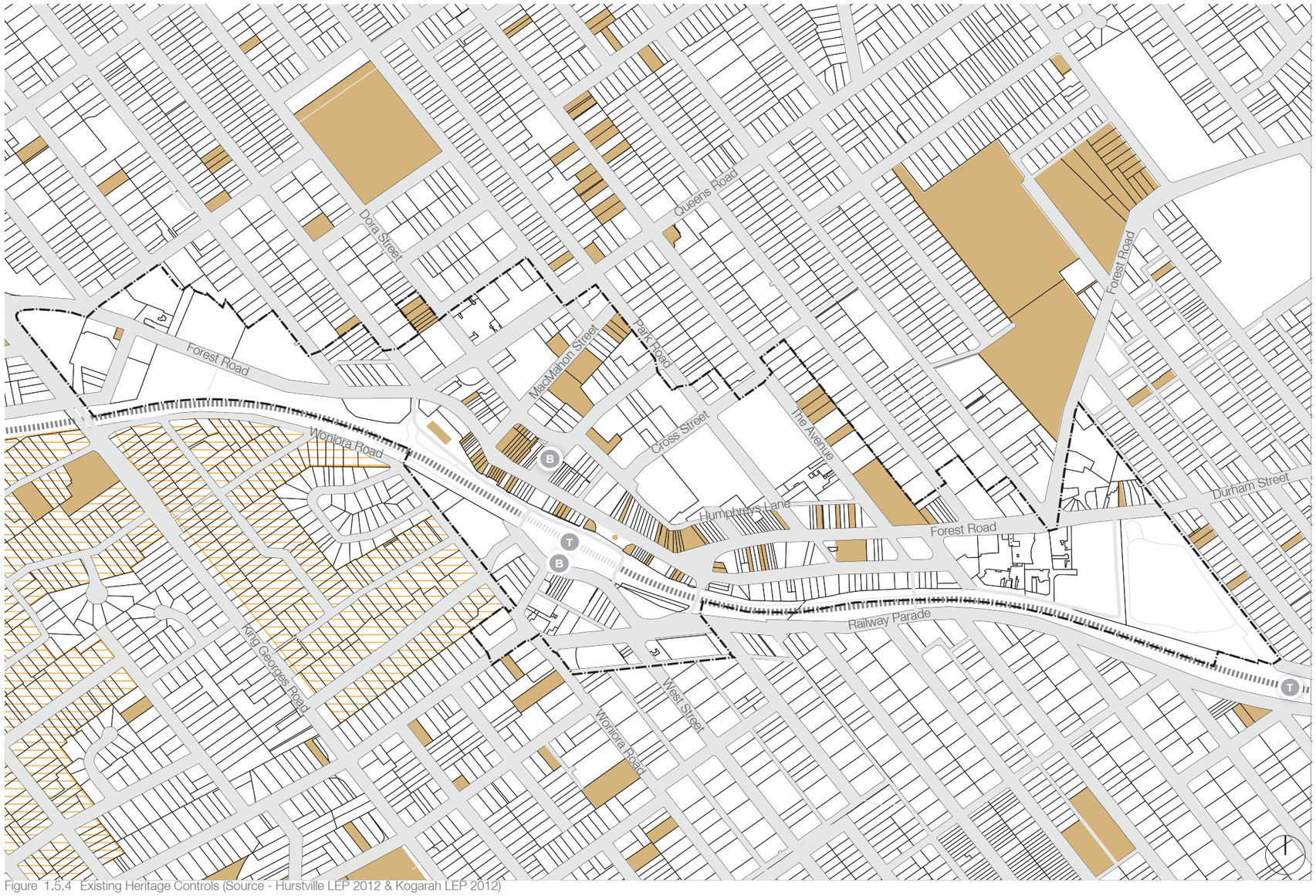
The current FSR controls vary considerably across the centre, ranging from 2.5:1 and increasing to a maximum FSR of 6:1 and on one site up to 9:1.



1.5.4 Heritage

The Heritage Items nominated within the area include a number of churches, houses, sub stations, significant trees and a fire station.

The O'Briens Estate Heritage Conservation Area adjoins the study area to the south west. The O'Briens Estate Heritage Conservation Area, also known as "The Dress Circle Estate", was purpose-designed to attract leading commercial families, public servants and professional people to the area. It is Georges River Council's premier conservation area by virtue of the architectural quality of its substantial Inter-War dwellings set in large well-maintained gardens which contribute to and enhances the aesthetic quality and visual impact of the precinct's streetscape. Due to the high degree of intactness and variety of Inter-War architectural styles, the precinct retains the values and character that were an integral part of its original design, and is comparable to and representative of other Inter-War heritage areas in Sydney.



Legend

- Site Boundary
- Rail Line
- Train Station
- Bus Interchange
- Item - General
- Heritage Conservation Area

Figure 1.5.4 Existing Heritage Controls (Source - Hurstville LEP 2012 & Kogarah LEP 2012)

1.6 The New City Plan (Amendment No.2 to Kogarah LEP 2012)

In order to address the NSW State Government's Metropolitan planning objectives outlined in A Plan for Growing Sydney, the previous Kogarah Council had prepared the New City Plan (the Plan). The Plan also responds to the key strategic directions and goals outlined in the Community Strategic Plan, which was informed by extensive research undertaken by Council.

The Plan aims to protect the character of low density residential areas by proposing high density residential development in and around the existing commercial centres and along major roads.

Increased opportunities for a range of housing across the City is also provided including waterfront and foreshore areas. Dual occupancy development and seniors housing will be permitted and encouraged in low density areas to maintain the character of the area whilst increasing density.

The Plan also aims to protect parks, open spaces and access to the foreshore by ensuring land identified as open space or having high environmental qualities is appropriately zoned.

Centres are also strengthened through the Plan by encouraging high quality retail and office space in the commercial centres and along the Princes Highway.

The New City Plan was gazetted on 26 May 2017.

Figure 1.6.1 Aerial of Former Kogarah LGA - Source: Georges River Council Website; Kogarah New City

2

Baseline Review

Review of existing information, studies and strategies that relate to the centre and identify any gaps in the findings.

2.1 Hurstville City Centre Master Plan, 2004

The *Hurstville City Centre Master Plan* was jointly commissioned by the Hurstville City Council and the Department of Transport to the NSW Government Architect's Office and was adopted by the former Hurstville Council in December 2004.

The aim of the plan is to provide an integrated and coordinated approach to the future growth and revitalisation of the Hurstville Central Business District.

Key considerations of the Master Plan are in relation to urban development, public spaces and public transport systems within the Hurstville CBD.

The following pages provide a summary of key aspects of the plan (text extracted from the body of the report).

2.1.1 Master Plan Objectives and Aims

The Hurstville City Centre is envisaged as a:

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

The key objectives for the Master Plan listed as the following:

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

The Master Plan aims are:

- To reinforce the 'town on a hill' character of Hurstville
- To provide a strong public domain network of pedestrian connections to public spaces.
- To improve existing park lands
- To provide additional street tree planting.

2.1.2 Character Precincts

The study area has been divided into six distinct character areas. These character precincts are listed as the following:

1. Retail Core
- Major retail strip along Forest Road with typical configuration of narrow shop front façades and rear service lanes.
- Stepping of façades reflects topography and historical subdivision pattern.
- Area of highest pedestrian activity
- High road activity including bus stops
- Limited quality public spaces and amenity.

2. City Centre North (including Civic Spine)
- Civic and community activities and high-rise residential and commercial developments concentrated in the centre.
- Several important public buildings contained within the 'Civic Spine' along MacMahon Street.

3. City Centre West
- Well-designed medium-rise commercial buildings in lush landscape setting.
- Undeveloped SRA land located on southern side of Forest Road a potential site for redevelopment.

4. Western Bookend
- Forms the western gateway to the City Centre

5. City Centre East
- Extended retail strip along Forest Road
- Under-utilised development along railway line on Treacy Street.

6. Eastern Bookend
- Forms the eastern gateway to the City Centre.

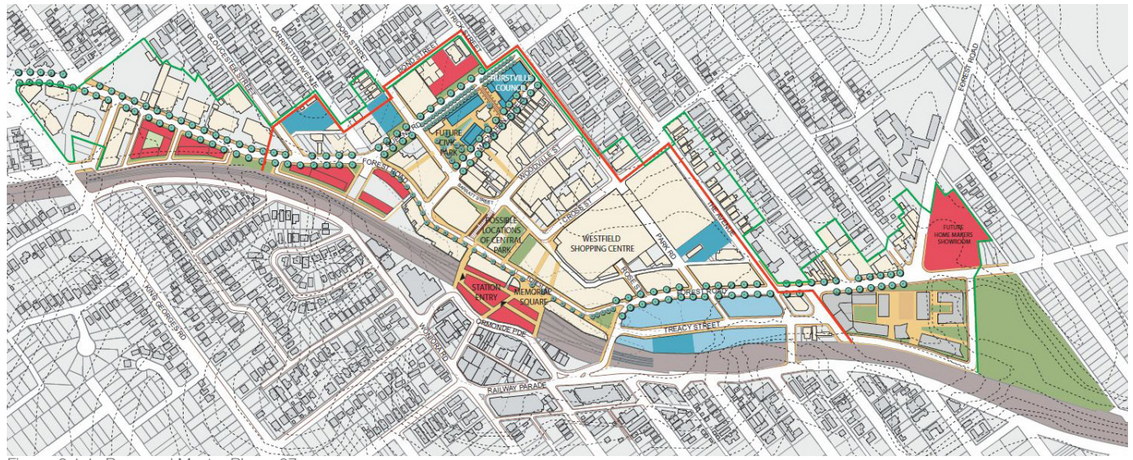


Figure 2.1.1 Proposed Master Plan, p27

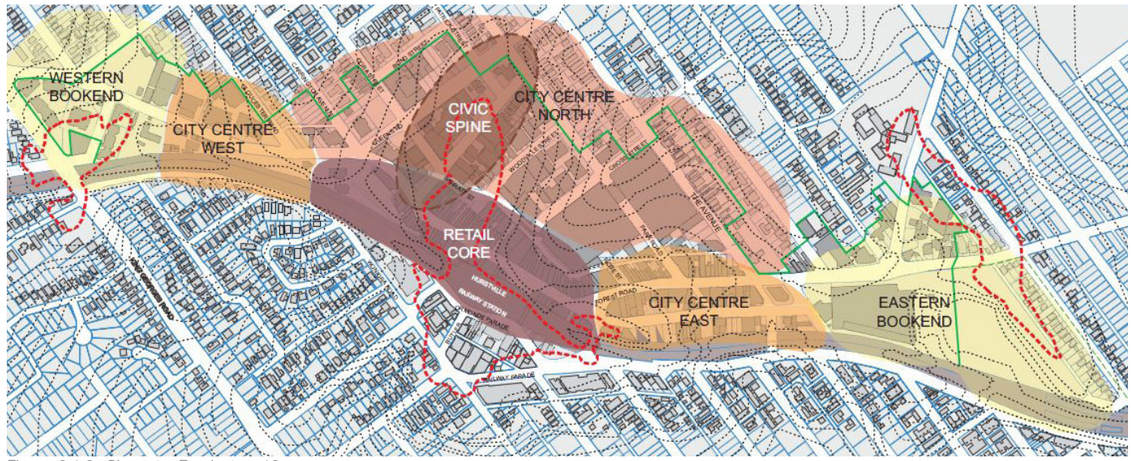


Figure 2.1.2 Character Precincts, p18

2.1.3 Key Design Principles

Through consideration of strategic context, site analysis and the key Master Plan objectives, a set of design principles were established to inform the new CBD Master Plan. These principles are listed below:

1. To create a new bus interchange
- Proposed site located in the centre of Hurstville CBD activities.
- Caters for bus services on the northern side of Hurstville Railway Station.
- Level with the railway concourse for continuous pedestrian connection.
- Provides activation for surrounding businesses and through-site-links.
- Reduces noise and visual barriers on Forest Road.

2. To create a new Civic Precinct
- Proposed on site of existing Council Chambers.
- Includes a new Council building ,Civic Park, as well as commercial and community space.
- Potential for an underground car park.

3. To improve north-south connections
- Three new pedestrian connections proposed between Forest Road and Ormonde Parade.

4. To Improve Railway Station Access
- Includes enlargement of concourse area, additional entry points and general upgrades to existing access areas.

5. To Create a New Sequence of Public Spaces
- A network of squares and linking arcades of varying character.

6. To Establish Parks, Green Gateways and Street Trees
- Proposes the greening of Forest Road and key gateways through street trees and three gateway parks.

7. To Simplify the Traffic System
- Improved traffic congestion and access on Forest Road.

2.1.4 City Centre Master Plan : Urban Core

The Hurstville Urban Core identifies the major focal area for public domain usage within the Hurstville City Centre.

The plan shows in greater detail the proposed public domain network of public squares, parks, arcades and lane ways.

Potential development of key sites within the urban core have also been investigated in greater detail. These sites include the New Bus Interchange, Super Centre and Civic Precinct.

Other key considerations for the Hurstville CBD Master Plan include:

- Public domain character
- Architectural character
- Public art and cultural plans
- Sustainable Development
- Super Centre (at new rail concourse) Design Principles
- Restoring the visual character of Forest Road
- Improved public transport network
- Provision of additional public parking facilities
- Future commercial development in CBD centre

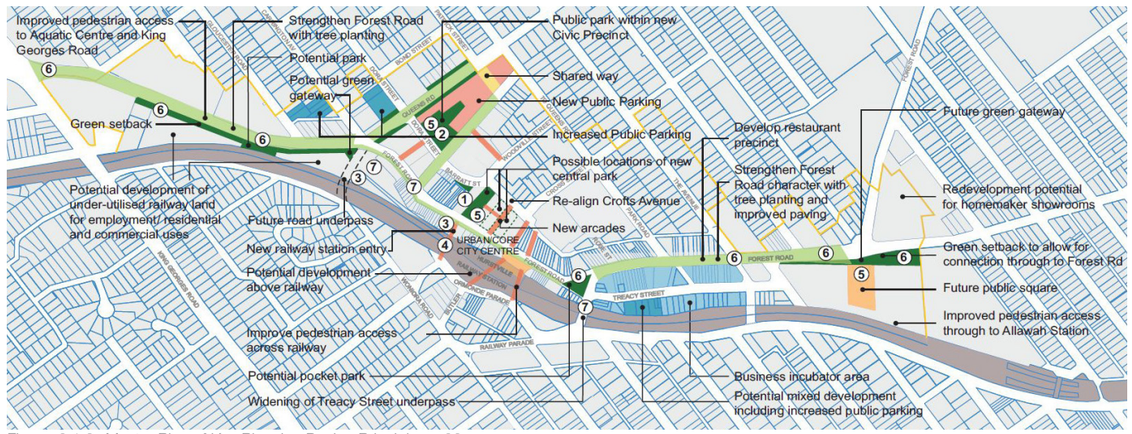


Figure 2.1.3 Master Plan of Key Planning Design Principles, p26

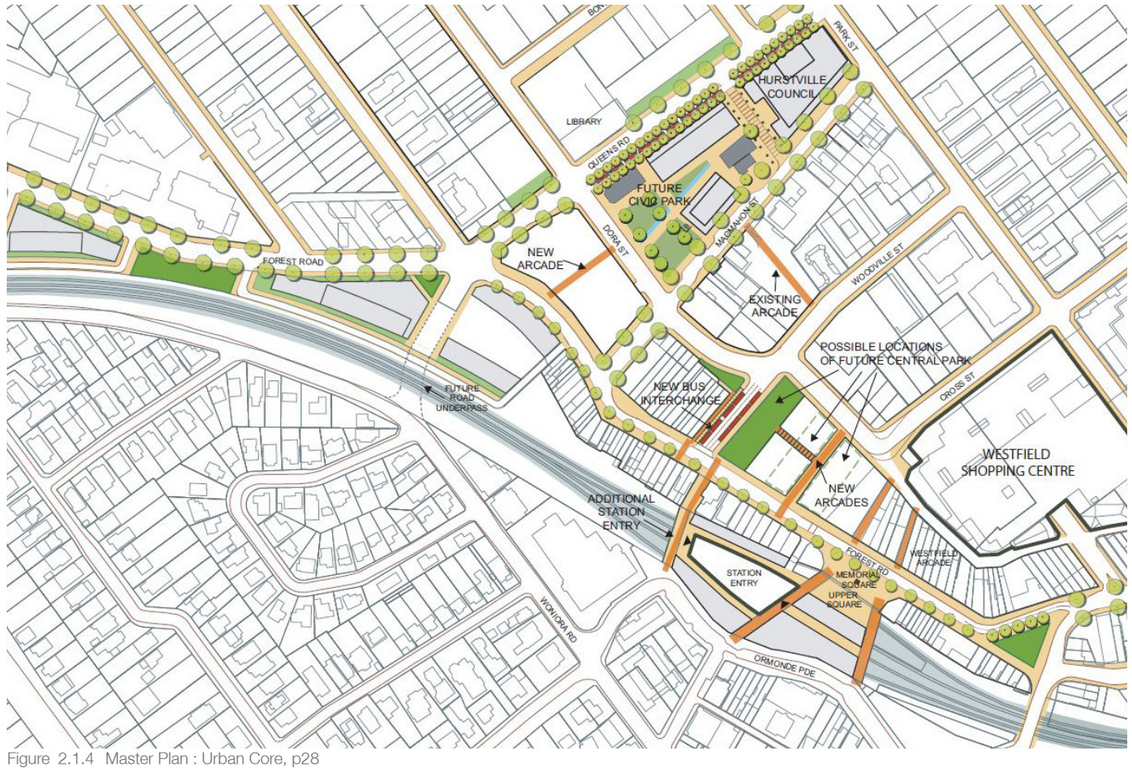


Figure 2.1.4 Master Plan : Urban Core, p28

2.2 Hurstville City Centre Public Domain Plan, 2007

The *Hurstville City Centre Public Domain Plan* (PDP) was prepared by Environmental Partnership for the former Hurstville City Council and completed in 2007.

The report develops the findings of the *Hurstville Town Centre Masterplan* (2004), in addition to further analysis and recommendations.

The purpose of the PDP was to develop a Public Domain Concept Plan for the Hurstville City Centre to be staged and implemented over a 5 year period. This included recommendations regarding the use of landscaping and streetscape treatments and strategies to define the civic identity of the Hurstville City Centre.

The following pages provide a summary of key aspects of the report (text extracted from the body of the report).

2.2.1 Vision and Objectives

Council's adopted vision for the future public domain plan of the City of Hurstville is identified in the report as the following:

"To provide a public domain that is inviting, easy to use, and encourages pedestrian activity and use of outdoor spaces in the centre.

Public domain will play an important role in providing a coordinated and recognisable identity for the city centre whilst enabling individual public spaces to reflect the individual precincts in which they are located."

The following aims have guided the development of the Public Domain Plan:

- To define and characterise the Hurstville City Centre through the public domain.
- To reinforce Forest Road's role as the main street - a people place, attractive with appropriate spaces and facilities.
- To provide guidelines for public domain improvements for private development.
- To reflect the history and character of Hurstville and its role as a sub-regional centre.
- Re-establish Hurstville as the most liveable centre in southern Sydney.
- To identify staging to ensure minimal impact on the daily operations of the City Centre.
- To identify opportunities and locations for commercial uses of the public domain, eg. space hire, kiosk rental, banner and flag pole sponsorship.
- To recommend how future private development can contribute to the theme by including principles for public areas, entrances etc.
- To ensure the public domain is easy and efficient to clean and maintain.

2.2.2 Public Domain Principles

The implementation of the identified vision and objectives is recommended through a series of design principles and a detailed materials framework.

General Street Design Strategies:

- Reflect the role of street environments through treatment
- Reinforce continuity of public domain
- Focus on street trading in public space and pedestrian activation areas
- Provide additional tree planting
- Ensure environmentally sustainable design
- Utilise crime prevention design principles
- Improving pedestrian amenity to pedestrian routes across the city
- Providing additional public spaces in key locations that complement city function and use and improve pedestrian experience.
- Implementing a degree of coordination in layout of street elements (eg. parking, furniture etc.) that references an identity and character for the Centre

Materials framework:

- A coordinated palette of materials that provides a quality character and identity
- Materials that facilitate and encourage pedestrian movement activity and longer term visitation to the City Centre
- Materials that reflect the hierarchy of street environments and related pedestrian priority

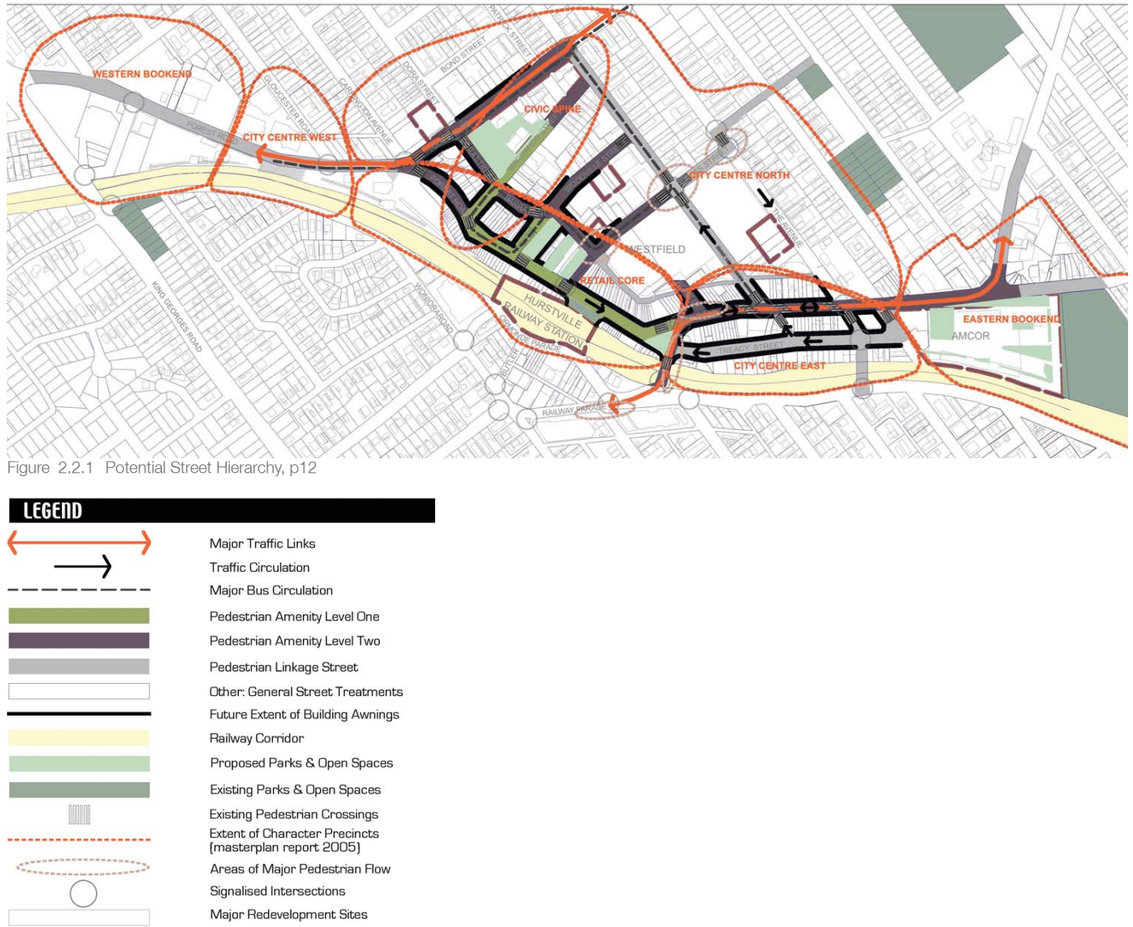


Figure 2.2.1 Potential Street Hierarchy, p12

2.2.3 Public Domain Planning

The principles for street design and material selection are applied in the final plan of the Hurstville City Centre.

Key sites identified on the Public Domain Master Plan are:

1. City Centre Marker to King Georges Road
2. Western Gateway
3. Queens Road Bus Lane
4. Landmark Development Site
5. Civic Precinct
6. Bus Interchange
7. Pedestrian Linkage to Station
8. Diment Way
9. Memorial Square
10. Westfield's Entry
11. Cross Street Pedestrian Link
12. Palm Court Public Park
13. Eastern Gateway Entry
14. Rear Lane Access
15. Rail Corridor Landscape

2.2.4 Key Precincts

Concept plans for key precincts are included in the report as a 'demonstration' of the application of the Public Domain Plan at a greater level of detail. These precincts are:

- Civic Precinct (5)
- Bus Interchange (6)
- Cross Street Pedestrian Link (11)
- Palm Court Public Park (12)

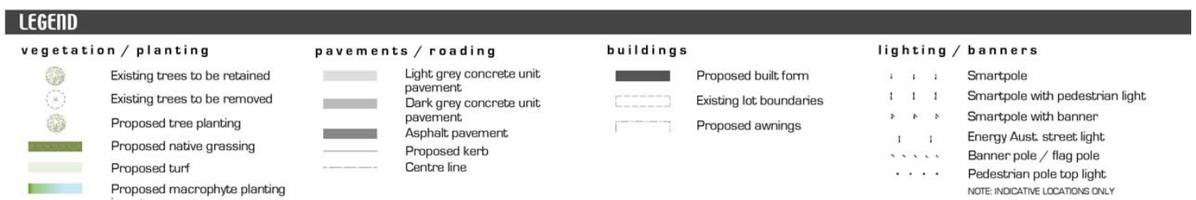


Figure 2.2.2 Public Domain Master Plan, p51

2.3 Hurstville City Centre Urban Design Options Report, 2009 (DRAFT)

The *Hurstville City Centre Urban Design Options Report* was prepared by Hassell for Hurstville City Council following the Hurstville City Centre Workshop in 2009. It responded to Hurstville City Council's consultancy brief *Hurstville City Centre Planning Controls* (2008) and developed the findings and principles identified in the *Hurstville City Centre Master Plan* (2004), the *Hurstville City Centre Urban Form Study* by Dickson Rothschild (2007) and the SGS *Market Forecast Study* (2007).

The report provided specific analysis and urban design outcomes for six sites nominated by Council within the Hurstville City Centre.

In the final stages of the report, the design options have been assessed and the preferred options were collated to create a Consolidated Master Plan

The following pages provide a summary of key aspects of the report (text extracted from the body of the report).

2.3.1 Nominated Sites

The subject sites included in the report are listed below.

Site 1: Located on the southern side of Forest Road extending from Treacy Street to Carrington Avenue.

Site 2: Located on the northen side of Forest Road extending from Woodville Street to the eastern end of 282 Forest Road.

Site 3: Located on the northern side of Forest Road and bounded by Woodville Street, Barratt Street and Macmahon Street.

Site 4: Bounded by Queens Road, Forest Road, Macmahon Street and Dora Street.

Site 5: Located partly on the southern side of Treacy Street backing onto the railway line and extending from Forest Road to Hill Street. Also includes the block bounded by Forest Road, The Avenue, Treacy Street and Alfred Street.

Site 6: Part of a larger residential block running north-south along The Avenue.

2.3.2 Consolidated Master Plan

The Master Plan portrays the amalgamated concepts for the preferred urban design options generated for each of the six sites. The resulting diagrams highlights the following key master planning principles:

- Enhancing built form and public domain
- Increasing intensity of development in the central core accessible to strong transport and in relation to topographical high points.
- Creating and responding to views.
- Addressing site capacity
- Enhancing movement and access.

Figure 2.3.1 Location of six sites nominated by Councillors for Urban Design Review, p6

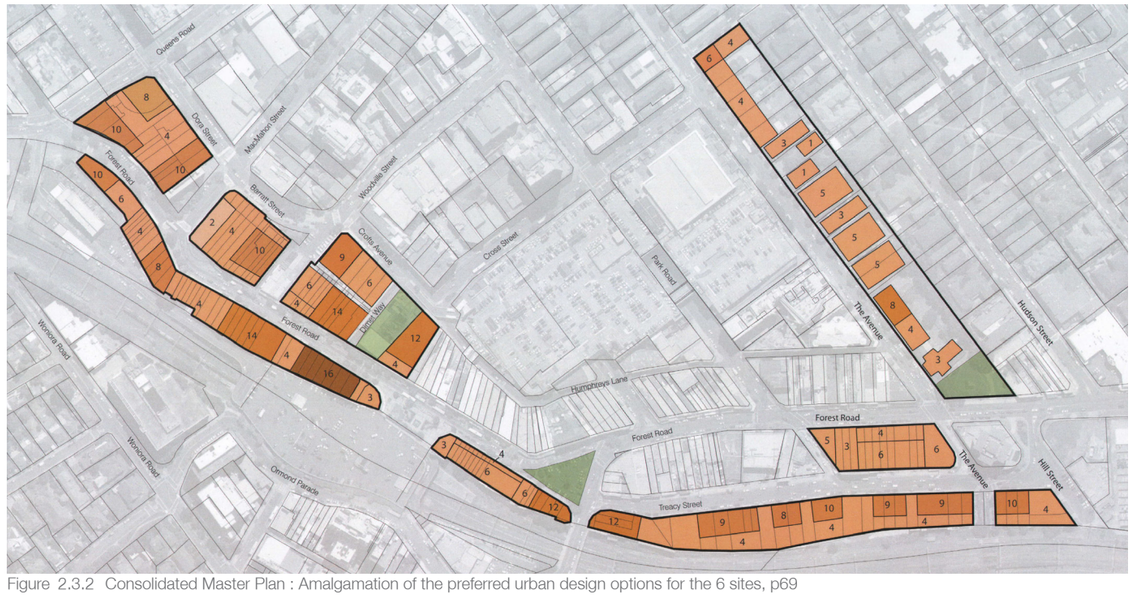


Figure 2.3.2 Consolidated Master Plan : Amalgamation of the preferred urban design options for the 6 sites, p69

2.3.3 Master Plan Principles

The key priorities and objectives of the 2004 Government Architect's Master Plan and those identified at the Councillor's Workshop with Hassell in 2009 are compiled and reviewed within the 2009 report by Hassell.

Priorities identified at the Councillor's Workshop with Hassell, March 2009:

- Hurstville on the Hill, unique in the metropolitan region
- Sustainable City; economy, enviroment, social
- Diverse, multicultural and vibrant city
- Regional commercial, educational, medical, residential and retail centre of the south
- Welcoming, family friendly
- An attractive city
- Easily accessible city, with both public and private transport
- Walkable active centre
- A balance of residential and commercial
- Good governance and leadership

A series of Key Master Plan Principles were developed from the preceding vision and objectives for the City of Hurstville in the 2009 report. These principles establish the overarching urban form objectives that help determine the design outcomes for each site.

The urban design principles have been sorted into four categories, listed below.

1. Built form and public domain
- Increased density in the 'commercial only' core, focused around the railway station.
- Retain existing retail activity and character along Forest Road
- Provide a network of new and improved public spaces.

2. Views
- Development should respond to the local topography to create and reinforce the regional significance of Hurstville City Centre.
- Improve and emphasize local landmarks and key facades.

3. Site capacity
- Ensure delivery of viable and feasible development
- Consider land ownership and amalgamation opportunities within design options.
- Retain character and identity of significant heritage buildings.

4. Movement and access
- Utilise existing good transport connections with increased density around transport hubs, including the Bus Interchange.
- Enhance existing pedestrian routes, particularly north-south connections along Forest Road.

2.3.4 Floor Space Ratio Controls

The proposed FSR controls for the Hurstville City Centre from the 2009 report are shown opposite, incorporating the preferred options for the nominated sites investigated in the report.

The proposed FSR controls are to be used in conjunction with height and other urban form controls to determine the height and density of future urban form.

2.3.5 Building Height Controls

The proposed height controls for the Hurstville City Centre are shown opposite, incorporating the Draft LEP height map with the preferred options outlined in the urban design report.

The proposed height controls aim to focus height and density within the central core, as well as emphasizing high topographic and focal points and key transport hubs.

2.3.6 LEP Amendments

The recommended Height and FSR controls presented within the 2009 report informed the City Centre controls and were included in the DCP No.2 (Amendment No.5) and later informed the preparation of amendments to the City Centre controls in the Hurstville LEP 2012.

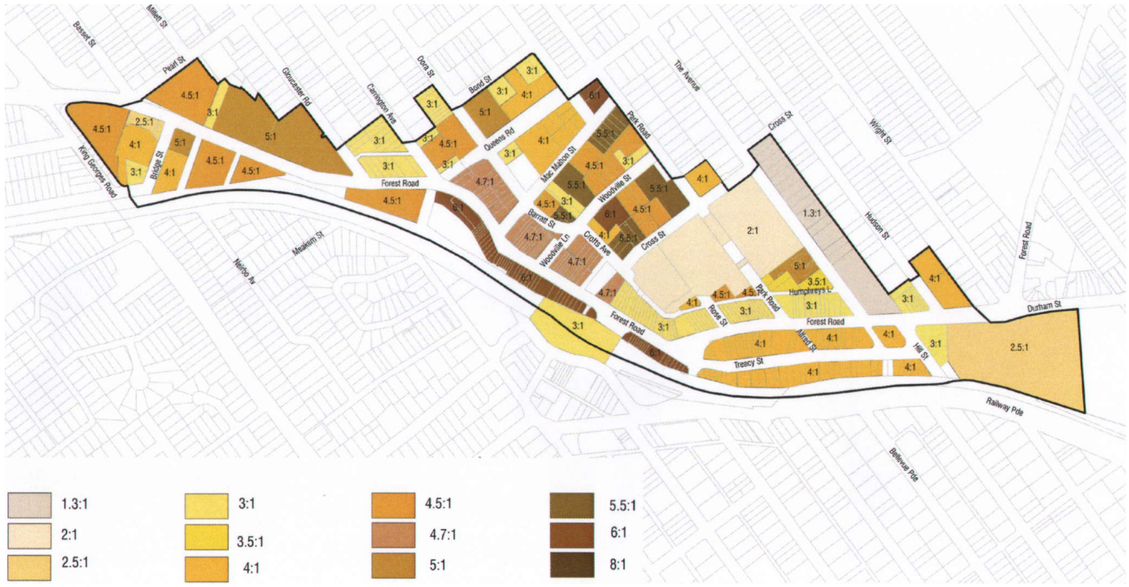


Figure 2.3.3 Proposed FSR with Preferred Options. p72

Figure 2.3.4 Proposed Height Controls with Preferred Options, p73

2.4 Hurstville City Centre TMAP Final Report, 2013

The final report for the *Transport Management and Accessibility Plan* (TMAP) for the Hurstville City Centre was prepared by GHD and released by the former Hurstville City Council in June, 2013.

The purpose of the TMAP was to inform the future planning controls for a new Local Environmental Plan for the Hurstville City Centre, and help it respond to the vision for Hurstville as a major centre for the Sydney South Subregion.

By identifying the potential opportunities and constraints for the Hurstville area, the TMAP establishes an action plan for managing travel and shaping growth in and around the City Centre.

The following provides a summary of key aspects of the report (text extracted from the body of the report).

2.4.1 Objectives

The key objectives of the TMAP are:

- To determine an appropriate level of land development and density under an ultimate future year scenario and provide direction for future planning controls for the Hurstville City Centre.
- To determine short, medium and long term transport management strategies and mode share targets that could optimise network capacity and promote accessibility.
- To develop an appropriate transport and traffic modelling tool that can quantify the impact and benefit from development on the City Centre transport network.
- To develop a staged action plan and package of transport measures (incorporating priorities and funding) that can support future development and alleviate transport network constraints in the City Centre.
- To identify car parking policy changes and develop travel demand management principles that can help to provide an appropriate balance between land use growth (development incentives) and movement in the City Centre (encouraging use of public and active transport).

2.4.2 Key Recommendations

The Hurstville City Centre TMAP involved the intitial testing of six land use scenarios. The preferred scenario 5 was then assessed for potential traffic and transport impacts. Key recommendations are provided under the following themes:

1. Land Use
- Adoption of Land Use Scenario 5 (refer to Figure 2.4.2).
- Provides a sustainable growth strategy for the future Centre and regional development.
- Creates a balance between residential, commerical and retail developments.

2. Road Network
- Adoption of Transport Test Scenario 5B;
- Infrastructural upgrades targeted at increasing road capacity and efficiency.
- Coordinate local road improvements with regional corridor planning.
- Emphasis on public transport encouraged to ease road traffic pressures.

3. Public Transport
- Improve capacity and reliability across transport network to support growth.
- Continue to support highly active bus and rail services within the area.
- Investigate feasibility of introducing bus priority on strategic bus corridors.

4. Active Transport
- Pedestrian infrastructure needs to be adapted to support planned growth.
- Provision of cycling facilities and infrastructure is inadequate within the Centre.
- Implement pedestrian and cycling safety improvements.

5. Travel Demand Management
- Parking provisions should be improved to accommodate planned growth.
- Off-street parking rates recommended to be further constrained within the Centre
- Investigate long term, incentifying schemes to reduce road usage demands.

Figure 2.4.1 Preferred Scenario 5: Land Use Zone Mapping - CHCCLEP Realistic 2036 Target

2.5 Review of Hurstville Commercial Core Zone in Hurstville LEP 2012 (2015)

AEC Group and SJB Planning were commissioned by the former Hurstville City Council to carry out a review of the Hurstville City Centre Commercial Core zone identified in the 1994 Local Environmental Plan and later as the B3 Commercial Core Zone in the 2012 LEP. The report was released by Council in 2015.

The purpose of the review is to provide an analysis of economic trends and influences to facilitate Council's employment and business growth targets for the future development of the Hurstville City Centre.

The study provides direction for future planning controls, in order to ensure the success and sustainability of these outcomes.

Opportunity Assessment

An opportunity assessment was carried out to understand the competitiveness and future opportunities for the former Hurstville LGA.The feasibility of future growth and development was assessed based on both a planning and market capacity. These findings were determined by an analysis of strategic planning and policy context, socio-economic profiling, property market appraisal and a comparison with other centres.

Strengths of the Hurstville LGA:
- Relative proximity to the Sydney CBD
- High accessibility - due to public transportation links and proximity to major arterial roads.
- High availability of community infrastructure
- Hurstville is a key Strategic Centre for employment, transport, housing, retail and other services.
- Strong population and employment growth trajectory within Hurstville.

Limitations of the Hurstville LGA:
- Increased residential development resulting in displacement and additional pressures on existing retail/commercial businesses.
- Limited retail floorspace resulting in high prices/rental levels
- Limitations to development in the City Centre due to narrow and deep lot configurations
- The less established nature of Hurstville as a commercial market impacts its ability to command higher revenue required to make commercial tower development feasible.
- Relatively small land area for existing commercial core

Recommendations

In considering the options available for the Commercial Core, four development scenarios were considered. The preferred scenario 4 (Figure 2.5.1) recommends the expansion of the B3 Commercial Core by reducing B4 Mixed Use Zone to the east and to the block between Woodville Street, Park Road and MacMahon Street. This scenario seeks to balance the preservation of non-residential land use capacity in the Commercial Core while also providing an incentive to facilitate site consolidation and redevelopment.

A series of guiding principles underpin the recommendations of this Study:

1. Ground floor retail for street activation
2. Cross-subsidisation by residential uses
3. Capped residential floorspace provision
4. Long term employment opportunities

To conclude, the report makes the following planning policy recommendation:

- Preservation and expansion of the B3 Commercial Core Zone.
- Peripheral B4 Mixed Use Zone - important to support viability of centre.
- Minimum non-residential floorspace requirement in B4 Mixed Use Zone
- A minimum percentage of GFA versus minimum FSR standard in the B3 Commercial Core imposed for provision of non-residential employment floorspace.
- Integration and alignment of building height and FSR controls
- Completion of an Urban Design Study for options testing.
- Impose active street frontage requirements.

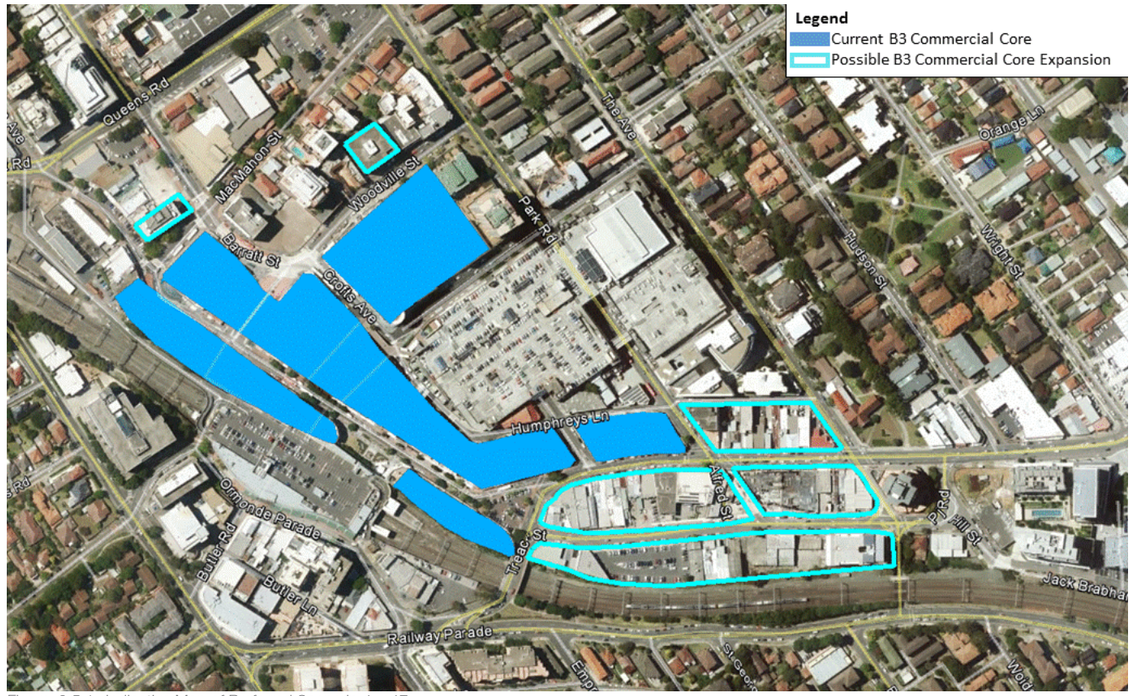


Figure 2.5.1 Indicative Map of Preferred Scenario 4, p47

Summary of Baseline Review

The 2009 Hurstville Urban Design Study, that built on the 2004 Hurstville City Master Plan informed the controls within the Hurstville LEP 2012 (Amendment No.3). The Hurstville City Centre TMAP 2013 has also been adopted by Council.

As part of this study, SJB has been requested to review the principles from the Hurstville Urban Design Study 2009 to determine their relevance to the City Centre. The principles within the Hurstville Urban Design Study 2009 however build upon those within the 2004 Hurstville City Centre Master Plan. Accordingly our work has taken the principles from each study into consideration to determine their ongoing relevance to the area.

This will be discussed in further detail in Section 4 of this report - Conceptual Development. It is noted however that for the most part, many of the principles and recommendations within the two reports have been implemented and achieved. The City Centre has an effective working structure, and is essentially only in need of the refinement of controls and strategies to deliver small improvements to urban outcomes.

The Review of the Hurstville Commercial Core Zone in Hurstville LEP 2012 was not adopted, and on 16 March 2016, Council resolved the study be abandoned and that there should be no changes to the current LEP at this time.

3

Urban Analysis

An analysis of the planning context and features of the Centre and the surrounding context which will influence the design testing and modeling.

3.1 Existing Conditions of the Hurstville City Centre

3.1.1 Current Role of the Centre

Hurstville City Centre serves an important role in meeting the South District's residential, retail and commercial demands. The future role of the Centre should not compete with those surrounding centres but acknowledge and build upon its existing residential and commercial qualities.

A desktop analysis reveals the following key characteristics and considerations that will influence the future of the Hurstville City Centre and its immediate surrounding area.

Transport Hub

- The combined presence of the bus interchange and railway station makes Hurstville an important Centre in providing connectivity with Sydney CBD and the surrounding southern district.
- The presence of these two key infrastructure facilities play an important role in shaping built form and land use outcomes as part of this study.
- The future role of the Centre will need to protect, and if possible, enhance the presence of this key transport interchange facility.

Civic Centre

- The Centre houses the Georges River Council Chambers and Administration Building, and a number of other significant civic and community infrastructure buildings.
- The new administration for the Georges River Council and Council Chambers will be located on this site.

Public Domain and Open Space

- Given Hurstville's role as an existing Civic Centre, there is currently no significant public space or 'town square' for the public to gather in.
- A couple of smaller plazas are scattered through the Centre, however these spaces do not have the capacity to support larger cultural activities, that could benefit the area.
- Ironically the successful nature of the main-street retail on Forest Road has lead to a steady decline in the quality of the public domain due to concerns for losing business during any redevelopment or facade improvements.
- The future role of the Centre should strengthen the main-street nature of Forest Road, and also seek out opportunities to improve the public domain, public open spaces and pedestrian safety and amenity.

Office Space and Health Services

- Historically, Hurstville provided a significant amount of employment floorspace to the southern region. Over time a significant amount of this has been lost to the development of mixed-use and residential precincts.
- The Waratah Private Hospital, and close proximity to Kogarah Health and Education Precinct (St George's Public and Private Hospitals) with accessibility by rail and bus, has allowed for a number of supporting allied health services to establish in the Hurstville City Centre.

Service Retail

- Supporting the presence of residential and commercial uses, and benefiting from being an important transport node, the Centre has evolved into a key regional shopping destination with thriving local independent businesses, as well as a Westfield.

Residential

- The Centre supports a significant proportion of dwellings across a range of dwelling typologies. Whilst the stock is predominately residential flat buildings that capitalise on the excellent connectivity of the Centre, a number of dwellings are incorporated into mixed use buildings.
- Given the accessibility to the Sydney CBD and strong demand for housing by owner-occupiers, renters and investors, the focus on residential across the Centre has increased and now presents a competitive risk for retaining and encouraging alternative land use outcomes across the Centre, such as important commercial floor space. Residential outcomes should be encouraged, however they should be balanced with demand for other supporting commercial and community land uses.

Education

- The Centre has access to a number of local primary and secondary schools, as well as rail connection to Sydney's TAFE and University Campuses, making the Centre an ideal location for a young student population.

3.1.2 Current Planning Mechanisms and Policies

Due to the amalgamation of the former Hurstville and Kogarah local government areas (LGA), a number of plans apply to the study area including:

- Hurstville Local Environmental Plan 2012
- Hurstville Development Control Plan No.2 - Hurstville City Centre (Amendment 6)
- Draft Kogarah New City Plan 2016
- Kogarah Local Environmental Plan 2012
- Kogarah Development Control Plan 2013

Plans that apply to deferred sites (Civic Centre, Hurstville Westfield and Treacy Street Car Park):

- Hurstville LEP 1994
- Hurstville DCP No.2 Hurstville City Centre (Amendment 5)

A number of other plans and policies also apply including:

Section 7.11(previous S94) - Section 7.12 (previous S94A)

Section 7.12 Fixed Development Consent Levies (previous S94A) of the Environmental Planning and Assessment Act 1979 [the EP & A Act] contains provisions that allow the Councils and accredited certifiers to impose, as a condition of development consent or as a condition of a complying development certificate, a requirement that the applicant pay a levy of the percentage of the proposed cost of carrying out the development.

Council's ability to apply levies against development outcomes is facilitated by way of the *Georges River Council Section 94A Contributions Plan 2017*; and *Hurstville Section 94 Plan 2012.*

Voluntary Planning Agreement (VPA) Policy

The *Georges River Council Policy on Voluntary Planning Agreements (2016)* provides guidelines for both the Council and developers to effectively negotiate and prepare planning agreements, and provides a template planning agreement document, as well as a list of suggested infrastructure works that may be considered of public benefit.

The purpose of the Policy is to establish Council's position on the use of planning agreements and to provide an enhanced and more flexible development contributions system for Council. The Policy provides a clear and transparent framework governing the negotiation, assessment and use of planning agreements and ensures that the framework is consistent, efficient, fair and accountable.

3.1.3 SSROC Liveability Standards

'Liveability can be broadly defined as the well-being of a community and represents the characteristics that make a place where people want to live now and in the future. It is the sum of the aspects that add up to the quality of life of a place, including its economy, amenity, environmental sustainability, health and well being, equity, education and learning, and leadership.''[1]

The Southern Sydney Regional Organisation of Councils (SSROC) wish to ensure that the process of urban intensification delivers benefits to local communities in terms of amenity, liveability and access to employment and services.

SGS Economics & Planning was commissioned by SSROC to investigate the liveability measures that can influence future planning, investment and infrastructure delivery and decision-making in established urban areas. Consultation with the SSROC Councils was also undertaken as part of the process. The resulting report, *Liveability Benchmarks for Central and Southern Sydney (2016),* identifies a range of benchmarks and indicators relating to improved amenity, liveability and job prospects including:

- Increasing the share of social and affordable dwellings;
- Reduce the average travel time to employment;
- Increasing the share of trips made by active transport modes;
- Increasing the ratio of public education places to school age children;
- Increasing the area of active open space assets; and
- Increasing the length of publicly accessible harbour foreshore.

SSROC is particularly interested in mechanisms that can be employed to ensure that state agencies and local governments are accountable for the delivery of additional services and infrastructures required to support areas undergoing urban renewal or intensification. This infrastructure can include transport infrastructure, but also includes community facilities such as open space, outdoor and indoor playing fields, and affordable housing.

The report resulted in ten dimensions of liveability that could be influenced by urban intensification as identified by SSROC officers through the workshops. These dimensions are represented here.

1. SGS *Liveability Benchmarks for Central and Southern Sydney (2016) p7.* referencing: http://www.highdensityliveability.org.au/index.php

1. District open space and recreation

There are limited opportunities to purchase large areas of new land, particularly for recreation purposes, in terms of both cost and availability of land parcels over several hectares. A significant issue raised during the workshops was equality of access and ensuring that all groups within the community have access to quality open space.

Outcomes/Benchmarks:

- No net loss in the area of available active recreational space (including playing fields) in the South and Central Districts.
- Increased availability and utilisation of playing field assets;
  - Up to the utilisation maximum in hours of use for natural grass surfaces;
  - With the provision of suitable lighting and maintenance; and
  - Asset usage metered to spread the peak demand.
- Increased range of active recreational opportunities.

2. Housing affordability

The redevelopment of existing low cost housing was identified as needing to be located close to employment, particularly for 'key workers' such as near hospital precincts. An example of good practice discussed in the workshop was that of the UK practice of mandating a significant proportion (~30%) of new dwellings to be available to low income households.

Outcomes/Benchmarks:

- Increase in supply of affordable rental accommodation for low income households.

3. Accessibility to centres and employment

New development generates demand for travel to work and other local activities. This can lead to traffic growth and congestion, thus accessibility to centres should be increased through methods such as walking, cycling and public transport.

Outcomes/Benchmarks:

- Increase in average accessibility to district centres and employment.
- Local centre social infrastructure to be accessible within 20 minutes of active transport modes to create a '20 minute city' urban typography.

4. Parking

Intensification places pressure on existing parking spaces, and generates demand for additional spaces within centres. It is important that parking supply does not generate increased travel demand but simply supports the functions of the centre.

Outcomes/Benchmarks:

- Benchmarks for parking were considered impractical due to the vast range of needs, and are more appropriately addressed via local government codes and controls.

5. Schools and other education facilities

Population increase places increased pressure on existing facilities, as well as creating new demands. The increased catchment areas of saturated schools also leads to a lack of walk-ability for students and parents, thus increasing pressures on road infrastructure.

Outcomes/Benchmarks:

- Provision of local primary schools (and classroom space) to meet demand (and expectations) created by population growth and changing demographics as the local level.
- Optimise efficiency of use and maintenance structure for school infrastructure (between schools).

6. Hospitals and other health facilities

Population growth and increased life expectancy places pressure on health facilities, as well as creating new demands for health. Whilst this is a state infrastructure provision, it is important for councils to ensure that there is enough land available for hospital expansion and ancillary uses, and that these health facilities are easily accessible.

Outcomes/Benchmarks:

- Provision of hospital beds and other health facilities to meet demand created by population growth and change.
- Lower average travel times to key health facilities by public transport and walking.

7. Community and cultural facilities, including childcare

Population increase often places pressure on existing facilities and creates new demands.

Outcomes/Benchmarks:

- Response to a needs based assessment for types of community and cultural facilities targeting new and existing residents (with reference to available capacity).
- Improving population access to community facilities – using the '20 minute city' model and transit connectivity as a measure for accessibility of community and cultural facilities.
- Those councils who provide public childcare places seek to provide 1 space for between every 2-7 children aged 1-5 years.

8. Precinct sustainability

Increasingly the public expectation is that high density living should be accompanied by sustainable outcomes including superior environmental performance.

Outcomes/Benchmarks:

- Environmental costs to be minimised and the environmental performance of a precinct to be improved overall as a result of new development and growth.

9. Local employment and economic development

New development areas can lead to a spatial imbalance between the location of new homes and new jobs. This can result in a range of issues including job accessibility, transport inefficiencies and negative impacts on the environment. This can also lead to inequitable opportunities for people who are disadvantaged in terms of time spent travelling to work, or limited access to jobs.

Outcomes/Benchmarks:

- Ensure there is no net loss of capacity in employment and commercial lands and therefore maintenance of the current levels of local job provision – if there is no improvement with increased density of employment and economic activity.
- Improve access to employment concentrations primarily by public transport which increase the 'effective job density' and boost productivity.

10. Utilities and storm water

New developments can increase urban storm water runoff, and impact downstream water quantity and quality. This can be due to increased impervious surfaces, filling or ground disturbance and/or erosion.

Outcomes / Benchmarks:

- Ensure that intensification does not give rise to (or exacerbate) flooding or pollution.
- Promote best practice performance in water sensitive urban design.

3.1.4 Demographic Profile

The Hurstville City Centre population is estimated at 6,037 (2016 ABS Estimated Resident Population), with a density of 117.79 persons/hectare.

Young

The median age in Hurstville City Centre is 29, compared with the Greater Sydney median of 36, making it a very young population. The group within 18-49 makes up 70% of the population.

Renters

The median weekly household income is $1,045 compared to Greater Sydney's $1,444 which is likely due to the higher proportion of young professionals living in the area.
50% of households rent their homes, with 92% being high density, and 4% in both medium density and separate housing.

Well educated

43% of the population has a Bachelor degree or higher, compared with 24.1% in Greater Sydney. As of 2011, the majority of people within the Hurstville City Centre aged 15 years and over held formal qualifications (Bachelor or higher degree; Diploma or Advanced Diploma; Vocational).

Diverse

76% of the population in the City Centre come from non-English speaking backgrounds, and have predominantly Chinese (70%), English (5.5%) and Nepalese (3.9%) heritage.

Professionals

Residents of Hurstville City Centre are predominantly Professionals (25.7%), Clerical and Administrative Workers (16.2%) and Sales Workers (11.4%).

46% of residents travel to work by train, and 8% walk, compared to 14% and 4% for Greater Sydney, showing a population that is largely committed to public transport. 33% do drive to work, however this is lower than the 54% in Greater Sydney.

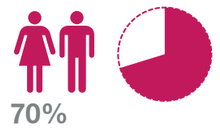
Couples without children

The area's largest household structure is Couples without children (30%), Couples with children (22%), Lone Person (18%).

We are young.

The largest household type is couples without children

The median age in Hurstville is 29 years old



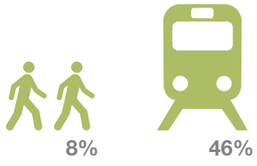
70% of the Hurstville City Centre population are aged between 18-49 years old

We are diverse.

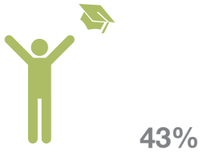
70% of the Hurstville City Centre population have a Chinese Heritage, followed by 5.5% English and 3.9% Nepalese

76% of the population in the city centre come from non-English speaking backgrounds

We are productive.



The residents of Hurstville City Centre are committed to active travel and public transport



Residents of Hurstville City Centre are mostly young professionals (25.7%) and 43% have a Bachelor's degree or higher

50% of households rent, with 92% being high density housing

3.2 Movement and Access

3.2.1 Public Transport

Hurstville is well connected via public transport, being centred around Hurstville Train Station. The T4 line and South Coast line provide direct access to the Sydney CBD, as well as other nearby and regional centres.

An express train travels regularly from Hurstville to Central with a journey time of 20 minutes.

A bus interchange is located within the Centre, and offers local connections to nearby local centres and residential areas.
Allawah Station and Penshurst Station also service the eastern and western edges of the study area respectively.

The transit hub for the Centre works with the train station in the Centre, and two bus interchanges, one to the north on Woodville Street, and the other to the south on Ormonde Parade. The sites are accessible via lifts and ramps, with the ramp to the north connecting directly to the Woodville Street Bus Interchange.
Increased way-finding would serve the Centre well to allow patrons to locate the various route services and transit stops through the centre.

There is also provision for a large number of cycles at the train station, both to the south at the Ormonde Parade Bus Interchange, and to the north at the ramp towards the Woodville Street Bus Interchange.

The Greater Sydney Regional Plan (A Metropolis of Three Cities) and the South District Plan both identify that Kogarah is a strategic and major employment centre, and that development and spending is to be focused in Kogarah. Kogarah, whilst closer to the CBD, does not have an express train currently, making Hurstville a more easily accessible centre from the CBD.
To assist in continuing to support Kogarah as a major employment centre, it is recommended that Council commence to advocate to the State Government for an express train to stop at Kogarah also.

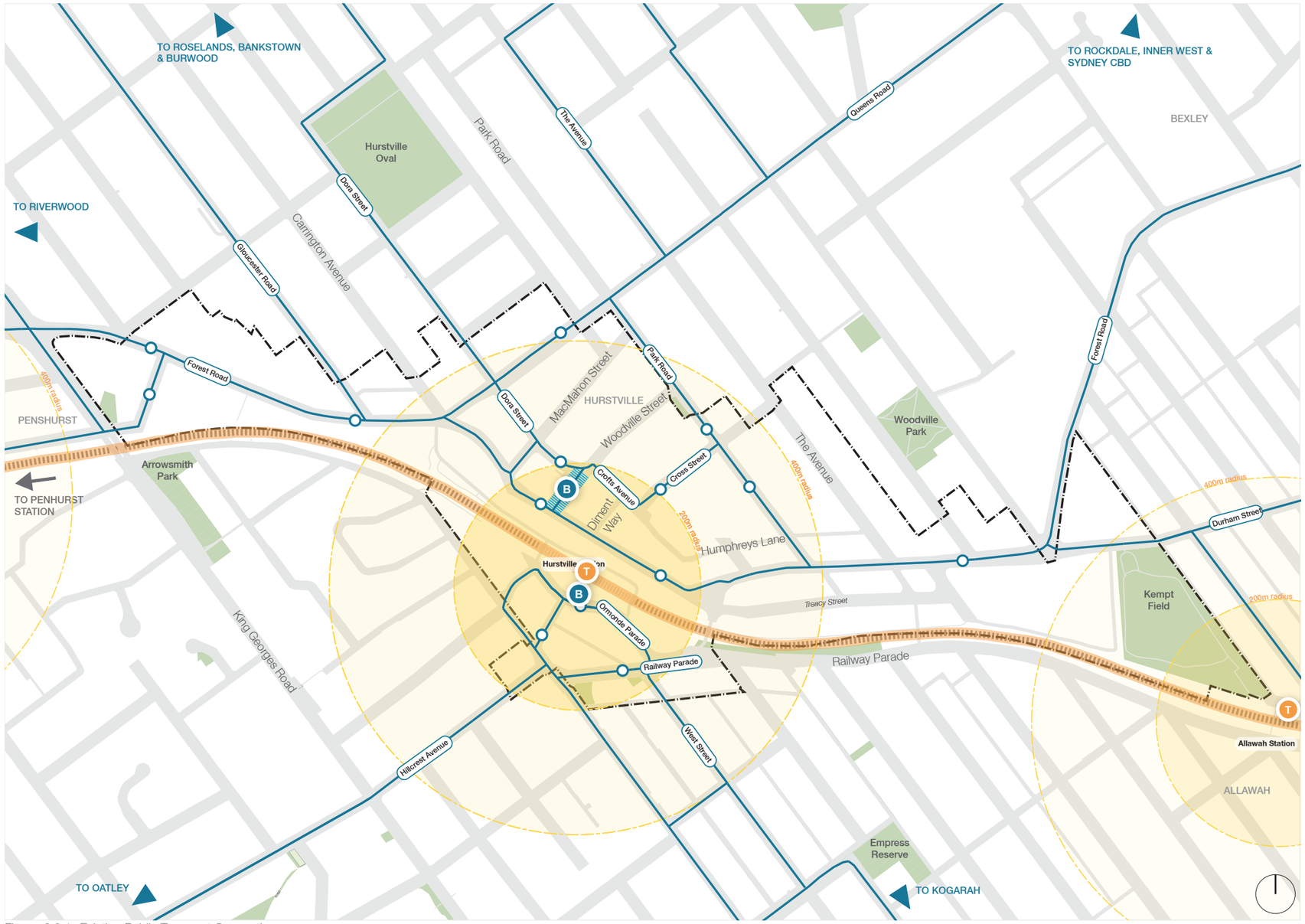


Figure 3.2.1 Existing Public Transport Connections

Legend
- Site Boundary
- Train Station
- Bus Interchange
- Bus Route
- Bus Stop - within study area
- Bus only

SJB Architects

3.2.2 Vehicular Movement

Road Network

The Centre has a number of one way streets creating a road network that is often hard to navigate and circulate around. Forest Road currently allows one-way traffic moving east, with limited parking to either side of the road. Buses are allowed access along Forest Road moving west for a limited section of the road.

The King Georges Road (arterial) feeds regional traffic into the Centre. Queens Road and Forest Road (major roads) funnel localised traffic into the Centre from the north, and Woniora Road and Railway Parade (major roads) from the south.

The rail line creates a physical barrier between the northern and southern sections of the Centre, with only 3 locations for vehicular crossings - at King Georges River Road and the east and west ends of Treacy Street.

Car Parking

There are a number of public and privately owned car parks within the centre, totalling approximately 4,850 car spaces (Hurstville TMAP, 2013). The Hurstville TMAP 2013 identified that there is currently an oversupply of free parking, which encourages people to drive to the Centre instead of utilising the excellent public transport network.

A number of the car parks have access to and from a one way street, creating a circuit for vehicles seeking parking.

Access

Limited service vehicle access is available for the Forest Road shops via Humphreys Lane and Crofts Avenue, however the majority of waste collection and goods delivery is via Forest Road. This has implications for pedestrian safety and amenity.

While the northern side of Forest Road has some rear access, the southern side has no rear access available where lots are adjacent to the rail line.

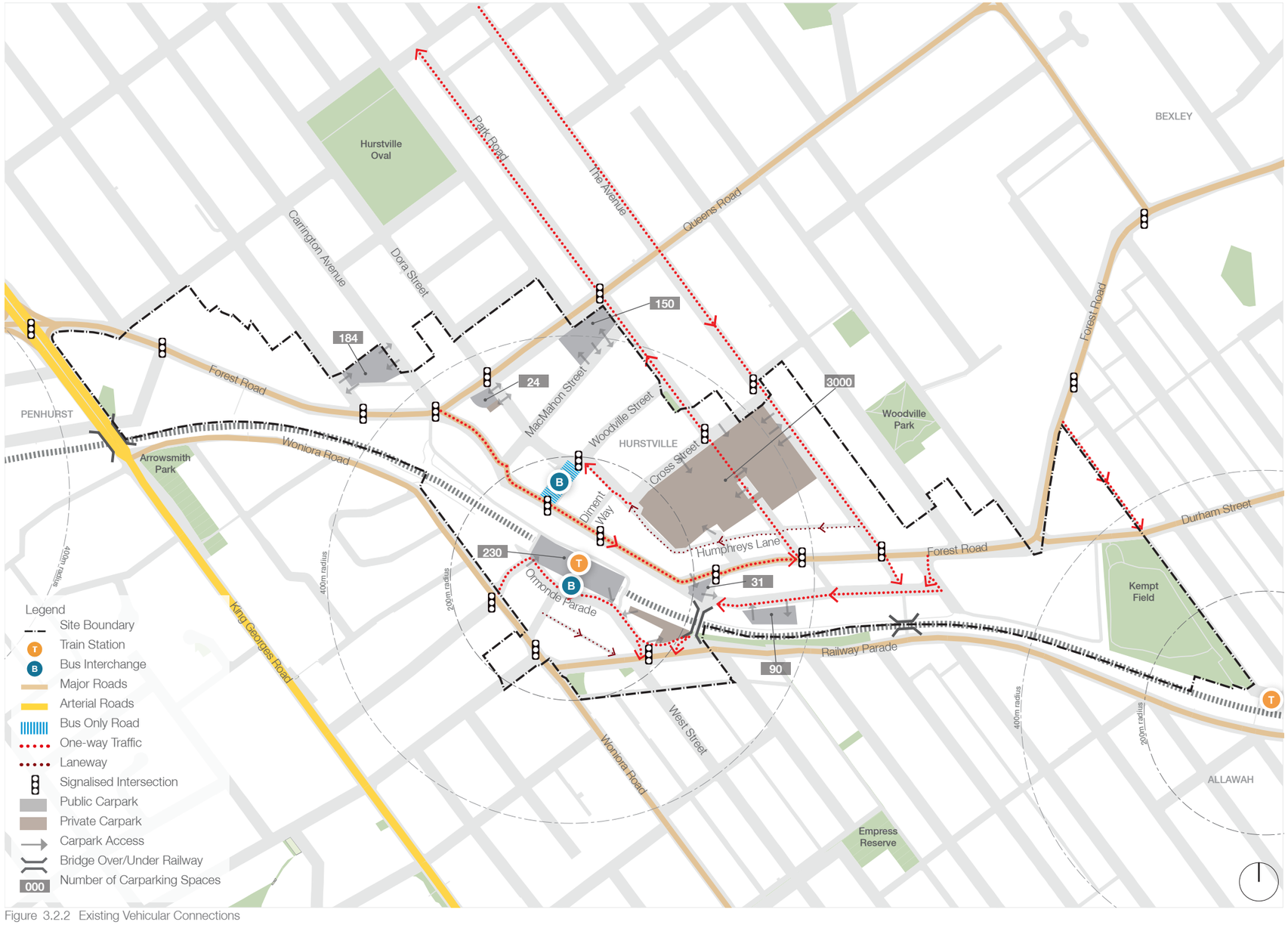


Figure 3.2.2 Existing Vehicular Connections

3.2.3 Pedestrian Access and Cycling

Footpath Network

Forest Road has relatively wide footpaths and allows for a consistent flow of pedestrians along the north and southern edges.

Through Site Links

A number of through site links and arcades have been provided to better connect Forest Road and Crofts Avenue. A number of these arcades more directly serve the Westfield located to the north of the Forest Road shops.

Safety

The majority of intersections throughout the Centre are signalised, however a number of intersections have no marked pedestrian crossings and are at times unsafe. There are a number of opportunities for upgrades and additions to improve pedestrian safety at key intersections.

Train Station Access

Access to the train station is via the Hurstville Central Over Station Development that connects Forest Road to Ormonde Parade. There are two access points to Forest Road: one with an accessibility ramp that connects directly to the Bus Interchange; and the other which connects directly to Forest Road via escalators and stairs. The Ormonde Parade entrance features stairs and a lift to the concourse.

Connectivity Across the Rail

The Hurstville Central Over Station Development provides a pedestrian connection between the north and south, through an enclosed shopping centre. There are no additional pedestrian only bridges, however pedestrians can cross the rail way line at the same three crossings for vehicles. As such there is an opportunity to provide improved pedestrian connectivity across the rail line.

Cycling

There are no dedicated cycle lanes within the City Centre. The South District Plan identifies only one potential green grid connection and a major opportunity along the rail line through the centre.

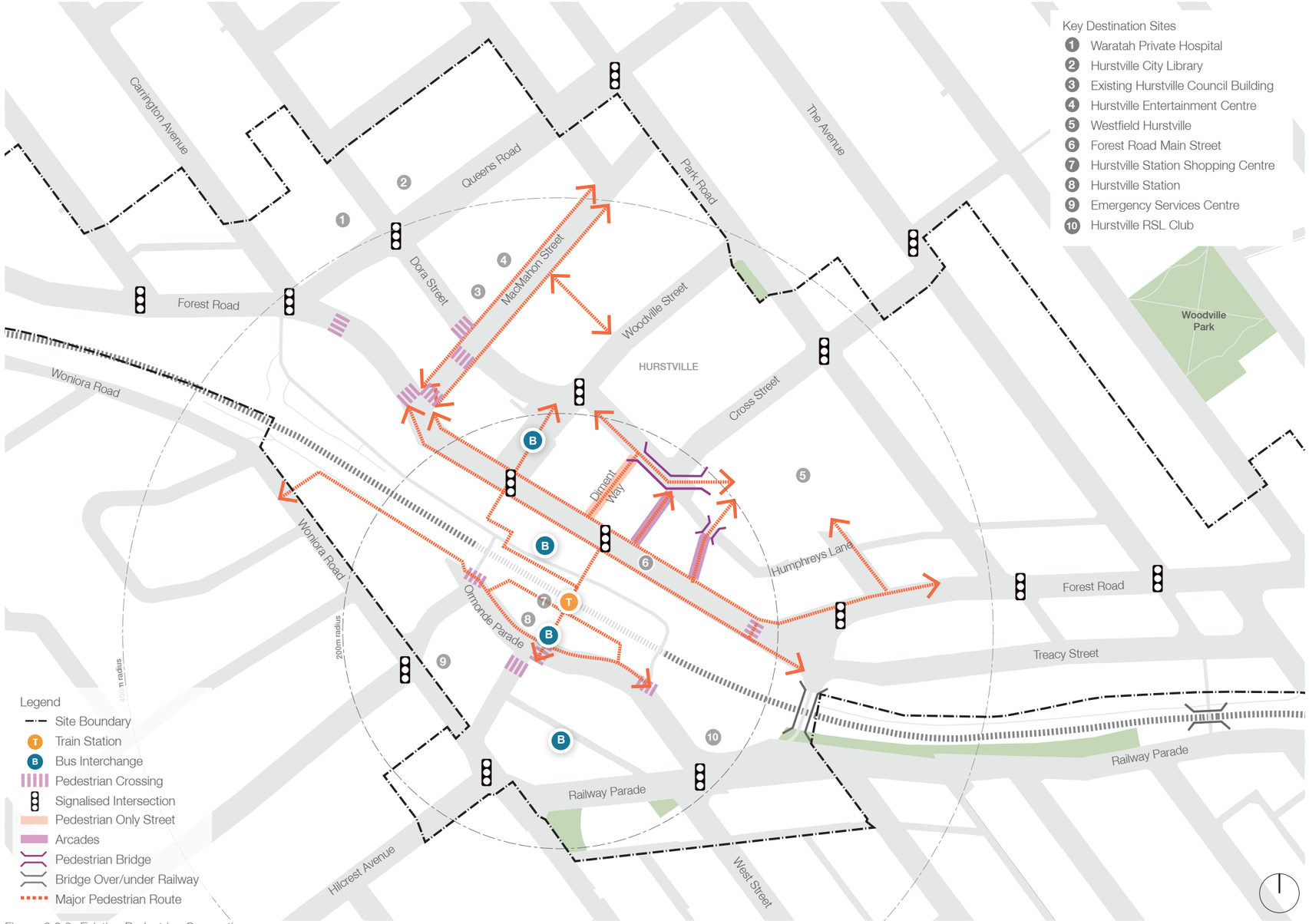


Figure 3.2.3 Existing Pedestrian Connections

3.3 Public Domain and Open Space

3.3.1 Public Domain

The public domain is currently a patchwork of a number of different pavement styles (refer to *Section 3.3.2 Pavement Quality*), and has been upgraded incrementally and without consistent application of the Public Domain Plan 2007. Many of the footpaths appear run-down, and have uneven surfaces which create trip hazards and unsafe surfaces for pedestrians and people with mobility impairments, the elderly and parents with prams.

Pedestrian Amenity

Forest Road has excellent awning coverage that provides a continuous path of access for pedestrians providing shade and rain protection.

Streets throughout the remainder of the Centre offer inconsistent weather protection, with many larger format buildings having setbacks and a broken street alignment. The amenity of Park Road as it travels between two Westfield sites is unpleasant due to the inactive and large street wall that towers either side of the road. As this street is predominantly utilised for vehicle access to Westfield, it has been neglected for pedestrians.
The streets that are closer to the station and 'main street' area have slower moving traffic which creates a more calm and inviting experience for pedestrians along the street. As pedestrians move away from the train station, the traffic moves faster, and more vehicle crossings along the footpath occur, reinforcing the preference for vehicle movement over pedestrian amenity and safety.

Urban Canopy

There are limited mature street trees through the Forest Road main-street area, however this area has sufficient shade as provided by the continuous awning canopy. New, young trees have been planted along the length of Forest Road, and will slowly grow to improve the amenity along the street.
Ormonde Parade and the surrounding southern streets have scattered street trees, and would also benefit from an increased tree canopy.
The western section of the study area is currently the most densely planted area with significant street trees providing a green leafy 'gateway' from King Georges Road. The Avenue and MacMahon Street are also well planted with significant trees creating a civic or residential quality to the street.
There is significantly less tree coverage within the eastern section of the study area and is particularly lacking along Treacy Street and the eastern end of Forest Road.

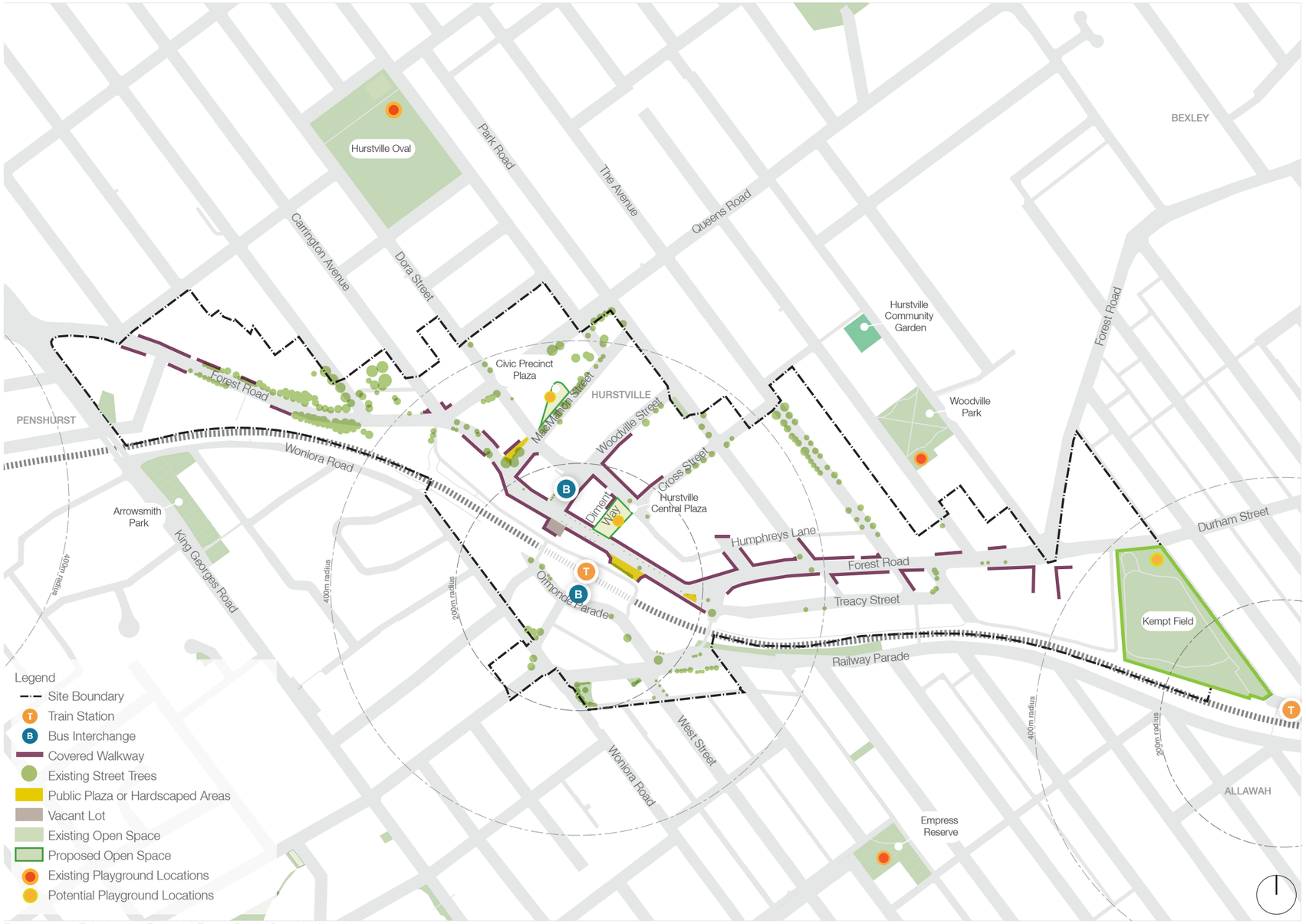


Figure 3.3.1 Existing and Potential Future Public Domain Condition

3.3.2 Pavement Quality

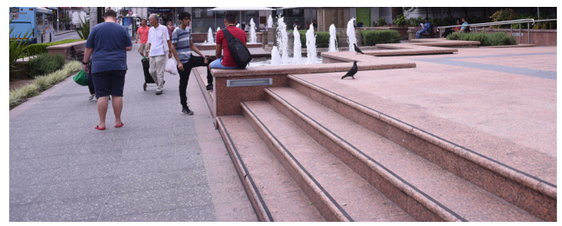
There are a number of different materials and footpath treatments throughout the Hurstville City Centre. Whilst the footpath is usable and not unsafe, it is recommended that a consistent material palette be applied throughout the Centre to improve the character of the Centre, and reinforce the hierarchy of streets and spaces.

Butler Road

MacMahon Street

Woodville Street

Forest Road



Forest Road

Treacy Street

Cross Street

Dora Street

3.3.3 Open Space Network

Civic Open Space

The Centre currently lacks quality open spaces for people to gather and partake in civic activities. Given the Centre's current role as a civic centre, and housing Council Chambers and Administration facilities along with other community services, it is unusual that no 'town square' or meeting place has been retained. This may be provided within Council's proposed future Civic Precinct (at MacMahon and Dora Street), currently undergoing assessment as a Planning Proposal.

Along Forest Road, Memorial Square currently provides the largest amount of curated open space, with a large amount of seating and shaded spaces. This park has an urban character providing people a place to meet, somewhere to sit, eat, socialise, and people watch.

Opposite to the bus interchange, a vacant lot (currently owned by Council) provides open space that is in need of maintenance and embellishments. The space however is of a reasonable size to allow temporary activities and support cultural events, and is well located to attract a number of users. It is recommended that this lot is retained by Council as a permanent public open space for the City.
Council is currently undertaking works to create a new public open space at the site along Diment Way that connects Forest Road and Crofts Avenue, known as the Central Plaza. This will create a large and well-designed civic space to support community functions and activities.

The Centre would benefit from a strengthened public open space network that can accommodate a range of activities including: children's play areas; plazas for physical activities such as TaiChi, Qigong, and Yoga; places for people to gather; spaces that support large civic functions and festivals.

Local Open Space

Two larger local parks that service the area are Kempt Field and Hurstville Oval. Hurstville Oval currently has a sports field, amenities, and a children's playground. Woodville Park is generally favoured for recreational use as Hurstville Oval serves primarily as a sports ground.

Kempt Field is large enough to allow sports games and activities, however there are no permanent features to facilitate this. The interface to Robert Lane provides for street parking facing the garage entrances of the residential properties to Lily Street. A small car park is provided to the south of the field. A plan of management is currently being prepared for Kempt Field and will include both passive and active recreation improvements.

Figure 3.3.2 Existing and Potential Future Network of Open Spaces

3.4 Key Attractions and Amenity

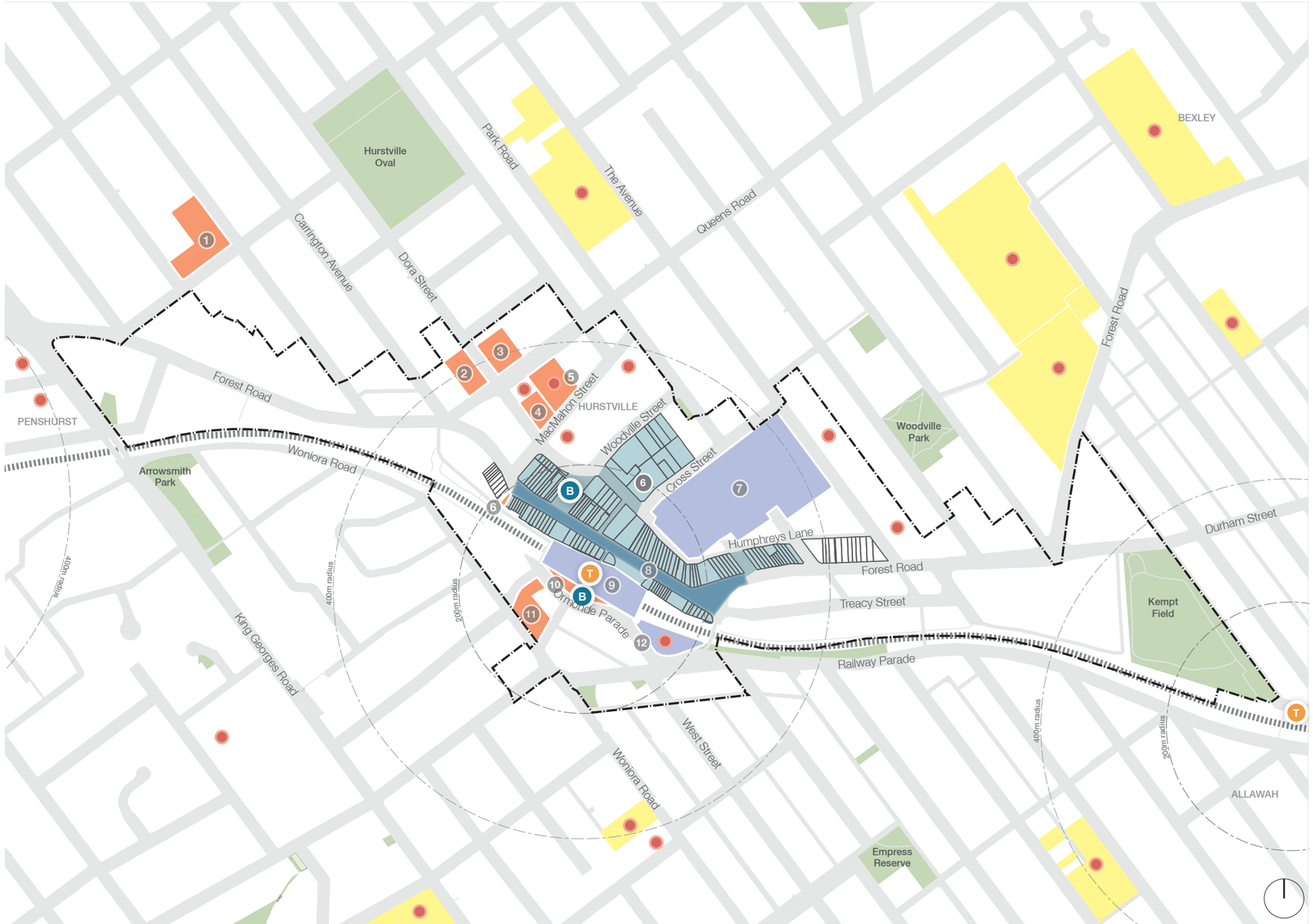
3.4.1 Key Destinations

The Centre has a number of key destinations within close proximity to the station and bus interchange. These include large format retail offerings including Forest Road main-street, Westfield, and the Over Station Development.

A number of civic services and health services are also located within the Centre. These include the Council Civic Centre (Planning Proposal for a future civic centre with improved amenity and services is currently being assessed), Waratah Private Hospital, the Hurstville Entertainment Centre and the Emergency Services Facility.

A number of schools are located within walking distance or a short bus ride of the City Centre.

Other key destinations within the Centre include the Hurstville RSL Club, Club Central Hurstville, as well as several independent restaurants and specialty food stores.



Key Destination Sites

1. Hurstville Private Hospital
2. Waratah Private Hospital
3. Hurstville City Library
4. Existing Hurstville Council Building
5. Hurstville Entertainment Centre
6. Club Central
7. Westfield Hurstville
8. Forest Road Main Street
9. Hurstville Station Shopping Centre
10. Hurstville Station
11. Hurstville Emergency Services
12. Hurstville RSL Club

Legend

- Site Boundary
- Train Station
- Bus Interchange
- Fine Grain Retail
- Key Destination Sites
- Schools
- Public Services & Amenity
- B3 Commercial Core
- Forest Road Main Street
- Key Community Venues

Figure 3.4.1 Existing Location of Key Destinations

3.4.2 Amenities and Services

There are a number of amenities and services located both within the Centre and in close proximity. A number of large land holdings are held by Council within the study area, including Council-run facilities such as libraries, the entertainment centre and public car parks.

A number of churches, youth centres and public centres for community groups to gather are also located within the City Centre.

Other key services provided within the Centre and its surrounds include NRMA, Service NSW. Waratah Private Hospital, Hurstville Private Hospital and several other medical centres.

There is a reasonable amount of public housing and aged care facilities surrounding the Centre. Given the ideal location and connectivity of the Centre there is opportunity to provide more within the City Centre itself in the future.

Figure 3.4.2 Existing Location of Key Amenities and Services

3.5 Planned Development

A number of sites through the study area currently have planning proposals to increase height and density provisions, as well as changing the land zoning to accommodate increased residential and office-based employment land.

The number of stand alone planning proposals currently active indicate that the development provisions for the centre are in discord with what the market is demanding. Accordingly, the importance of a holistic strategic vision and planning cannot be overlooked in delivering development provisions that allow appropriate development to occur, whilst also planning for and capturing value to be able to deliver improved public outcomes including new open space and facilities.

At the time of writing, a number of recently approved Development Applications are under construction, resulting in a good amount of recent development within the area. This is a good indication of the success of the underlying structure of the Centre. A number of other opportunity sites that can further unlock development opportunity are likely to emerge as part of this study.

Figure 3.5.1 Planned Development Sites within Hurstville Centre

3.6 Strata Titles and Land Ownership

The strata diagram adjacent indicates sites which are held in Strata Title, and have either 8 or more, or less than 8 titles. Separating strata into these two divisions is a standard practice currently utilised in the industry to interrogate which sites are more likely to be able to redevelop. This is based upon the revision of the strata laws which became effective on 30 November 2016.

Figure 3.6.1 reveals that there is a significant amount of medium density residential surrounding the study area, and moving further away from the train station is more low density housing.

The southern side of the railway line appears to have a larger proportion of this medium density housing typology than to the north of the train line, however it is concentrated in the area east of Woniora Road.

Figure 3.6.1 illustrates a largely successful urban structure centred around a transit hub, whereby commercial and mixed use land uses are concentrated around the station, with high-medium density residential developments spreading outwards, transitioning into low density housing.

Figure 3.6.1 Existing Strata Titles and Land Ownership Pattern

3.7 Topography & Views

The rail line, and the study area, generally follows a ridge connecting three significant high points within the Centre from east to west. Hurstville station is located at a high point, with steeply sloping topography towards the south.

Previous strategies, historic documentation and community workshops for the area all cite this as an important feature for the Centre, naming the Centre ‘Hurstville on the Hill.’

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

The current built form has higher density and tall towers at the high-points, with medium density connecting these points. The built form thus creates a skyline that reinforces the topography of the area.

Legend
- Site Boundary
- Train Station
- Bus Interchange
- Contour lines with 2m interval
- Elevated Areas
- Low Areas
- View Corridor to Blue Mountains
- Regional View Corridor
- View Corridor to Botany Bay

Figure 3.7.1 Existing Topography and Views

3.8 Obstacle Limitation Surface

Hurstville City Centre is affected by the Obstacle Limitation Surface (OLS) of Sydney Kingsford Smith Airport.

The diagram illustrates the maximum height that development may be built to in various areas, to allow planes to safely traverse the flight path towards the two runways.

The height of the OLS varies throughout the Centre as illustrated in Figure 3.8.1.

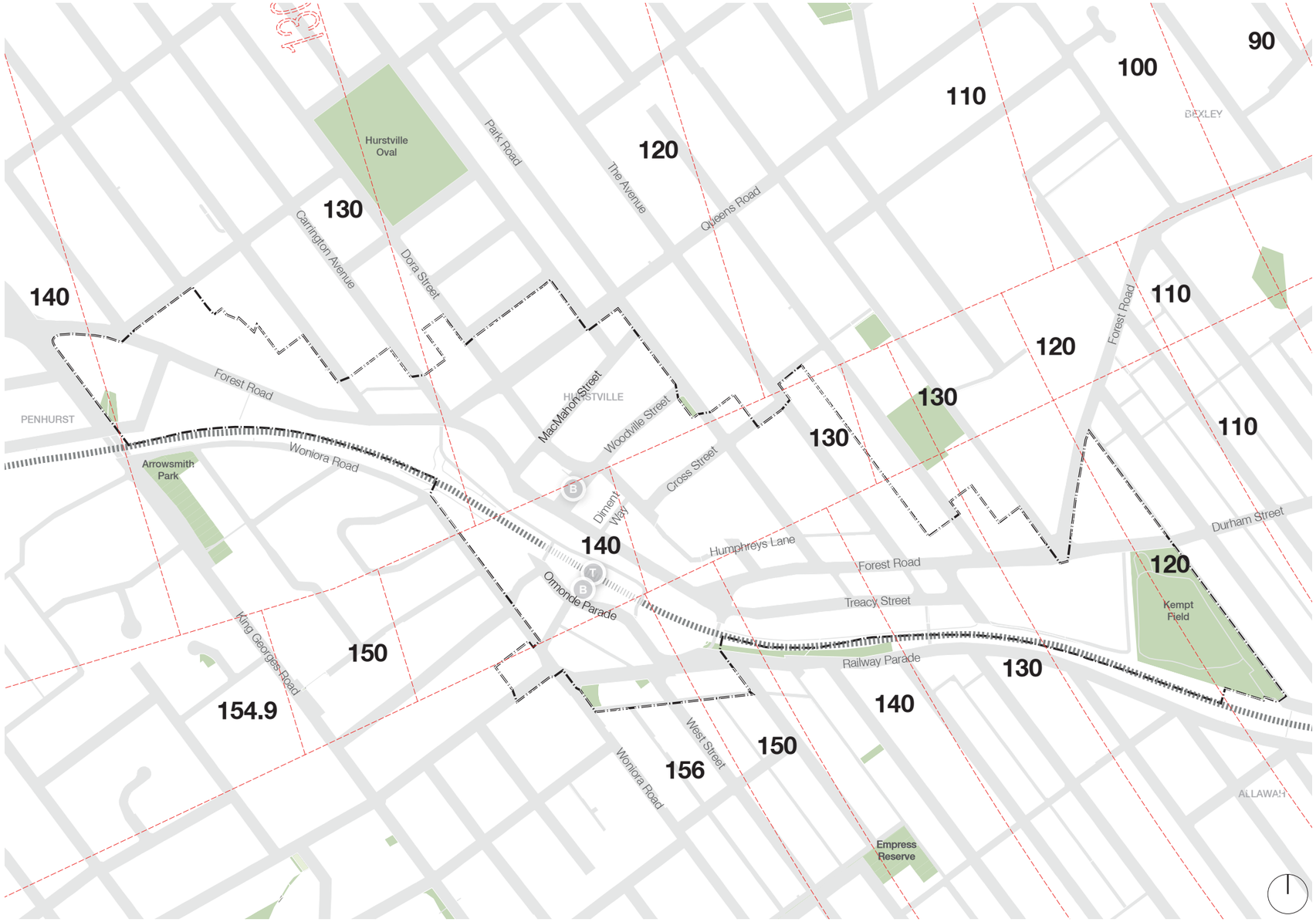


Figure 3.8.1 Obstacle Limitation Surface Heights

Legend
- Site Boundary
- Train Station
- Bus Interchange
- OLS Contour Line
- XXX Height of OLS in AHD

3.9 Existing and Potential Future Development

Figure 3.9.1 illustrates the existing and proposed building heights through the Centre, with the taller heights shown in darker colours, and the lower heights in lighter colours. This colour map demonstrates where height is currently concentrated through the Centre, as well as what the typical built form of each area is.

Figure 3.9.1 Existing and Future Development

3.10 Character Areas

The urban analysis has identified 8 character precincts within the study area. These are:

1. Ormonde Parade Retail and Services
2. Forest Road High Street
3. City East Transition Area
4. Eastern Bookend
5. Retail Centre
6. Civic Centre
7. City West Transition Area
8. Western Bookend

Each precinct is described in greater detail in the following section.

The character areas are different to those in the current Hurstville DCP 2. This is based on our review of the existing and desired future character of the area.
The character areas more closely reflect the recommendation that the Forest Road High Street is prioritised as the heart of the City, with various civic activities centred around this. Transition zones create a transition in built form as well as activity from the City Centre to the high density residential precincts.

Figure 3.10.1 Proposed Division of Sub-Precincts within Hurstville Centre

Legend
Site Boundary
B3 Commercial Core Zone
Section Lines - Shown on following pages

3.10.1 Ormonde Parade Retail and Services

The Ormonde Parade Precinct provides direct access to Hurstville Station from the south. There is a large undercover bus terminal with routes connecting through the region.

Fine grain retail lines the southern edge of Ormonde Parade, and offers mostly personal, public and medical services with some food and beverage offerings. Above the awning are medium-high density residential units.

There are limited pedestrian crossings, and many crossings are unmarked. Traffic volume is reasonably low, with private vehicles utilising the 'Kiss and Drop' bay.
There are a limited number of commercial buildings within this sub-precinct.

Butler Road hosts the large Emergency Services Centre, and has predominantly service entries for retail, commercial and residential buildings, with parking also located along the street.

Ormonde Parade is one way which can cause congestion due to the constant stopping of private vehicles, and bus movements.

There is no distinct built form character, as the buildings are a collection of styles and uses. Varying street setbacks also create an inconsistent public domain and street frontage. The older building stock is run down and in need of upgrades and renovations, whilst the newer stock is in a good state, however architecturally the styles of the buildings are varied and unimaginative.


Butler Road

Hurstville Central entrance

Ormonde Parade retail

Emergency Services Centre

Run down shops

Butler Lane

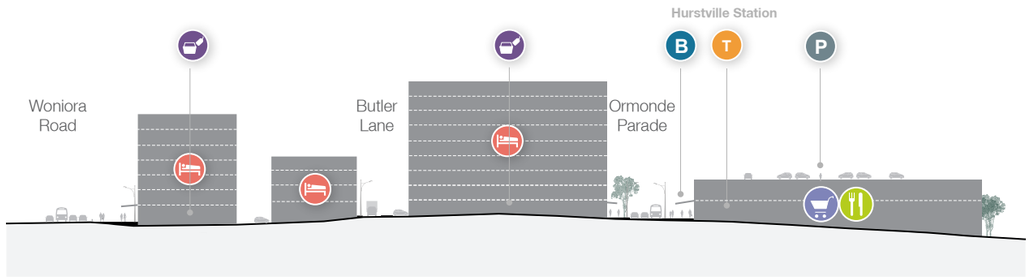


Figure 3.10.1 Section E - Refer to Figure 3.10, page 42 for section location

3.10.2 Forest Road High Street

Traffic through this precinct is one way moving east, and has buses and private vehicles competing for car parking spaces and bus stops.
There is heavy pedestrian movement through this precinct, with many people jay-walking due to the one-way nature of the street.
Forest Road has bustling fine grain retail with wide foot-paths that create a lively public domain.
Memorial Plaza features tables and seating with permanent shading that people use, however the central water feature and elevated plaza is fairly vacant and underutilised.
This area is predominantly two storeys in built form, and due to the historic subdivision pattern has a regular rhythm, with active street frontages and a variety of retail offerings.

Forest Road shops

Pedestrian Activity, Service Vehicles


Memorial Plaza


Forest Road parking bays


Memorial Plaza - underutilised raised area


Council Owned Vacant Lot near bus interchange and station

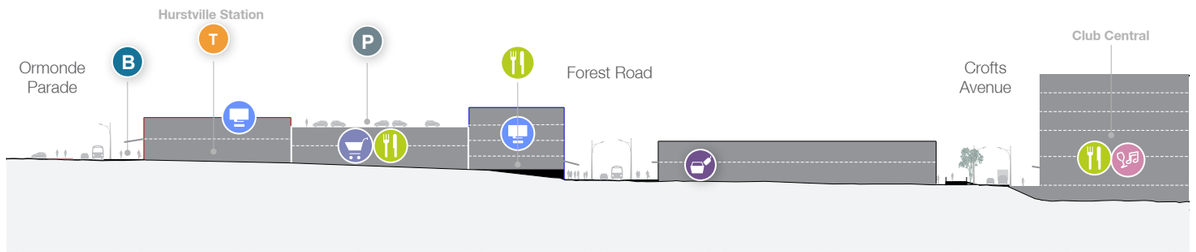


Figure 3.10.2 Section D - Refer to Figure 3.10, page 42 for section location

3.10.3 City East Transition Area

This precinct is currently undergoing a large amount of re-development and construction, and is likely to change drastically in the next few years. Currently the area has two predominant characters: the continuation of Forest Road; and the service street Treacy Street. Many buildings have service entries to Treacy Street, rendering this street unpleasant with little pedestrian activity.

This area is a transition zone away from the City Centre, towards the eastern ‘residential precinct’, and is predominantly mixed use with retail uses at ground, and residential above.

The shops along Forest Road are more catered to personal services, and less food and beverage offerings than the Forest Road Retail Precinct.

Treacy Street has large open setbacks for car parking on site, and waste collection. This results in the street being unpleasant and unsafe at night time.

This area is not pedestrian friendly due to the inactive street frontages from recent developments, as well narrow footpaths in many areas. The area also has a lack of planting and weather protection. Any works in this area are recommended to provide improvements to the public domain, including planting, public domain materiality and improved safety.

Not pedestrian friendly public domain


Service areas appear run-down


Poor road quality, varied built form


Inactive street frontages and poor pedestrian amenity


Varied setbacks with service entries


Many sites under construction

Figure 3.10.3 Section G- Refer to Figure 3.10, page 42 for section location

3.10.4 Eastern Bookend

This precinct is predominantly residential, with the large East Quarter development occupying the majority of this area. The residential flat buildings here are taller, punctuating the topographical high-point, and providing a ‘gateway’ into the study area from Forest Road. There is ground-floor retail provided within this area, however due to the setback nature of the developments, and the larger floor-space, the street frontage is not as active as elsewhere along Forest Road. A public open space is provided in the East Quarter development, however it appears underutilised.

Taller residential buildings

Area under regeneration

Figure 3.10.4 Section H - Refer to Figure 3.10, page 42 for section location

3.10.5 Retail Centre

This precinct is predominantly made up of Westfield Shopping Centre, and a number of commercial office buildings. There is little or no street interaction between the surrounding streets and Westfield. Westfield presents itself to the street via a large inactive frontage, with multiple service entries which creates a poor interface with the rest of the Centre. This also makes the streets unpleasant for walking because they are not visually appealing as there is no activation to draw people through the spaces. The public domain materials are inconsistent and streets tend to have little or no trees which make the spaces quite uncomfortable in hot temperatures.

Park Road consists predominantly of service entries to Westfield with buses parked along the left hand side of the street
There are a number of one way streets that restrict vehicular movements throughout the area.
Overpasses create connections between the two sides of Westfield.

The Avenue in comparison has more trees that help create a visual barrier between the carpark and street, and offers a more pleasant public domain.
The Avenue is predominantly single-detached and multi-unit residential uses, opposite the four-storey street wall of Westfield.
The Avenue has a number of heritage listed single dwelling houses which add character to the street.


Service lane character


Mixed use buildings

Car / service entries

Park Road - Westfield overpass

Poor pedestrian amenity


Commercial buildings, with RSL Club

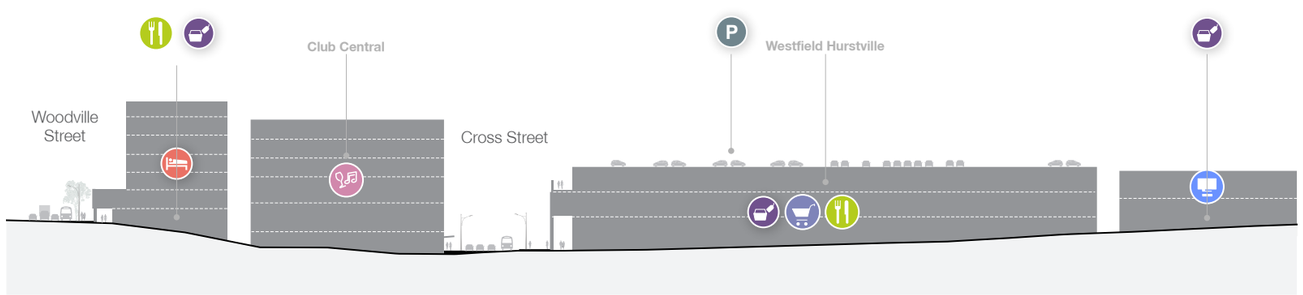


Figure 3.10.5 Section F - Refer to Figure 3.10, page 42 for section location

3.10.6 Civic Centre

The 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 storeys however the street wall is 2-3 storeys 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.

MacMahon 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 a medium amount of trees with planting and a brick edge creating sitting areas.

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 large10 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 occurring on the street frontage. The retail located behind these structures is barely visible. There is no transition in height from 10 storeys 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 this precinct.


No transition between heights


No transition between heights

Heritage buildings

No active street frontage


At Grade Council Car Park

Heritage buildings

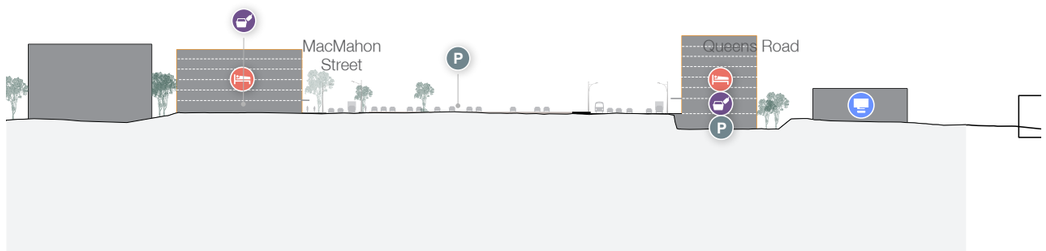


Figure 3.10.6 Section C - Refer to Figure 3.10, page 42 for section location

3.10.7 City West Transition Area

Forest Road continues through this precinct with 4 lanes of traffic. The area is well planted with mature street trees, and creates a green gateway to the Centre when entering from King Georges Road. This also creates a visual barrier to the raised rail line along the southern edge of Forest Road.

Dense planting on Forest Road provides a visual barrier from the railway line, also making the street more appealing for pedestrians and the office workers in Hurstville Office park Pedestrian movement is difficult across the street due to the positioning of crossings.

Large format commercial and retail offerings are spread along the length of Forest Road. The setbacks along the road vary greatly, with a business park forecourt, car parking, and service station creating large and inactive spaces for pedestrians to walk past.
Some food and beverage offerings are located along Forest Road to provide amenities for office workers.


Forest Road - mature trees


Business Park forecourt

Larger format retail


Wider road with varying setbacks


Dense planting to rail line


Residential area

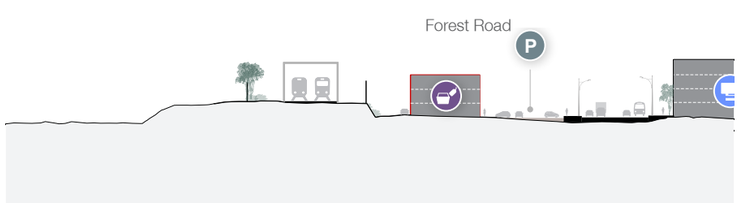


Figure 3.10.7 Section B - Refer to Figure 3.10, page 42 for section location

3.10.8 Western Bookend

This area is characterised predominantly by large commercial or residential buildings. The Highpoint Hurstville development occupies the large site to the north of Forest Road, and similar to East Quarter, provides an urban marker or gateway into the City Centre. This area is likely to become predominantly residential in the future, as there is a current Development Application to demolish the existing commercial building and create a mixed use building.

Similar again to the Eastern Bookend Precinct, the retail has access to less foot traffic, and is of a larger format, and as such lacks the vibrancy of the main-street retail further along Forest Road.
Very large setbacks to Forest Road have been provided, as well as a private open space for the residential development. These also discourage a vibrant and active streetscape.

Gated private open space at Highpoint

Varied built form, heights, characters

Large undercroft area

Private access

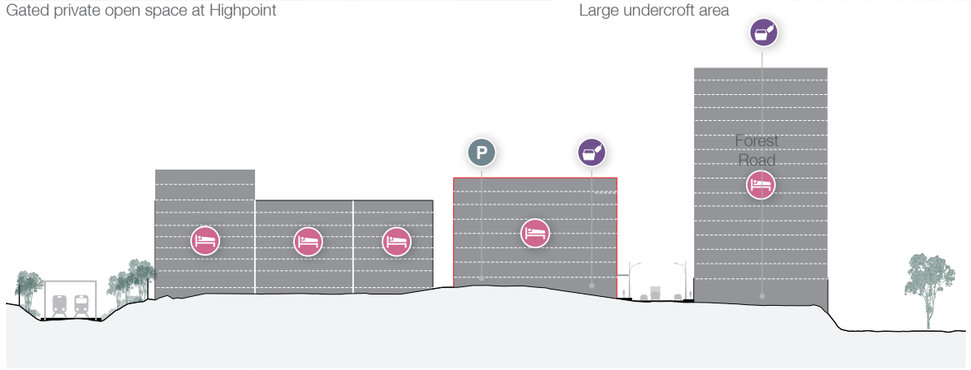


Figure 3.10.8 Section A - Refer to Figure 3.10, page 42 for section location

3.11 Opportunities & Constraints

3.11.1 Combined Constraints

The diagram below illustrates the existing elements of constraint within the Hurstville City Centre. This analysis focuses primarily on restrictions for future potential development, which include existing heritage sites, zoning controls and sites undergoing assessment as a planning proposal or development application. Existing connections and intersections that require upgrades are also identified.

Ownership constraints include the fragmented ownership of shops along the Forest Road High Street, as well as the large consolidated sites in single ownership such as Westfield and the Civic Centre. The fragmented pattern along Forest Road limits the ability of sites to be consolidated to deliver the permissible heights and FSR allocated to many sites, however this also provides the built form fabric for a lively and active high street. Given the success of the activity along Forest Road, it is recommended that this situation is retained and that site consolidation is discouraged, in order to retain the two storey character and narrow shop fronts. The Westfield and Civic Centre sites are both currently the subject of planning proposals that comprise a range of community, civic, commercial, residential and retail developments. These sites are in essence the two last large remaining development sites within the City Centre, and should be capitalised upon to deliver for the needs of residents and workers of Hurstville. As the diagram illustrates, there are a large number of sites that are heritage, recently developed, or constrained by large numbers of strata titles, which leaves few remaining opportunity sites.

Connectivity both across the railway and between the Civic Centre and Shopping Centre is another key issue. Site access to the sites along the southern edge of Forest Road is also a constraint in the redevelopment of any of these sites in terms of limiting parking rates, site access and building depth.

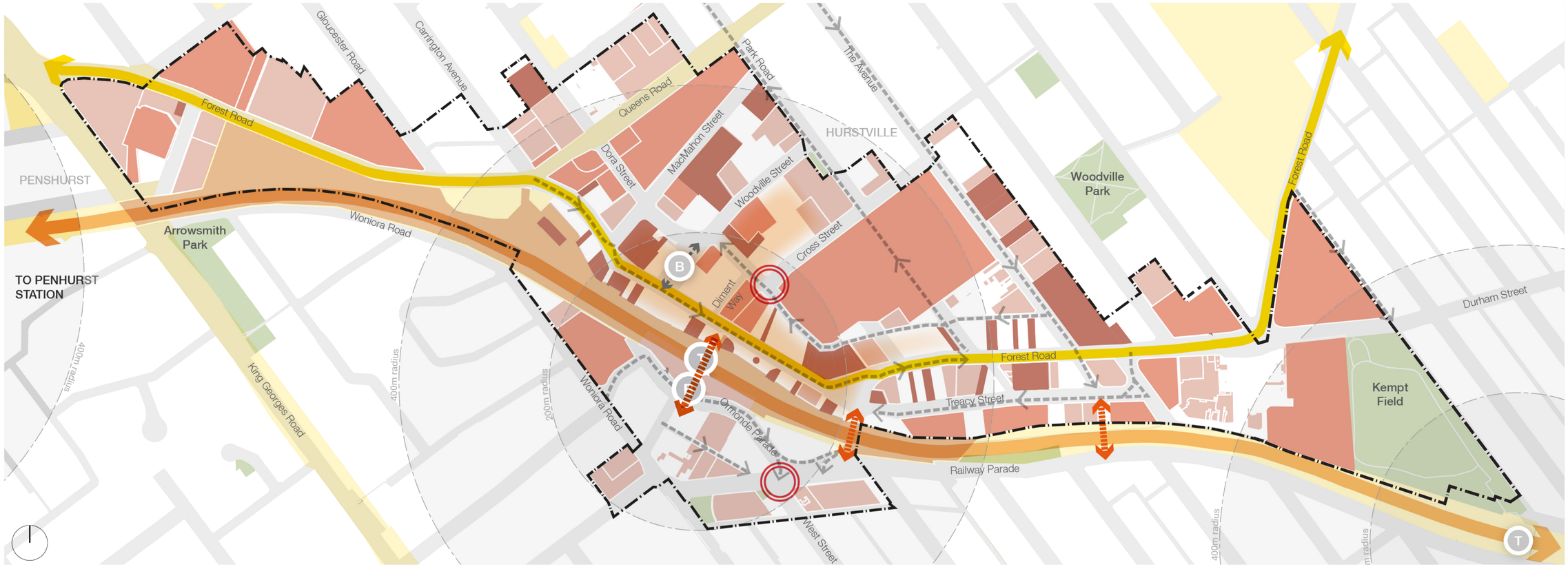


Figure 3.11.1 Combined Constraints for Hurstville Centre

Legend

- Site Boundary
- Train Station
- Bus Interchange
- Forest Road
- Railway Line
- Poor North-South Connections
- One way roads
- Bus Only
- Topography
- 8 or More Strata Titles
- Planning Proposals and Development Applications
- Heritage
- SP2 Infrastructure Zone
- B3 Commercial Core
- Poor Junction

3.12.1 Combined Opportunities

The diagram below highlights the key opportunity areas for improvement and potential development within the Hurstville City Centre.
Opportunity sites for potential future redevelopment are generated by eliminating the sites with possible restrictions on development, identified in the Combined Constraints Diagram (Figure 3.11.1).

Forest Road is a successful and busy high street that supports local businesses and pedestrian activity. The amenity to the street provided by the two storey street wall, as well as the fine grain nature of the shop fronts should be retained to reinforce the character of the area.

The creation of a network of public open spaces should be reinforced and connected via improved public domain. Where possible WSUD and other sustainability measures should be implemented throughout the City Centre. The opportunity to improve Humphreys Lane should be investigated, as well as the opportunity to improve the amenity for pedestrians through additional tree planting, and other landscaping and planting, as well as a general consolidation of the materiality of, and treatment of the public domain.

The opportunity to create new gateways either through thresholds or urban markers should also be investigated to create a sense of place and arrival to the City Centre.
The opportunity to improve connectivity through the centre should also be investigated via the use of through site links, improved rail crossings, and open spaces.

Where possible, the opportunity to capture and capitalise upon views to the surrounding region should be encouraged.

Figure 3.12.1 Combined Opportunity Areas for Hurstville Centre

Legend
- Site Boundary
- Train Station
- Bus Interchange
- Proposed Public Space
- Potential Public Space
- Upgrade to Existing Public Space
- Existing Street Trees
- Fine-grain Retail
- Proposed Pedestrian/Bus Only Area along Forest Road
- Potential Activation of Laneway
- Potential Greening along Forest Road
- Potential Gateways
- Upgrade and Improvement of Links
- View Corridors
- Planning Proposals
- Opportunity Sites for Redevelopment
- Elevated Areas

4

Conceptual Development

Exploration and preliminary testing of concepts for the site.

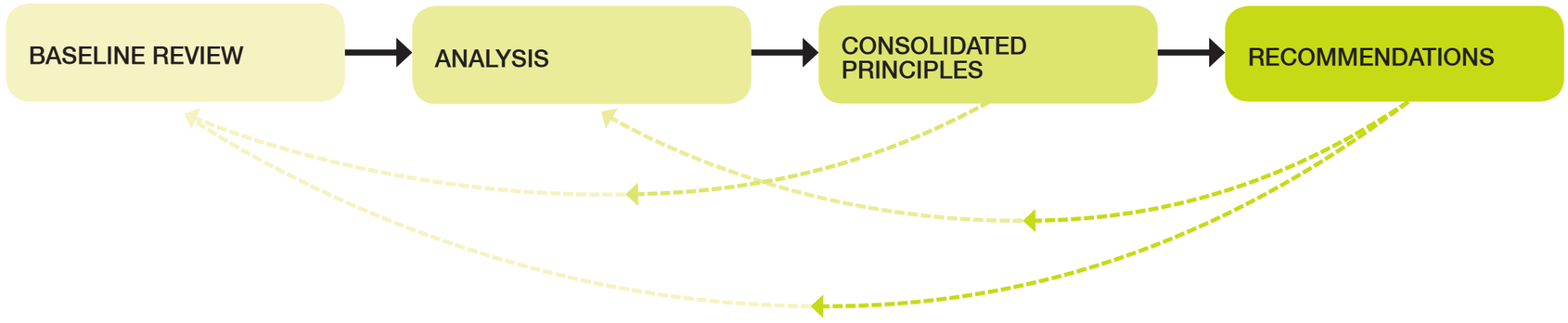
4.1 Introduction

The brief called for a review of the principles from the previous studies; the 2004 Hurstville City Centre Masterplan (four principles) and the Urban Design Report prepared by Hassell in 2009 (seven principles).

The review process aligned the principles between the two studies to compare which were repeated and hence supported, strengthened, or not yet achieved. Given the varying scope between the two studies, some of the principles also applied to one study or the other.

The principles were then analysed against the raw data collected from site, SJB's site analysis, and the information provided by Georges River Council, to determine whether the principle has been achieved to date, and also whether the principle remains relevant. A recommendation for each principle has then been determined.

The following pages detail these principles, and propose new principles that incorporate these findings.



4.2 Principles from Previous Strategies

	Hurstville City Centre Masterplan 2004	Hurstville City Centre Urban Design Options 2009	Has the principle been achieved?	Is the principle still relevant?	Our Recommendation
Public Domain	1. **To Create a New Civic Precinct** Proposed to create a new Civic precinct for the community to gather in inclusive new buildings and new public open spaces.		A Planning Proposal for the Civic Centre has been prepared on behalf of Council, and is currently under assessment. The proposal includes new public open spaces.	Yes – the Planning Proposal has not yet been assessed. The need for a renewed civic heart of the city	Retain + Modify
	2. **To Create a New Sequence of Public Spaces** Create a series of flowing arcades, public squares and pocket parks that are linked and respond to the topography.	**1D.** A network of new and improved public spaces must be provided for to offset the increased densities.	The Civic Plaza Project will provide one large space to the north, and the Hurstville Central Plaza will add a space in the retail heart of the Centre, and provide improved connectivity between the Westfield and Forest Road. There are a number of arcades which provide successful through site links.	Yes – a number of new spaces have been proposed, however the Strategy should support the completion of these spaces, as well as the improvement of existing spaces.	Retain
	3. **To Establish Parks, Green Gateways and Street Trees** Greening of key streets and gateways including the creation of three gateway parks: at the junction of Forest Road and the AMCOR site, on the triangular area of the junction of Treacy Street and Forest Road and at the junction of Queens and Forest Roads.		A number of streets are in need of further greening, most notably across the eastern section of the study area. Forest Road has some younger trees through the main street section. The key site at the junction of Forest Road and the East Quarter (AMCOR) site is complete. The triangular area (currently car park) at Treacy Street and Forest Road has not been completed, nor the junction of Queens and Forest Roads.	Yes – the general principle applies, however the revised principle may not reference specific sites.	Retain
Built Form		**1A.** Increase density in the commercial core focusing the highest density around the railway station.	Density is focused around the railway station, however there is a tension between the character of the shopping strip along Forest Road and the density that the LEP controls permit.	Partially – further investigation into the built form along Forest Road will be conducted in Section 5 of this report - Structure Plans. However as a general Transit Oriented Design (TOD) principle, density is typically located around a transport hub.	Modify
		1B. Retain retail activity along Forest Road	Retail activity is supported through development standards zoning and active street frontages.	Yes – the principle may change to strengthen the provision of retail along Forest Road.	Retain
		1C. Retain character of Forest Road by allowing for small to medium retail units with short frontages to the street scape	Development standards encourage (but do not permit) density focused along Forest Road around the station. To achieve viable buildings in these locations, amalgamation has to occur. The character of Forest Road would likely be destroyed if many of these sites were to consolidate.	Yes – the principle may change to strengthen the character along Forest Road.	Retain
		2A. Development should respond to the topography of the site with increased heights and tower forms on the peaks and ridges of Hurstville City Centre. This will ensure the maximum contribution to the skyline of Hurstville City Centre and achieve the desired objective of creating and reinforcing its regional significance.	The LEP reflects this principle.	Yes - the principle has been investigated further in Section 5 of this report - Structure Plans.	Modify
		4A. The site has excellent transport connections and the development must address these with increased density around the transport hubs.	The LEP reflects this principle.	Yes - the principle has been investigated further in Section 5 of this report - Structure Plans.	Modify

	Hurstville City Centre Masterplan 2009	Hurstville City Centre Urban Design Options 2009	Has the principle been achieved?	Is the principle still relevant?	Our Recommendations
Movement & Access	4. **To Create a New Bus Interchange** A new bus interchange is purposed at the Woodville Street exit and will replace the existing bus stops in Forest Road.	**4C.** The proposed Bus Interchange is a significant public transport improvement for the area and development should address this opportunity.	Completed.	Partially – the bus interchange has been completed, however the role of the interchange should be reinforced through the recommended strategy.	Modify
	5. **To Improve North-South Connections** Increase pedestrian permeability through the City Centre including buildings and the creation of new at grade connections.	**4B.** The existing pedestrian routes, Forest Road in particular, should be enhanced with improved north south connections.	There are a number of through site connections and arcades.	Partially – There are a number of North – South connections, however the opportunity exists for these to be improved and embellished.	Modify
	6. **To Improve Railway Station Access** General upgrade of the railway station to enhance its presence within the City Centre. Physical upgrade to the station building including the enlargement of concourse area, new at grade entry point, upgrade shop fronts, passageways and arcades.		The station building has a new accessible entrance that connects to the bus interchange, and has had the new TfNSW signage added through the public domain.	Partially – the way finding to the station could be improved in terms of locating the accessible entrance.	Modify
	7. **To Simplify the Traffic System** Improve the flow of traffic along Forest Road by creating a new bus interchange, relocating the bus shelters to free up pedestrian paths and explore options for two-way traffic along Forest Road.		The new bus interchange has been completed.	Yes – further investigation has been undertaken in Section 5 of this report - Structure Plans. to determine whether Forest Road may be able to support service vehicles and bus movements only, and thus be given over largely to pedestrian activity.	Retain + Modify
Site Capacity		**3A.** Development must be viable and feasible delivering floor plates and office space that is realistic and marketable. This means that land ownership and opportunities for land amalgamation must be considered and addressed within the design options.	Amalgamation pattern to be further investigated as to whether this is supportive of the desired future character for Hurstville.	Yes – Development should always be feasible, however it is important is to test whether the planning controls allow viable development. This forms part of the testing in Section 5 of this report - Structure Plans.	Retain
Views		**2C.** Existing local view corridors are also sought to be highlighted, in particular the North South Views.	View corridors to be confirmed. Many vistas have been retained along streets, however some views from within sites may have been compromised by recent developments.	Yes - significant vistas along streets are to be maintained.	Retain
Character		**2B.** Local land marks and key facades should be emphasized and improved.	Landmarks and facades to be confirmed/identified.	Yes – this is explored further in Section 5 of this report - Structure Plans.	Retain
		3B. Development must seek to retain heritage listed buildings and facades.	Many heritage items have been retained.	Yes.	Retain

4.3 Proposed Principles

Connectivity

C1 Improve pedestrian connections across the rail line.

C2 Improve legibility and way-finding to train station and bus interchange.

C3 Rationalise the traffic system to create greater pedestrian priority and improve legibility of one way streets.

C4 Reduce use of private transport and encourage active, public or shared modes of transport.

C5 Provide increased pedestrian crossings and road markings at signalised crossings.

C6 Provide improved way-finding to key destinations and open spaces via an interconnected network of safe and comfortable routes.

C7 Provide improved and additional through site links across larger sites.

Public Domain & Open Space

O1 Reinforce the area between MacMahon Street, Dora Street, Queens Road and Park Road, as an integrated service and community centre and a place to gather and hold community events.

O2 Create a sequence of public open spaces that support the daily needs of the community and that can also support cultural and community events.

O3 Establish new parks, play-scapes, green gateways and street trees as part of a centre-wide open space strategy.

O4 Provide a high-quality public domain with a unified approach to paving, street furniture, landscaping and identity.

O5 Create opportunities for temporary and permanent public artworks within the public domain, and along view corridors within the Centre.

O6 Ensure that public domain areas and open spaces are easily accessible and distributed across the Centre.

Built Form & Design Excellence

B1 Respond to the topography of the site with increased heights and tower forms on the peaks and ridges to the City fringe areas.

B2 Prioritise and support retail activity along Forest Road.

B3 Retain the character and subdivision pattern of Forest Road to reflect the history of the area.

B4 Locate larger developments to the city fringe areas to retain the character of Forest Road.

B5 Locate taller buildings at key intersections and gateways to serve as legibility markers, and to contribute to the character and identity of Hurstville.

B6 Promote design excellence through the use of policies, expert panels and competitions.

B7 Support design excellence through active engagement between Council and applicants to achieve a shared vision for each site that aligns with the vision for the Hurstville City Centre.

Character & Views

CV1 Existing local view corridors are to be considered in the design of the public domain and proposed developments, in particular the North/South views.

CV2 Local landmarks (new and existing) and key façades should be emphasised and improved.

CV3 Shop front improvements are to be promoted along key streetscapes.

CV4 Development must seek to retain heritage listed buildings and façades.

CV5 Reinforce the regional significance of the Centre by creating a strong and unique skyline.

Sustainability & Wellbeing

S1 Reduce the urban heat island effect by:
- Increasing the tree canopy within the Centre; and
- Providing water features to cool surrounding areas and creating features for play.

S2 Increase opportunities for incidental exercise by:
- Prioritising pedestrian and cycle movements;
- Locating residential development at the edge of the Centre; and
- Creating new public open spaces as part of a network of coordinated and connected spaces.

S3 Reduce the consumption of resources throughout the Centre through:
- The introduction of WSUD features within the streetscape and open spaces;
- Utilising recycled water for the public domain;
- Planting native species where possible;
- Utilising smart poles; and
- Introducing new methods of decentralised resource production.

S4 Increase opportunities for social interaction and activities by:
- Providing play-scapes for children to play and learn;
- Providing safe places for youth to gather; and
- Considering all age groups and abilities in the design of public spaces.

Liveability

L1 Strengthen the existing range of services and retail to support the local community.

L2 Designate a number of 'meeting places/ destinations' within the Centre where people can meet, socialise and shop.

L3 Provide opportunities for well-designed housing in a range of tenures at appropriate locations throughout the Centre and suitable to all age groups.

L4 Consider options for affordable housing and housing for key workers that can be adapted to all age groups.

L5 Provide a greater range and diversity of dwelling typologies throughout the Centre.

Employment

E1 Identify opportunities for flexible commercial floor-space, which may serve other functions in the short term.

E2 Reinforce the Centre's function as a regional retail destination.

E3 Continue to support local businesses through improvements to the public domain, traffic and pedestrian circulation, servicing and parking provision.

4.4 Proposed Vision

A workshop was undertaken with Georges River Council staff to realise a renewed vision and key design principles for the Hurstville City Centre.

The proposed vision and principles reflect the desire to create a high quality transit-oriented Centre that responds to the current metropolitan and district plan for the area. Hurstville has excellent access to services, retail and employment opportunities and as such is an ideal location for residential and employment density.

The vision and principles also reflect the need to improve pedestrian amenity and connectivity, as well as improve the provision of open space around the train station.

Hurstville is a dynamic and vibrant City Centre that reflects the cultural diversity of its community. The Centre offers a range of opportunities to live, work and play, as well as excellent connections to other nearby centres.

A range of general and civic services and employment uses thrive throughout the Centre, enhanced by excellent access to public transport.

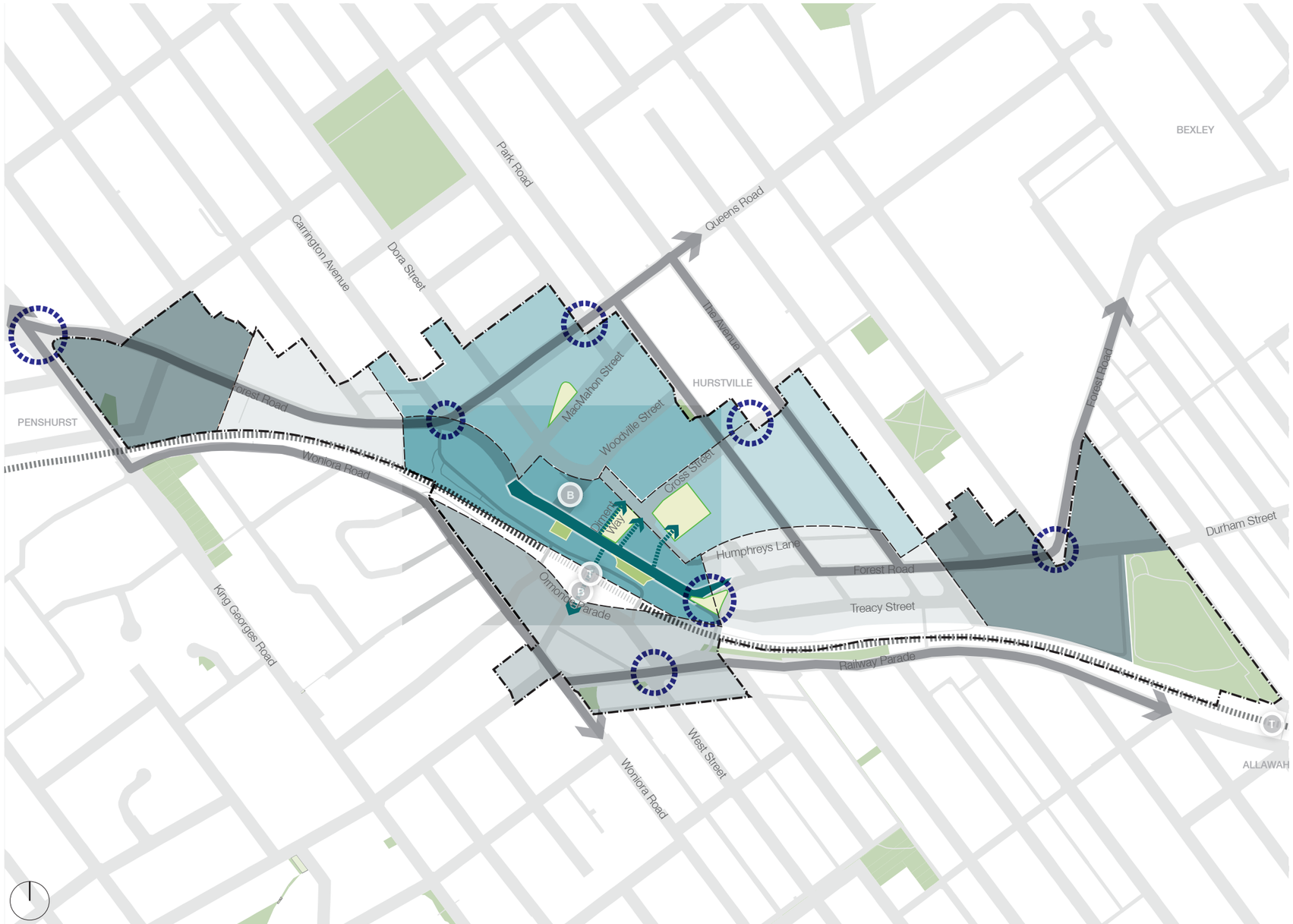
A commitment to excellence in design and governance will ensure an improved built form and public domain that showcases environmental sustainability, promotes social wellbeing and contributes to a revitalised Hurstville identity.

4.5 Concept Diagram

The conceptual strategy is to maintain and strengthen the role of the Hurstville City Centre as a vibrant regional Centre by improving the day-to-day liveability within the Centre.

1. **Maintain primacy of Forest Road as a pedestrian high-street with local businesses, supported by Westfield Shopping Centre**
2. **Maintain amenity and safety along Forest Road to enhance and support the vibrant street life**
3. **Create and strengthen existing key gateways to mark the entrances to the Centre**
4. **Improve connectivity to surrounding open spaces**
5. **Encourage public transport as the primary mode of transport**
6. **Ensure amenity is retained through the public domain via built form controls**
7. **Rationalise Height and FSR controls to allow appropriate built form**

These strategies are expanded upon in the following sections.



Character Areas:
- Medium - High Density Residential Bookends
- City East and City West Transition Areas
- Civic Centre
- Westfield Commercial & Retail
- Forest Road High Street
- Ormonde Parade Retail and Service

- Site Boundary
- Train Station
- Bus Interchange
- Active Night Time Areas
- Existing Public Space
- Future Potential Open Space
- Key Pedestrian Links
- Major Road
- Key Gateways

Figure 4.5.1 Hurstville City Centre Concept Plan

5

Structure Plans

Development of Structure Plans for Built Form,
Access and Movement, Public Domain and Activity.

5.1 Concept Plan

This section of the report investigates the various opportunities and constraints uncovered through the Urban Analysis section of this report.

This section builds upon the Vision and Principles developed in Section 3 - Urban Analysis to establish a set of four structure plans:

- Activity
- Access & Movement
- Public Domain & Open Space
- Built Form

These structure plans investigate the possibilities for the Centre to inform recommendations for each of these sections.

We have undertaken a comprehensive review of the precinct starting with the places for people, the spaces between buildings and an approach to built form that aligns with and responds to this overarching strategy.

VISION → PRINCIPLES → STRUCTURE PLANS → RECOMMENDATIONS

VISION

Hurstville is a dynamic and vibrant City Centre that reflects the cultural diversity of its community. The Centre offers a range of opportunities to live, work and play, as well as excellent connections to other nearby centres.

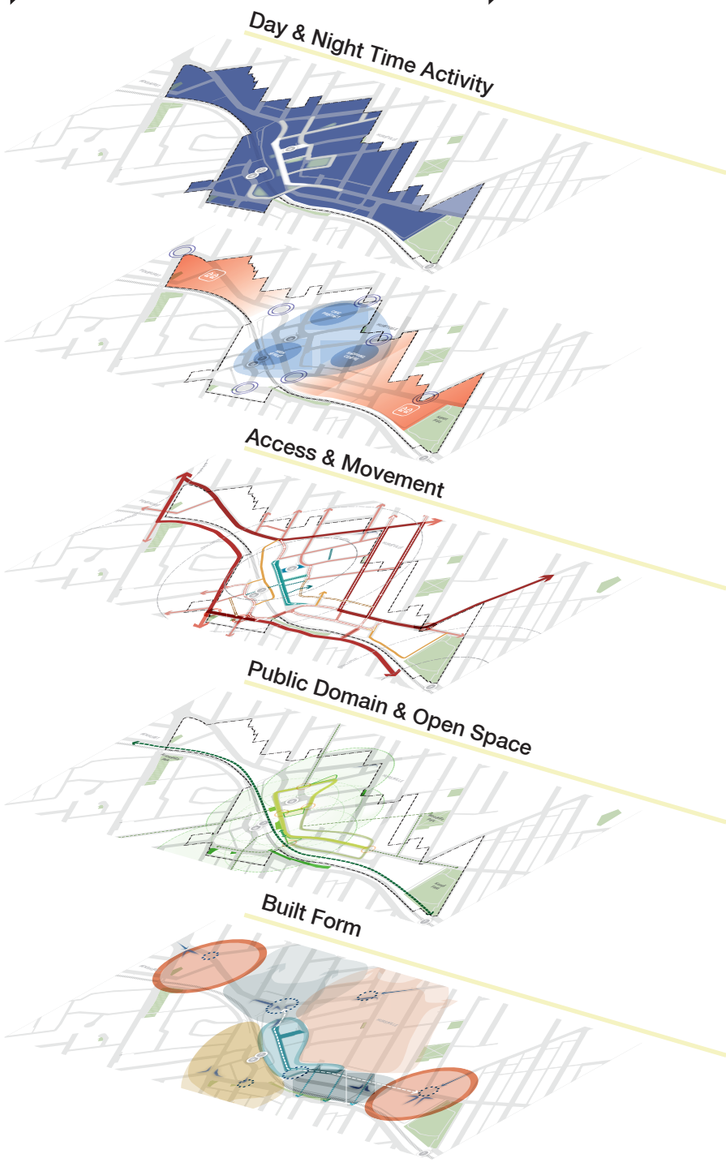
A range of general and civic services and employment uses thrive throughout the Centre, enhanced by excellent access to public transport.

A commitment to excellence in design and governance will ensure an improved built form and public domain that showcases environmental sustainability, promotes social wellbeing and contributes to a revitalised Hurstville identity.

PRINCIPLES

- Connectivity
- Public Domain & Open Space
- Built Form and Design Excellence
- Character & Views
- Sustainability & Wellbeing
- Liveability
- Employment

STRUCTURE PLANS



Activity

This section investigates strategies to allow Hurstville City Centre's vibrant street life to flourish.

5.2 Night Time Economy

Night time activity is also concentrated around the transit hub, particularly along Forest Road between Queens Road and Park Road, as well as extending out into the side streets. The Westfield Shopping Precinct is included within the night time strategy, as well as the Civic Precinct along MacMahon Street.

The concentration of night time activities through these areas will encourage a greater number of people to use the streets within the Centre at night time, increasing the surveillance on the street at night.

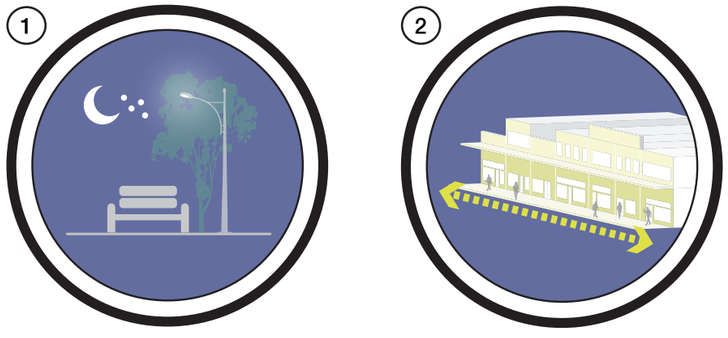
Residents should feel safe to walk home at night through these streets, and surrounding streets should have passive surveillance provided by considered design of mixed use developments. Other Crime Prevention Through Environmental Design (CPTED) methods should also be investigated by Council to encourage pedestrians to utilise the streets.

It is noted that at the time of writing, Georges River Council are implementing a CCTV network through the Centre to increase safety.

1. **Activation and Amenity for Night Time use and safety of Public Spaces**

2. **Night Time Activity focused along High Street, extending out to other key attractions.**

Figure 5.2.1 Night Time Activity structure plan



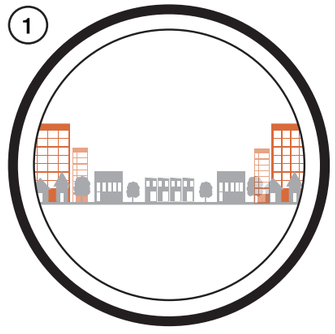
Site Boundary
Train Station
Bus Interchange
Active Night Time Areas

5.3 Day Time Activity

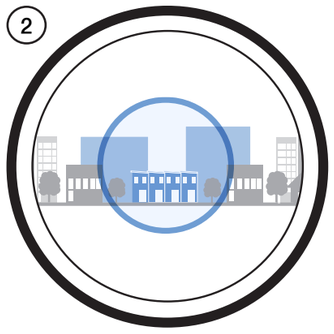
The approach to day time activities is that they are centred around the public transit hub, and three focal points: the Civic Precinct; Forest Road High Street; and the Shopping Centre. This intensification of employment and civic activities will target appropriate treatment of the public domain and also encourage the use of public and active transport into and out of the Centre, as the main attractions are clustered and within an easy walk of the transit hub.

The provision of community spaces, both external in the form of public open space, and internally as part of either public or private spaces will greatly contribute to the success of the City Centre. Both the Civic Centre Precinct and Hurstville Westfield Planning Proposals would provide excellent opportunities for Council to provide these community spaces.

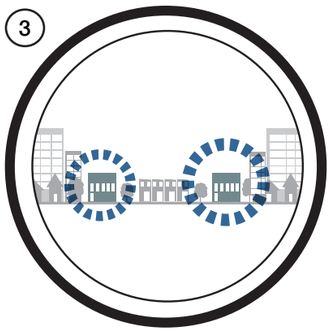
Figure 5.3.1 Activity structure plan



1. Medium-High Density Residential at bookends



2. Active Retail & Commercial Centre focused around the Forest Road High Street, Civic Precinct and Westfield Shopping Centre.



3. Transition areas marked by gateways

5.4 Day Time Activity

Day time activities such as shopping, walking, outdoor dining, meeting and waiting are to be concentrated primarily along Forest Road, and outwards into the surrounding streets. Pathways between the three main attractors (Civic Precinct, Forest Road High Street, the Westfield Shopping Centre) and linkages to the transit hub (train station and bus interchanges) are to be maintained to prioritise pedestrian traffic between these areas.

A number of public parks and plazas are to be connected through the Centre to provide a network of open spaces that support a range of activities.

The following pages outline the key suggestions illustrated here:

1. **Temporary closure of Forest Road to host markets or special events**
2. **Eat Street within proposed Hurstville Central Plaza**
3. **Opportunity space for recreational activities (e.g. Tai Chi), small markets and social events**
4. **Improve Amenity of laneways**
5. **Fine Grain Active Retail**
6. **Arcades and Through Site Links**

Figure 5.4.1 Suggested Day Time Activity

5.5 Potential Day Time Use for Public Spaces

① Temporary closure of Forest Road to host markets or special events

Georges River Council currently has strategies in place to support the closure of Forest Road in the case of special public events. This strategy is supported to continue to provide the community with additional open space during festival events, or more regularly on weekends should the population in the future support this.

② Eat Street within proposed Hurstville Central Plaza

The current retail offering along Forest Road features predominantly fresh produce, bakeries, and other grocery providers. There are no predominant areas along the streets with a conglomeration of restaurants or cafés within the area, which may be reflective of the success of current businesses, and hence the lack of turnover for new types of retail, as well as a difference in cultural attitudes towards outdoor dining.

A dining precinct has been provided on the rooftop of the Westfield Shopping Centre , however this is removed from the typical public domain, removing people from the streets. The provision of this eating precinct illustrates that there is an underlying demand for outdoor dining that is not being met at the ground level along the High Street.

③ Opportunity space for recreational activities (e.g. Tai Chi), small markets etc)

Given the potential temporary nature of the park adjacent to the railway entrance, it is recommended that immediate improvements can be made to the space to facilitate recreational activities and temporary community events.

④ Improve Amenity of Laneways

Humphreys Lane is intended to remain a service lane to alleviate servicing pressures along Forest Road. However, the beautification of the laneway, and other supporting lanes, is recommended to improve the amenity within the City Centre and enhance pedestrian access by providing attractive and safe linkages.

Opportunities to widen the laneways and encourage opportunities for public art should be investigated to provide better amenity and points of interest for pedestrians.

④ Fine Grain Active Retail

Narrow retail frontages are to be maintained to provide a high level of activation to the street, as well as a range of opportunities for pedestrian interaction and interest.

⑤ Arcades and Through Site Links

Arcades are to be retained to provide a high level of connectivity throughout the Centre. Where possible, active frontages are to be provided to encourage safe and interesting passages through the City Centre.

5.6 Night Time Activity

The night time activity within Hurstville City Centre is intended to be restricted to areas between the transit hub, the three main attractors, and extends outwards towards Queens Road, Ormonde Parade, and Park Road.

Night time activities include:
- outdoor dining and restaurants;
- bars, pubs, clubs and RSL;
- entertainment centres and performance centres;
- shopping areas; and
- any activity that produces a large amount of public demand.

1. **Temporary closure of Forest Road to host night markets or special events**
2. **Potential Eat Street within proposed Hurstville Central Plaza**
3. **Activation of Public Domain for Night Time Use**
4. **Night Time Active Retail**

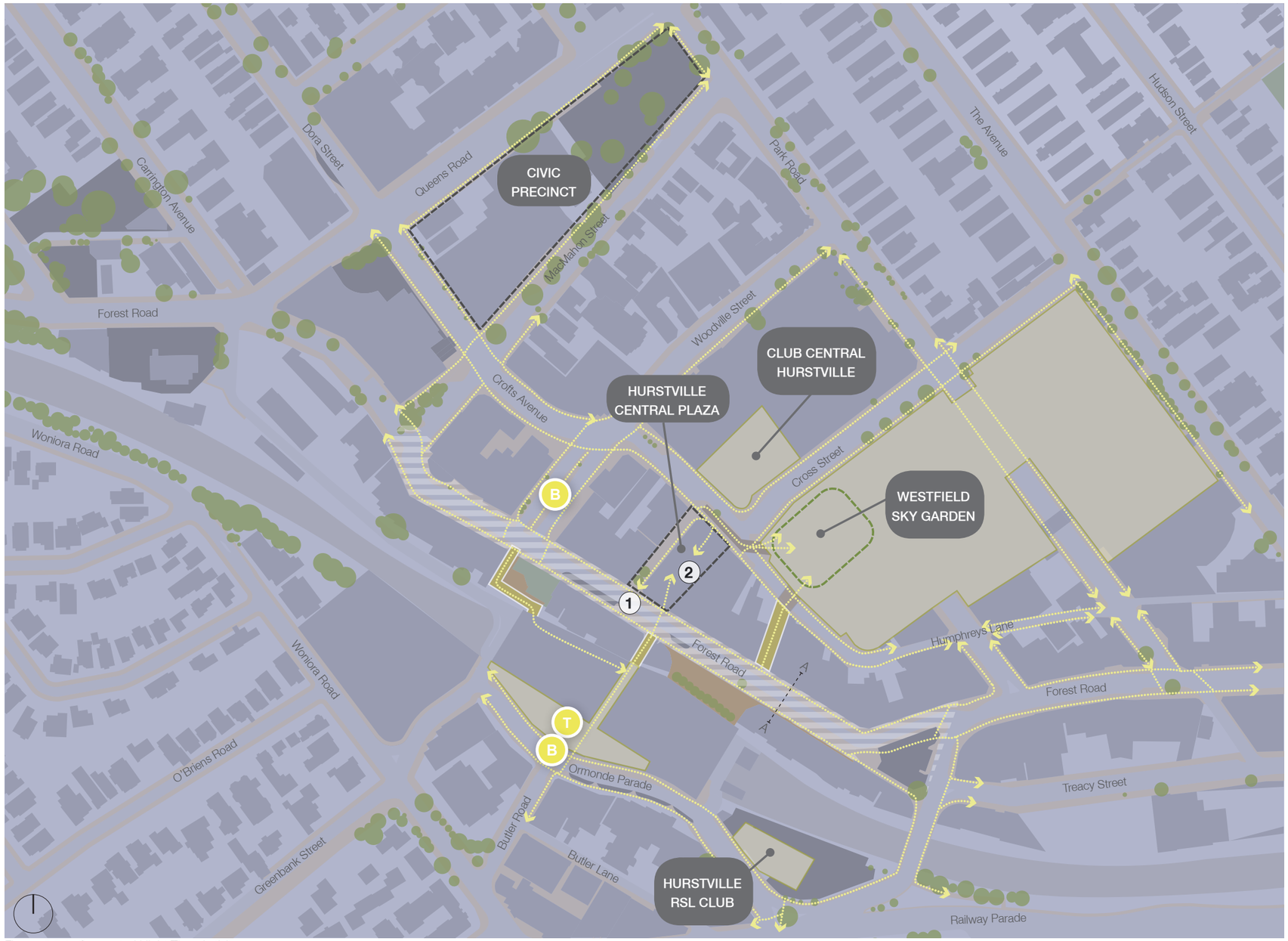
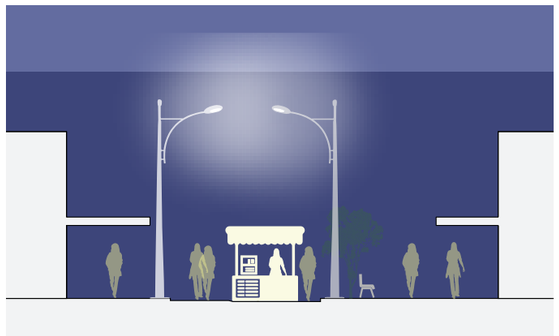


Figure 5.6.1 Suggested Night Time Activity

5.7 Potential Night Time Use for Public Spaces

① Temporary closure of Forest Road to host night markets or special events

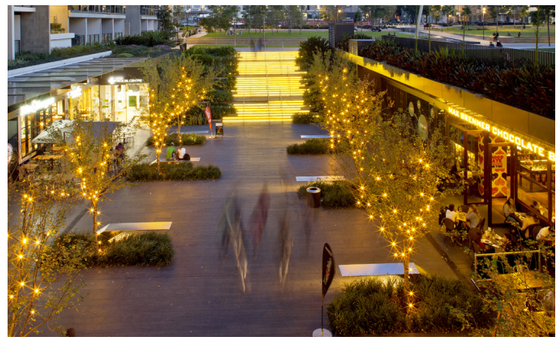


Council already has a plan of management in place for the closure of Forest Road for the use of special events, such as the Lunar New Year Festival. It is proposed that Council create a plan for a smaller section of Forest Road to be able to be closed for more regular night time events.

② Potential Eat Street within proposed Hurstville Central Plaza

The proposed Hurstville Central Plaza offers an excellent opportunity to provide a curated Eat Street within the public domain at ground level. Council should work closely with surrounding landholders to deliver new retail and outdoor dining opportunities that front the plaza and support further activity in the Centre.

③ Activation of Public Domain for Night Time Use



Council should consider strategies to activate the public domain for night time uses through the Night Time Activity Area. This may include more permanent strategies such as innovative lighting through the active areas of the Centre, artworks and installations that create interest and deter anti-social behaviour, and the considered location of various land uses and activities.

③ Night Time Active Retail

Night time active retail is also proposed through the Night Time Activity Area. This is to be consolidated to a specific section of the Centre to increase the patronage of shops, and also increase pedestrians on the street at night times.

Access & Movement

This section investigates circulation through the Centre to propose streamlined solutions.

5.8 Access & Movement : Key Principles

Vehicle circulation has an established hierarchy within the Hurstville City Centre. Currently through traffic moves around the northern section of the City via Forest Road, Queens Road, and Park Road or The Avenue. To the south vehicles travel along Woniora Road and Railway Parade. These two circuits keep the majority of through traffic away from the City Centre, and allow the Centre to have slower moving local traffic and deliveries, and as a result more pedestrian friendly streets.

The principles for movement and access outlined below prioritise maintaining the existing hierarchy, and allow for improved connectivity, safety and amenity.

There is an opportunity also to improve the amenity and accessibility of the rail crossings for pedestrians at Treacy Street and The Avenue. As part of the revised TMAP, these crossings should be investigated for potential road widening.

Council has prepared a Disability Inclusion Action Plan that addresses accessibility throughout the LGA, not only for people with disabilities, but also those with less mobility such as the elderly, injured or parents with prams. The measures described within the Plan are reflected through the Strategy.

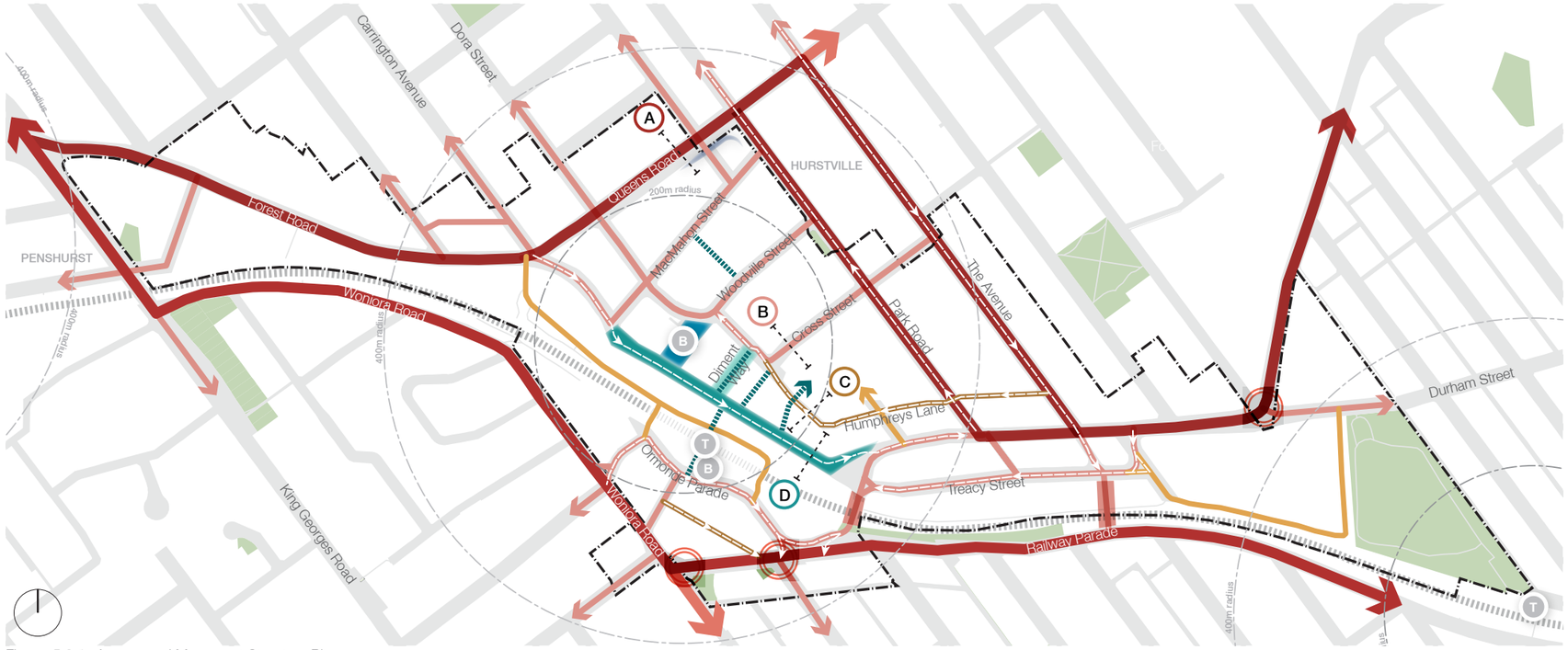
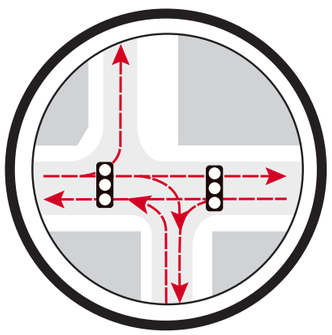


Figure 5.8.1 Access and Movement Structure Plan

- Site Boundary
- Train Station
- Bus Interchange
- Major Perimeter Roads
- Local Roads
- Access Roads
- Lane ways
- Bus Only - Bus Priority at Interchange
- Bus Only - Pedestrian Priority along Forest Road High Street
- Pedestrian Only
- Primary Pedestrian Links
- Improve Intersection
- Improve Rail Crossing for Pedestrians

1 **Improve north-south pedestrian connections across railway line**

2 **Prioritise pedestrian movement along Forest Road High Street**



3 **Rationalise traffic system within the Centre**

4 **Encourage active travel and public transport**

5 **Improve key intersections for pedestrian access and safety**

5.9 Street Hierarchy : Sections

The road network through the City Centre varies from service lanes to larger roads that carry large volumes of local and regional traffic.

Queens Road, The Avenue and Park Road are anticipated to carry the greatest volumes of traffic, and act to divert traffic around the City Centre on the northern side of the railway line, and Railway Parade and Woniora Road perform the same function to the south of the rail line.

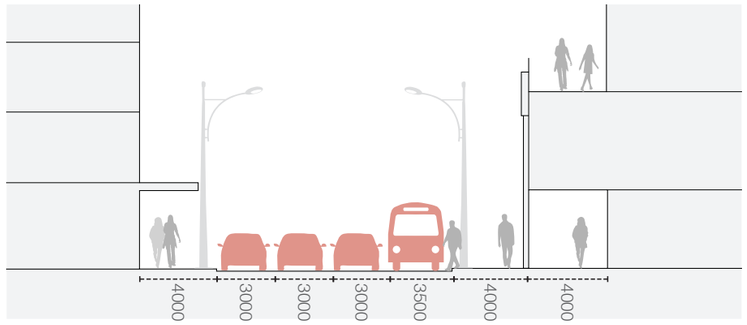
The diversion of this through traffic around the Centre allows the streets within the Centre to become more pedestrian friendly, and be utilised for local traffic, bus routes or deliveries only. This also prioritises the use of active and public transport for journeys both within the City, as well as journeys to and from the City, as the transit hub sits at the heart of the City Centre.

The following sections relate to Figure 5.8.1 Access and Movement Structure Plan, and indicate the levels of traffic movement and space for pedestrians through the Centre.

A **Major Road** - Queens Road

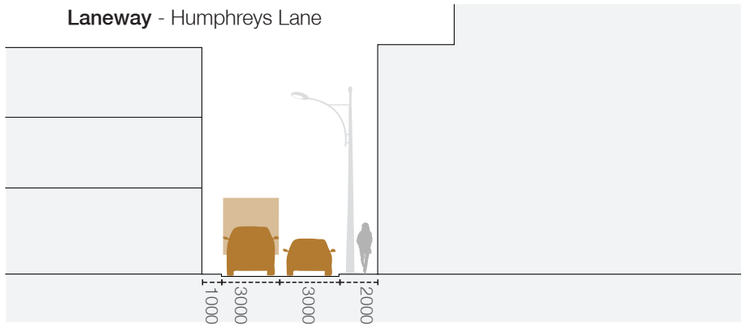
Major roads provide an important traffic function of directing through traffic around the Centre. Recommendations for major roads would be to investigate opportunities to provide low scale planting along the edge of the footpath to provide a physical barrier between the footpath and the road.

B **Local Road** - Cross Street



Local roads reinforce the Centre's walk-able nature with generous 4m footpaths provided along most streets. Our recommendation is to continue to provide generous footpaths across the Centre, along with landscape elements to soften hard-scaped areas and create a leafy canopy, where permissible.

C **Laneway** - Humphreys Lane



Humphrey's Lane services the retail and commercial frontages located along the northern section of Forest Road and provides an important east west connection for pedestrians and traffic alike. Recommendations for the lane way include improving pedestrian amenity by introducing a shared zone and implementing WSUD measures along the length of the lane.

Council may wish to investigate other uses for the laneway that capitalise on underutilised space to the rear of properties along Forest Road. This may allow additional opportunities for retail, food and beverage offerings, and pop-up events.

D **Pedestrian Priority** - Forest Road High Street

Forest Road High Street is a critical retail spine running through the Centre. Recommendations for this street include prioritising pedestrians and public transport through the widening of footpaths and limiting traffic flow.

5.10 Active Travel & Public Transport

Pedestrian activity is already strong throughout the Centre, with Forest Road being a key destination for outdoor retail.

A number of opportunities exist to strengthen pedestrian connectivity within the Centre via through site links, and to connect to surrounding areas.

New cycle ways or share paths are encouraged to increase local active transport to and from the Centre.

The Greater Sydney Commission in the South District Plan identifies the rail line as a primary green link. Subject to further investigation, this may provide the opportunity to create green paths for active transport.

The case study in section 5.10 illustrates an investigation into the impacts of partial closure or selective traffic to Forest Road.

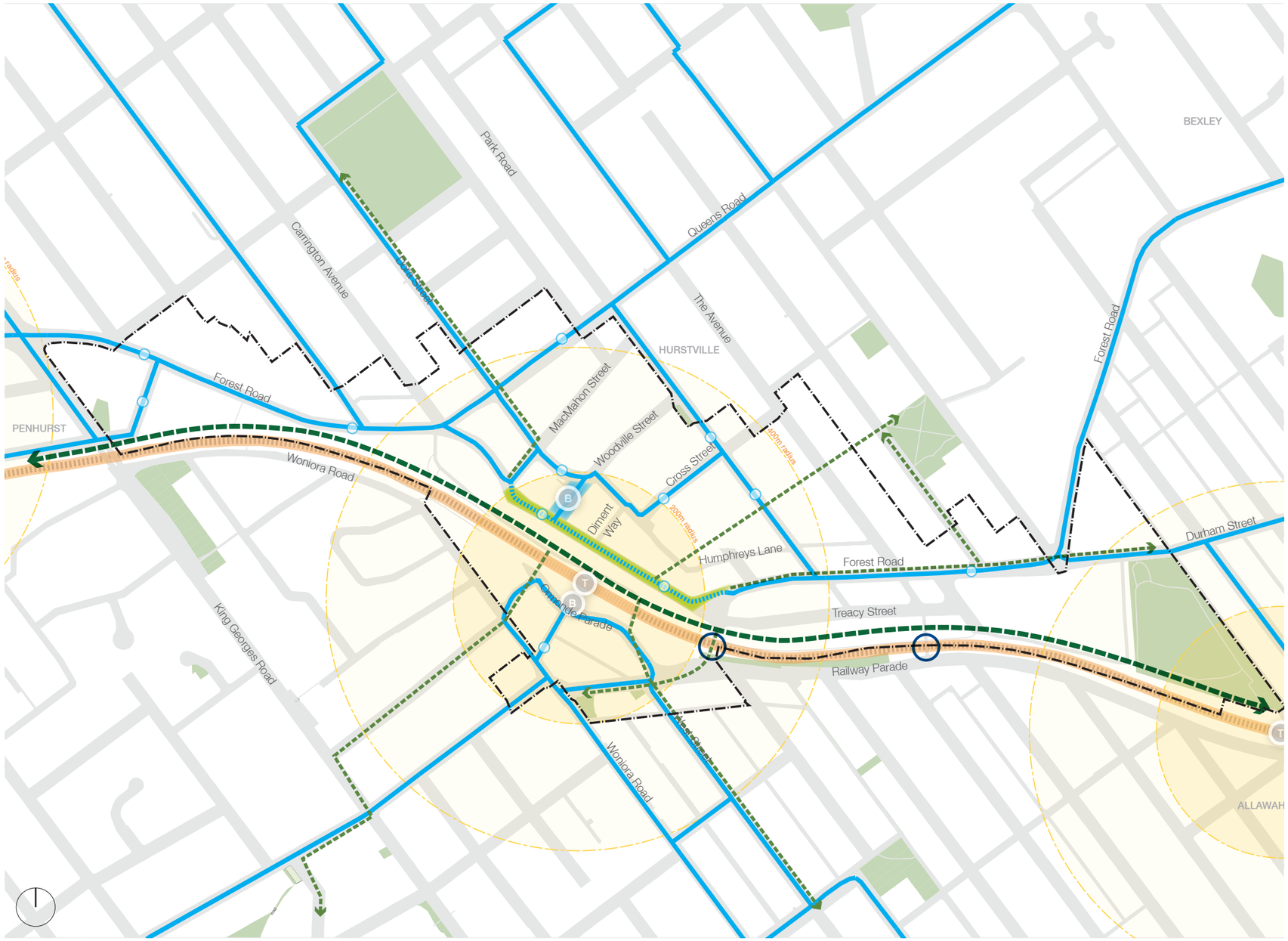


Figure 5.10.1 Proposed improvements to active travel network

5.11 Case Study : Forest Road

Option 1 : Single Lane Traffic along Forest Road High Street

Opportunities:
- Removal of parking bays allows for widening of footpath to the north.
- Priority given to pedestrians along Forest Road High Street
- Addition of a dedicated cycle lane.
- Single lane road slows traffic, improving road and pedestrian safety.

Challenges:
- Loss of parking along north side.
- Potential increased traffic congestion

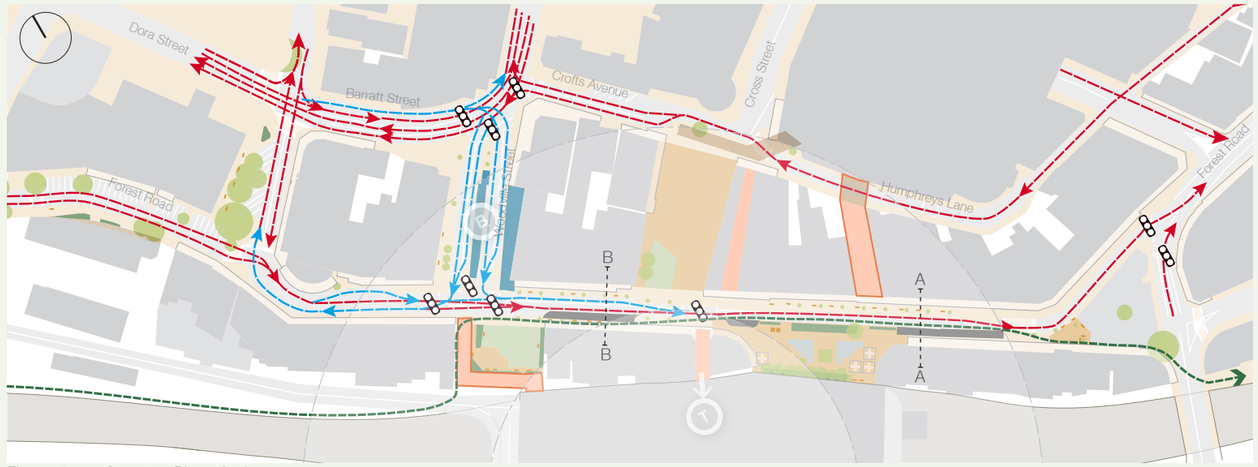


Figure 5.11.1 Structure Plan : Option 1

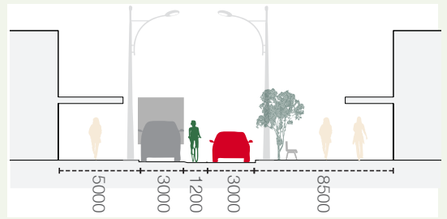


Figure 5.11.3 Section AA : Option 1

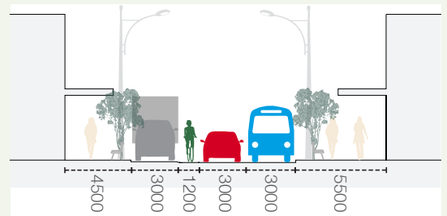


Figure 5.11.4 Section BB : Option 1

Option 2 : Bus Only Access along Forest Road High Street

Opportunities:
- Removal of parking bays allows for widening of footpath to the north.
- Increased road safety for pedestrians.
- Addition of a dedicated cycle lane.
- Bus transit will be more efficient with removal of other traffic.

Challenges:
- Loss of parking along north side.
- Potential increased traffic congestion

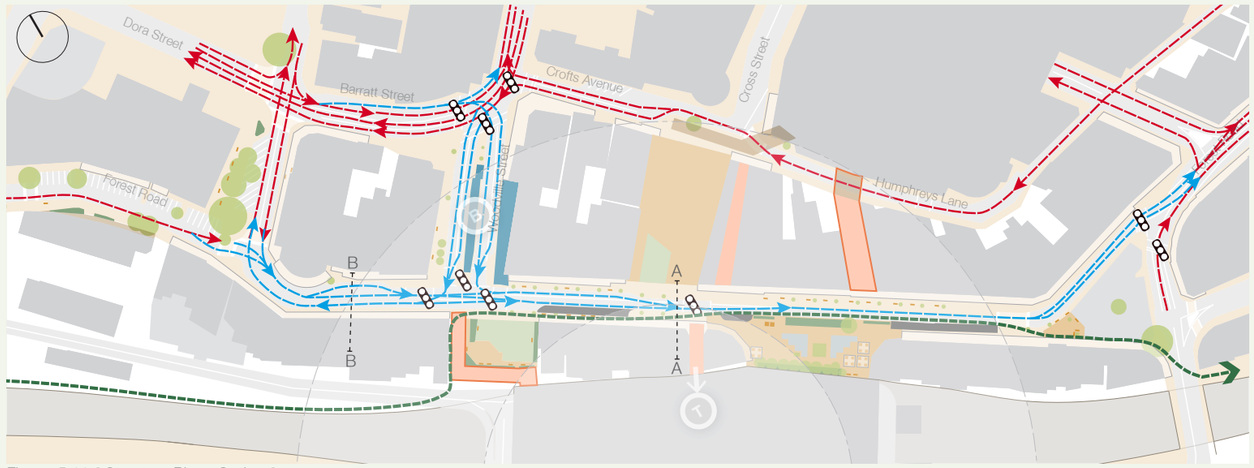


Figure 5.11.2 Structure Plan : Option 2

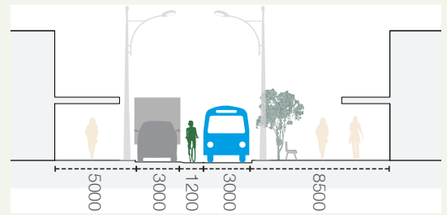


Figure 5.11.5 Section AA : Option 2

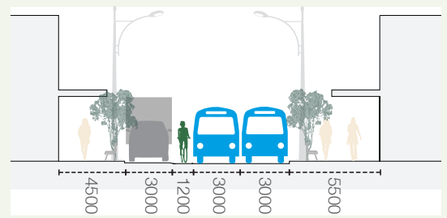


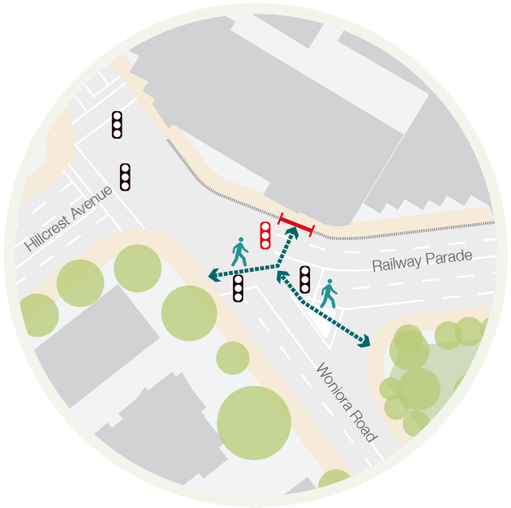
Figure 5.11.6 Section BB : Option 2

- Hurstville Station
- Bus Interchange
- Road
- Built Form
- Railway Line
- Footpath
- Public Plaza
- Public Open Space
- Landscaping
- Street Trees
- Public Seating
- Awning
- Bus Shelter
- Pedestrian Bridge
- Pedestrian Link/Arcade
- Pedestrian Link/Arcade - Disabled Access
- Signalised Intersection
- Proposed Vehicular Route
- Proposed Bus Route
- Proposed Cycle Path
- Parking Service Bays
- Distance from station - 100m radius intervals
- Service Vehicle
- Regular Vehicle
- Bus
- Cyclist
- Pedestrian

5.12 Intersection Upgrade Study

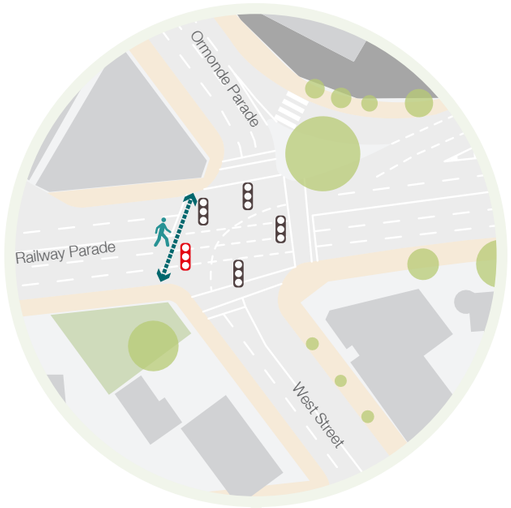
A number of intersections around the Hurstville City Centre could benefit from improved crossing opportunities for pedestrians, or the addition of signalised crossings. The following crossings have been investigated to improve connectivity through the Centre and are suggested for further investigation as part of a more detailed traffic study.

1 Intersection at Woniora Road, Hillcrest Avenue and Railway Parade



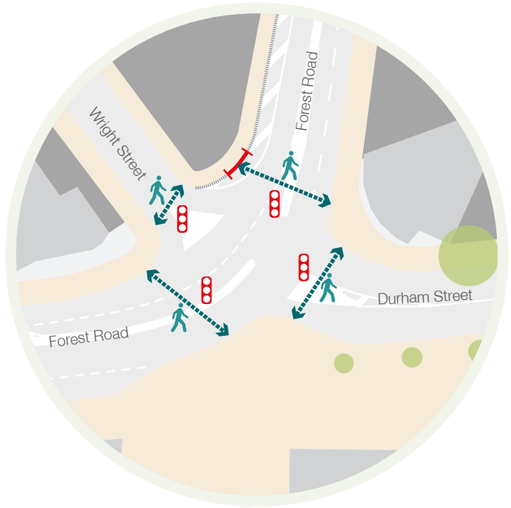
Intersection 1 would benefit from an additional crossing across Railway Parade, to reduce the risk of pedestrians jay walking. This also improves connectivity to the train station.

2 Intersection at Ormonde Parade, West Street and Railway Parade



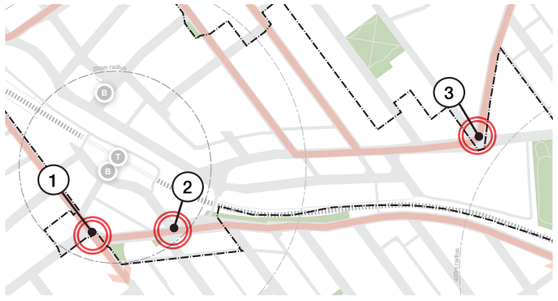
Intersection 2 would benefit from an additional pedestrian crossing across Railway Parade to improve connectivity from the surrounding residential areas to the train station.

3 Intersection at Forest Road, Wright Street and Durham Street



Intersection 3 would benefit from signalised crossings to create a four way intersection. Given the recent development at East Quarter, the signalised crossings are proposed to improve the safety of this intersection for pedestrians as well as allow for improved traffic movement.
At the time of writing this intersection was subject to a Voluntary Planning Agreement as part of the East Quarter development for upgrade and improvements.

Location Plan:



- Proposed Desire Line for Improved Pedestrian Access
- Existing Pedestrian Barrier
- Proposed Removal of Pedestrian Barrier
- Existing Signalised Intersection
- Proposed Signalised Intersection

Public Domain

This section investigates a strategy for the public domain and open spaces within the city to support Hurstville's active and social public life.

5.13 Public Domain & Open Space

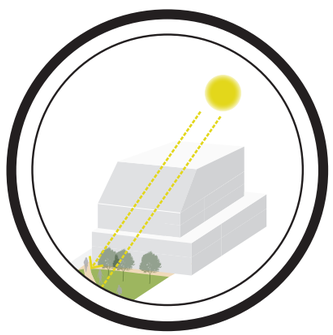
The strategy highlights the importance of maintaining amenity within the public domain to support a range of activities within the Centre.

A priority is to modulate the built form to allow solar access into open spaces and the streetscape. The quality of the public domain is recommended to be improved through a new coherent material palette along footpaths as well as considered and interesting street furniture.

A network of parks is to be created within the City Centre circuit, that provide pedestrians with a range of spaces for different activities. A considered landscape plan should be undertaken that considers the types of planting to be provided within each of the parks. A WSUD strategy is also recommended to be undertaken that looks at ways to connect these parks through water collection and filtration beds, and also provide evaporative cooling in the public domain via fountains and water beds.

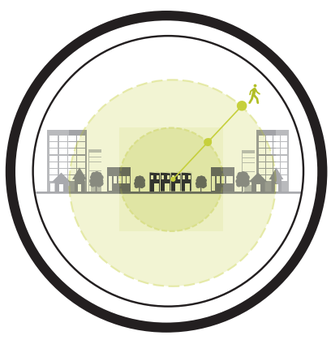
Figure 5.13.1 Public Domain and Open Space Structure Plan

- Site Boundary
- Train Station
- Bus Interchange
- Primary Street Activation
- Secondary Street Activation
- Potential Green Cycle Connections
- Potential Primary Cycle Route
- Key Street Activation Nodes
- 200m Walking Radius Catchment
- Local Public Green and Paved Spaces
- Proposed Local Public Open Space
- Greening of Link between Proposed Open Spaces



1. **Ensure direct solar access to public domain areas**

2. **Improve passive & active amenity**



3. **Establish a walkable City Centre**

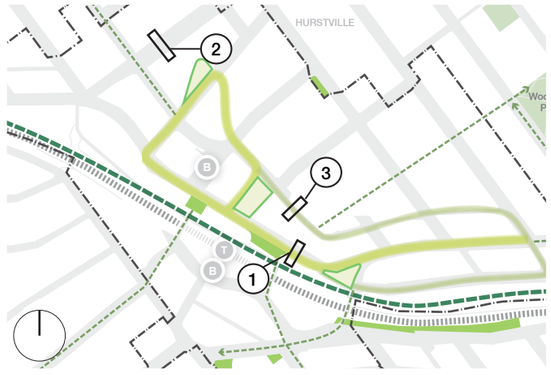
4. **Provide planting in key public domain and transition areas**

5.14 Streets and Lanes

Pedestrian amenity will also to be improved through increased planting along streets within the City, as well as within existing and new open spaces. Street tree planting not only provides shade and visual amenity, it also reduces the urban heat island effect, improves air quality, and creates soft surfaces to mitigate noise pollution. Shrub and smaller installation planting can also be used as a place-making strategy and can provide changing visual interest for pedestrians.

Throughout the City it is also recommended that a consistent and coherent material palette be applied that reinforces the hierarchy of spaces within the City, and creates a sense of place within the City Centre. A number of pavement types may be used, provided they are consistently applied through the Centre.

Location Plan:

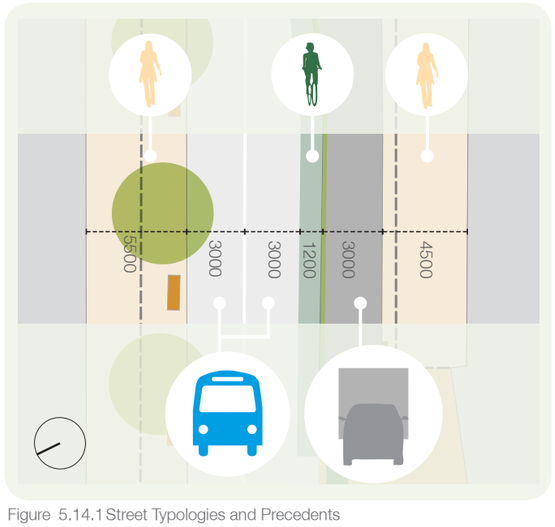


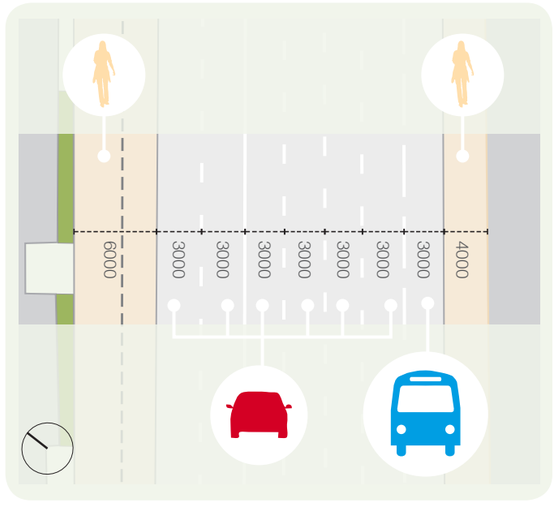
- Footpath
- Road
- Cycle Path
- On-street Parking - Service Vehicles
- Shared Path - Pedestrian Priority
- Built Form
- Landscaping
- Awning
- Seating
- Street Trees
- Ground Floor Activation E.g. Public Art

1 **Forest Road High Street**

2 **Major Road**

3 **Laneway**





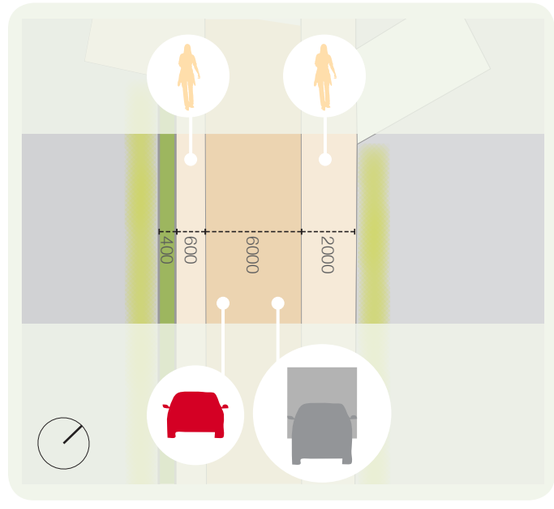


Figure 5.14.1 Street Typologies and Precedents

5.15 Case Study 01 : In Front of Station, Forest Road

The currently vacant land located between the bus interchange and train station is owned by Council, and may in the future be developed by Council.

However given that the space is currently vacant and publicly accessible, consideration should be given to minor investments that could be made to improve the amenity and activities that can be undertaken within the space.

Small investments that improve the amenity within the park will make a significant contribution to the public domain for the short to medium term.

These investments include the provision of temporary market places, fixed urban furniture for playful activities such as table tennis, moveable and free public seating, performance spaces and even places to view movies outdoors.

Location Plan: **Case Study 01**

- Case Study Boundary
- Seating
- Pedestrian Links
- Footpath - Specialty Paving
- Paved Open Space/Seating/Key Gathering Space
- Steps/informal seating area
- Open green space/landscaping
- Green wall / vertical planting

① **Temporary Markets**

② **Recreational Space**

③ **Informal Seating**

④ **Informal Seating / Performance Space**

Figure 5.15.1 Council Land in front of Hurstville Station

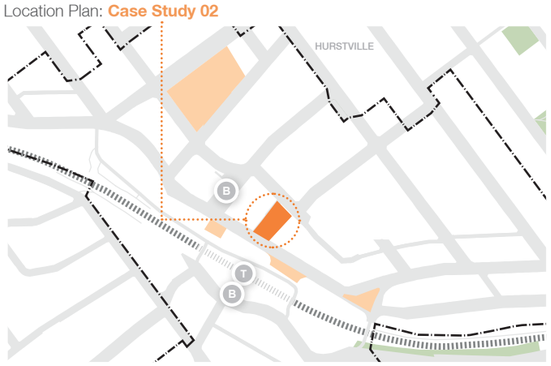
5.16 Case Study 02 : Hurstville Central Plaza

The development application for the Hurstville Central Plaza was approved on 18 May 2017. The DA included construction of a public plaza including landscaping, paving, seating and public amenities. The space provides an excellent opportunity to connect the transport hub with the Westfield Shopping Centre via an outdoor open space. The park will be able to capitalise upon this pedestrian traffic, and create an urban space that is active, vibrant and inviting.

The size of the space allows a number of areas to be provided that cater towards a range of activities. These may include informal seating for gathering and performance spaces; fixed activity areas for children's play to occur in a safe and central location; open spaces for passive recreation with good solar access; areas for the proposed Eat Street along the northern edge of the plaza, and spaces for unencumbered pedestrian circulation.

An existing pedestrian ramp to the first floor of the Westfield development is currently sited at the northern edge of the plaza. The current ramp creates a barrier between Crofts Avenue and the plaza, as well as unusable space underneath the walkway. As part of any redevelopment of the Westfield site and its connections, it is recommended that the Westfield ramp is relocated or carefully redesigned to improve pedestrian connectivity and usable space at this northern edge.

Location Plan: **Case Study 02**



① **Steps /Informal Seating**

② **Recreational Space /Water Play**

③ **Informal Seating /Open Paved Space**

④ **Open Green Space /Recreational Space**

Figure 5.16.1 Hurstville Central Plaza concept plan

Visualisation of Future Hurstville Central Plaza

Figure 5.16.2 Hurstville Central Plaza Visualisation - View from Forest Road at entrance to existing Diment Way

5.17 Case Study 03 : Palm Court

This case study is currently a surface car park that services the local centre. The car park is however difficult to access and can create congestion depending on traffic movements and peak periods.

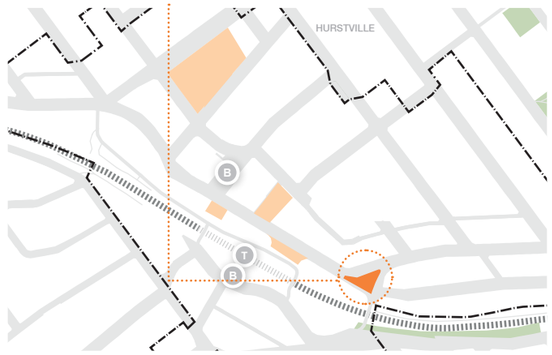
It is proposed, in line with the 2004 Hurstville City Centre Masterplan that the car park be turned into an urban park to create additional open space.

This park would act as a gateway into the Centre from Railway Street to Treacy Street, as well as an ending to the vista along Forest Road looking east. Should the Council owned land at the Bus and Train Stations be redeveloped in the future, this site will play a crucial role in providing a network of connected open spaces within the Centre.

This park is suggested to have an active nature to it, with an active play space near Forest Road; informal seating and improved landscaping with urban cooling measures.

Access for servicing of the retail along Forest Road will need to be maintained along the southern edge of the road verge.

Location Plan: **Case Study 03**



- Case Study Boundary
- Seating
- Pedestrian Links
- Footpath - Specialty Paving
- Paved Open Space/Seating/Key Gathering Space
- Landscaping
- Informal Play Space
- Servicing Path
- Loading Bay for servicing
- Green Link between Proposed Open Spaces

① **Bench Seating along Street Edge**

② **Informal Seating**

③ **Verge landscaping**

④ **Informal Play Space**

Figure 5.17.1 Corner of Forest Road and Treacy Street Case Study

5.18 Case Study 04 : Memorial Plaza

Memorial Plaza is located on Forest Road and provides casual seating with shade and fixed seated areas for activities such as chess. A large water fountain and memorial are also located in the plaza.

It is recommended that community consultation be undertaken as part of any process to reinvigorate this urban park.

Opportunities to improve the park include the reduction of the space utilised as a water fountain and to increase space for gathering.

New informal seating areas with new paving treatment are also suggested to improve the usage rates of the park. Shade structures and planting are recommended to provide additional amenity to the space.

Location Plan: **Case Study 04**

- Case Study Boundary
- Seating
- Pedestrian Links
- Footpath - Specialty Paving
- Paved Open Space/Seating/Key Gathering Space
- Landscaping
- Water Feature/ Water Play
- Memorial Monument
- Green Link between Proposed Open Spaces

① **Water Feature**

② **Informal Seating /Paved Open Space**

③ **Informal Seating /Dining**

④ **Specialty Paving / Landscaping**

Figure 5.18.1 Memorial Plaza Case Study

5.19 Case Study 05 : Civic Precinct Plaza

Another opportunity to create a new urban space exists in the Civic Precinct as part of a Planning Proposal prepared by Council that is currently under assessment. The proposal includes a large public open space nestled between the new council chambers and other civic and public buildings.

The space provides the opportunity for a larger civic park with planting and lawn spaces for passive recreation. Other spaces for activities such as performances, public gatherings, and public art installations are available within this park. The location of this open space should address MacMahon Street, and be sheltered from the noise and traffic on Queens Road. Adequate solar access and opportunity for planting and lawn should be provided.

The Council may consider the park as a place where special events and music festivals may occur, and could investigate the temporary closure of MacMahon Street to support these special events.

Location Plan: **Case Study 05**

- Case Study Boundary
- Active Ground Floor
- Pedestrian Links
- Footpath - Specialty Paving
- Paved Open Space/Seating/Key Gathering Space
- Open Space & Landscaping
- Exhibition Space / Focal Point

① **Informal Seating /Open Green Recreational Space**

② **Community Gathering Point / Public Art Exhibition Space**

③ **Informal Seating /Performance Space**

④ **Active Ground Floor / Community-based Programs E.g. Open Air Library**

Figure 5.19.1 Civic Precinct Case Study

Built Form

A review of the existing LEP and DCP controls influencing built form within the Hurstville City Centre.

5.20 Introduction

The built form structure plan builds upon the three previous structure plans, in conjunction with the desired future character areas, to propose built form envelopes that are appropriate to their location.

The following pages illustrate the approach and methodology undertaken to determine an appropriate built form, whilst supporting the desired land uses and conditions.

The B3 Commercial Core Zone has been retained as indicated in Figure 5.20.1 Character Precinct.

1. Ormonde Parade Retail and Service

2. Forest Road High Street

3. City East Transition Area

4. Eastern Bookend

5. Retail Centre

6. Civic Centre

7. City West Transition Area

8. Western Bookend

Figure 5.20.1 Character Precincts

Legend

- Site Boundary
- Train Station
- Bus Interchange
- B3 Commercial Core Zone

5.21 Built Form

The built form strategy proposes to retain the high density residential precincts at the Eastern Bookend and Western Bookend, and retain the fine grain nature of the Forest Road Fine Grain area. Density is located adjacent to the Forest Road Fine Grain area to encourage high levels of public transport patronage to and from the Centre.

The height then transitions downwards to the surrounding residential precincts to the north and south-east.

The height located within the residential bookends emphasises the topography of the area, as does height in close proximity to the station.

A number of key gateways have been identified that mark the entrance into the City Centre. These gateways are divided into two forms:

1. **Urban Thresholds**
   An urban threshold denotes the entrance to the City Centre via landscaping, public artworks, open spaces and key views.

2. **Urban Markers**
   An urban marker provides a recognisable built form that marks the end of a view corridor, and identifies the entry to the City Centre. The built form is to be recognisable via high quality architectural design features, and not building height.

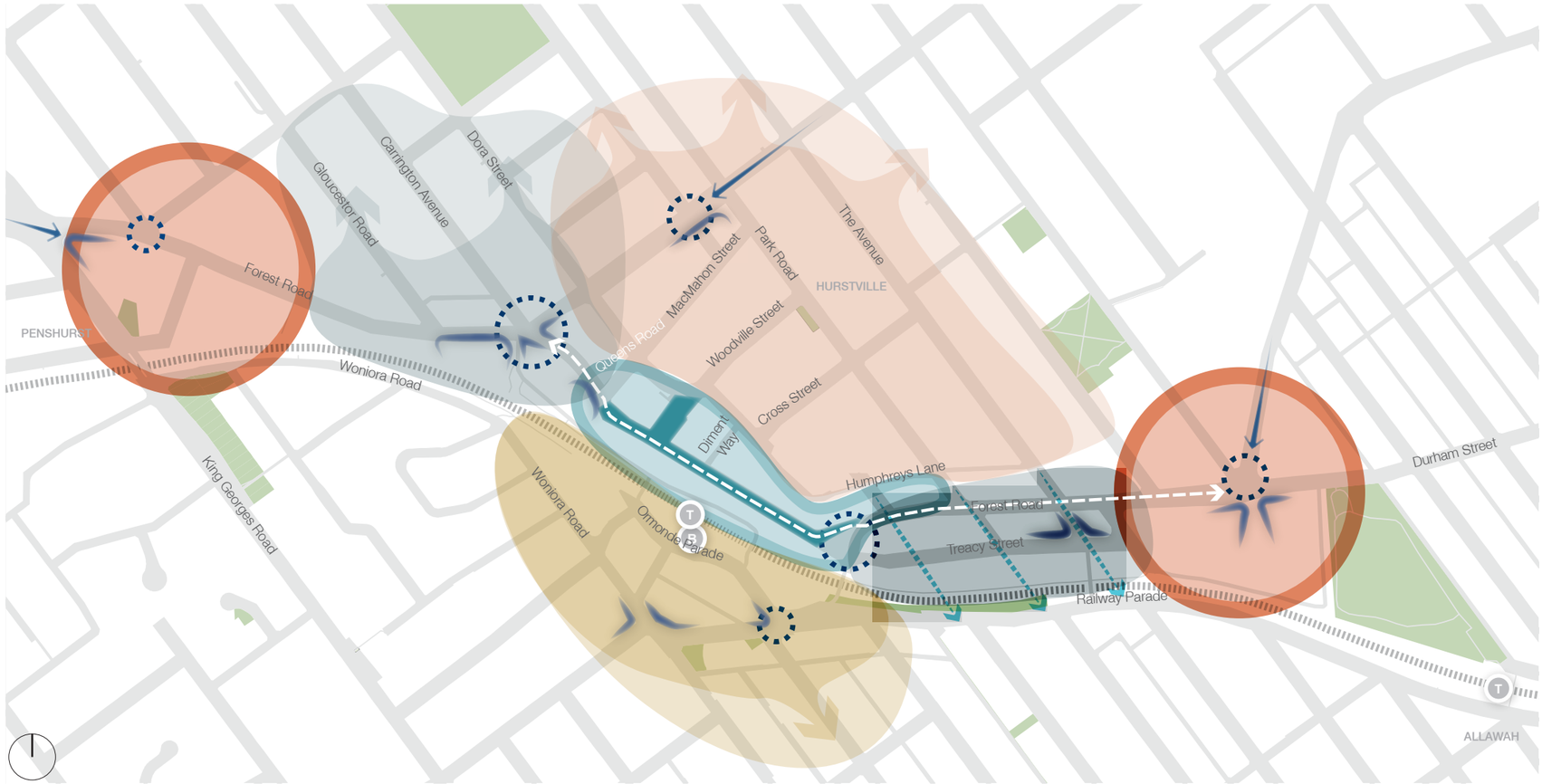


Figure 5.21.1 Built Form Structure Plan

- Site Boundary
- Train Station
- Bus Interchange
- High Density Bookends
- Built Form Transition Area
- Forest Road Fine Grain
- Fine Grain carried across, to avoid solid massing along street wall
- Medium-High Density North
- Medium-High Density South
- Key Gateway: Urban Threshold
- Key Gateway: Urban Marker
- Proposed Pedestrianised High Street

5.22 Built Form Strategy Principles

In developing the built form structure plan, the following principles were used to inform the built form outcomes proposed and ensure that the vision for the Centre is achieved.

1. Forest Road is a street for people

- Allow ample sunlight to filter into the public domain.
- Create a smaller street wall to maintain the character of the high street at a human scale.
- Provide for active street frontages to keep walkers engaged and create a sense of activity.
- The Forest Road High Street is focused between MacMahon Street and The Avenue.

2. Urban Thresholds into the Centre have height and open space

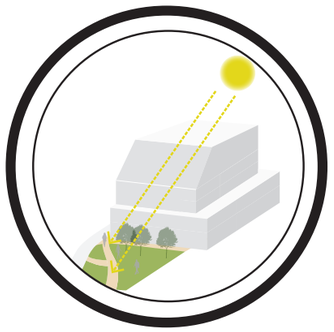
- The urban threshold gateways into the City are to be defined by open spaces framed by buildings.

3. Urban Markers within the Centre are framed by view corridors.

- Urban markers are recognisable buildings or items that create unique spaces in the City.

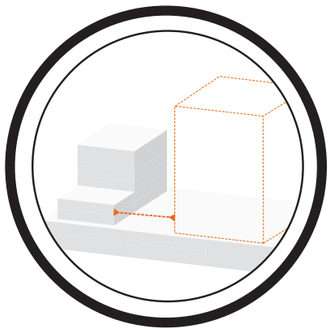
4. Building height follows topography

- Building height is taller at the residential bookends to accentuate the topography of the Centre, and provide increased residential densities close to Allawah and Penshurst Stations.
- Building height is taller around the Civic Centre and commercial centre.
- Treacy Street has taller height to allow views to be captured to compensate for loss of amenity due to the proximity to the railway line.



5. Ensure public open spaces receive direct solar access

- Public open spaces, both existing and future, are to receive no additional overshadowing.
- Future public open spaces are to maximise direct solar access.

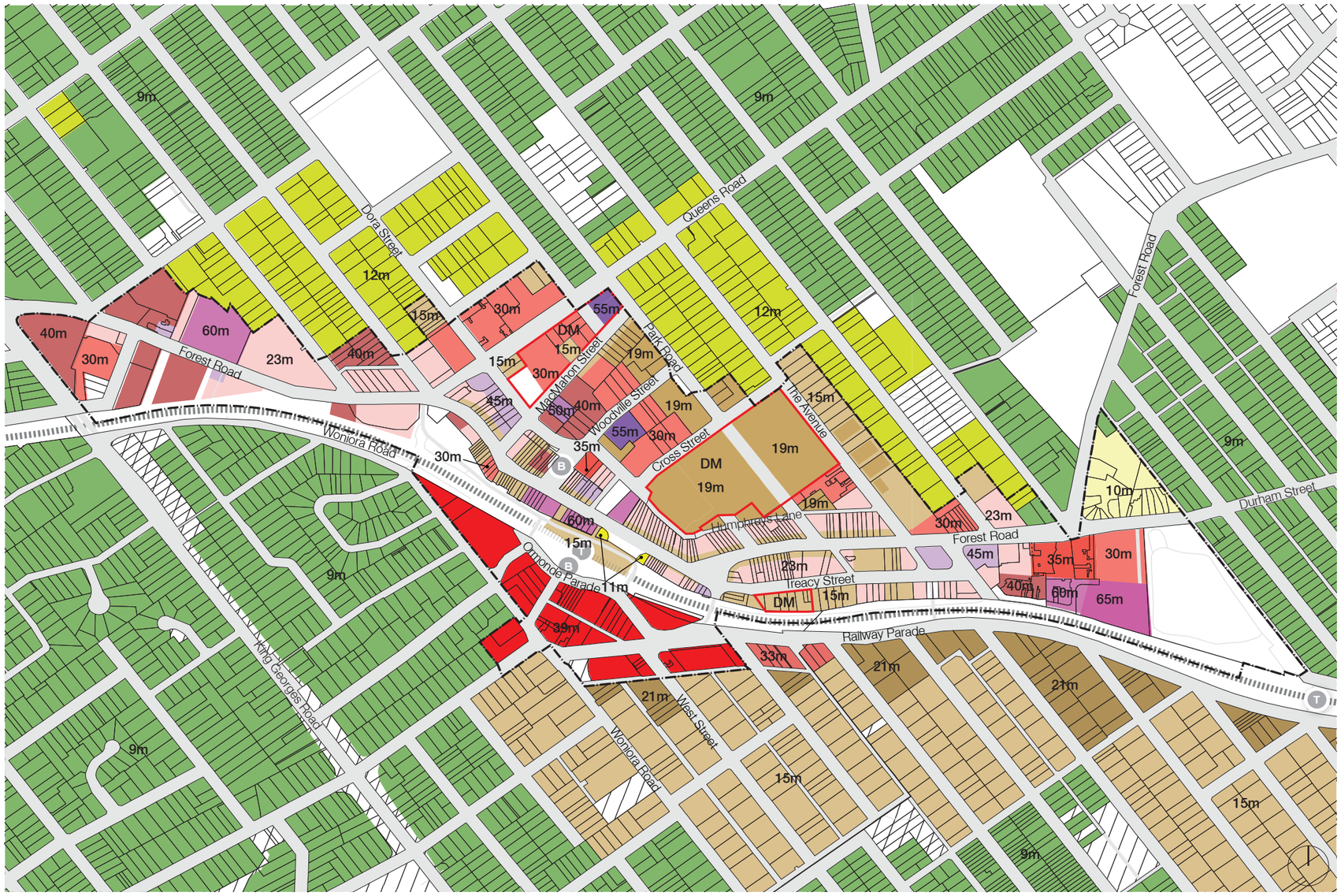


6. Maximise amenity to adjacent and nearby buildings.

- Minimise overshadowing to existing residential buildings.
- Minimise potential overshadowing to potential future built form.

5.23 Existing Height of Building

The existing height controls are illustrated in Figure 5.23.1. The areas surrounding the City Centre have consistent heights, however within the City Centre, there is inconsistency with respect to the maximum Height of Building control.



Legend

- Site Boundary
- Rail Line
- Train Station
- Bus Interchange

Height of Building (m) - Hurstville LEP 2012

- 9
- 10
- 11
- 12
- 15
- 19
- 23
- 30
- 35
- 40
- 45
- 50
- 55
- 60

Height of Building (m) - Kogarah LEP 2012 (Amendment No.2-New City Plan)

- 9
- 15
- 21
- 33
- 39

Deferred Matter - Controls from Hurstville DCP No.2 (Amendment No.5)

5.24 Existing and Future Development

Opportunity Sites have been identified throughout the Centre. The criteria for the identification of these Opportunity Sites are:

- They are not heritage items.
- They are not subject to a current Development Application or Planning Proposal.
- They do not have 8 or more strata titles.

The Opportunity Sites are identified in Figure 5.24.1.

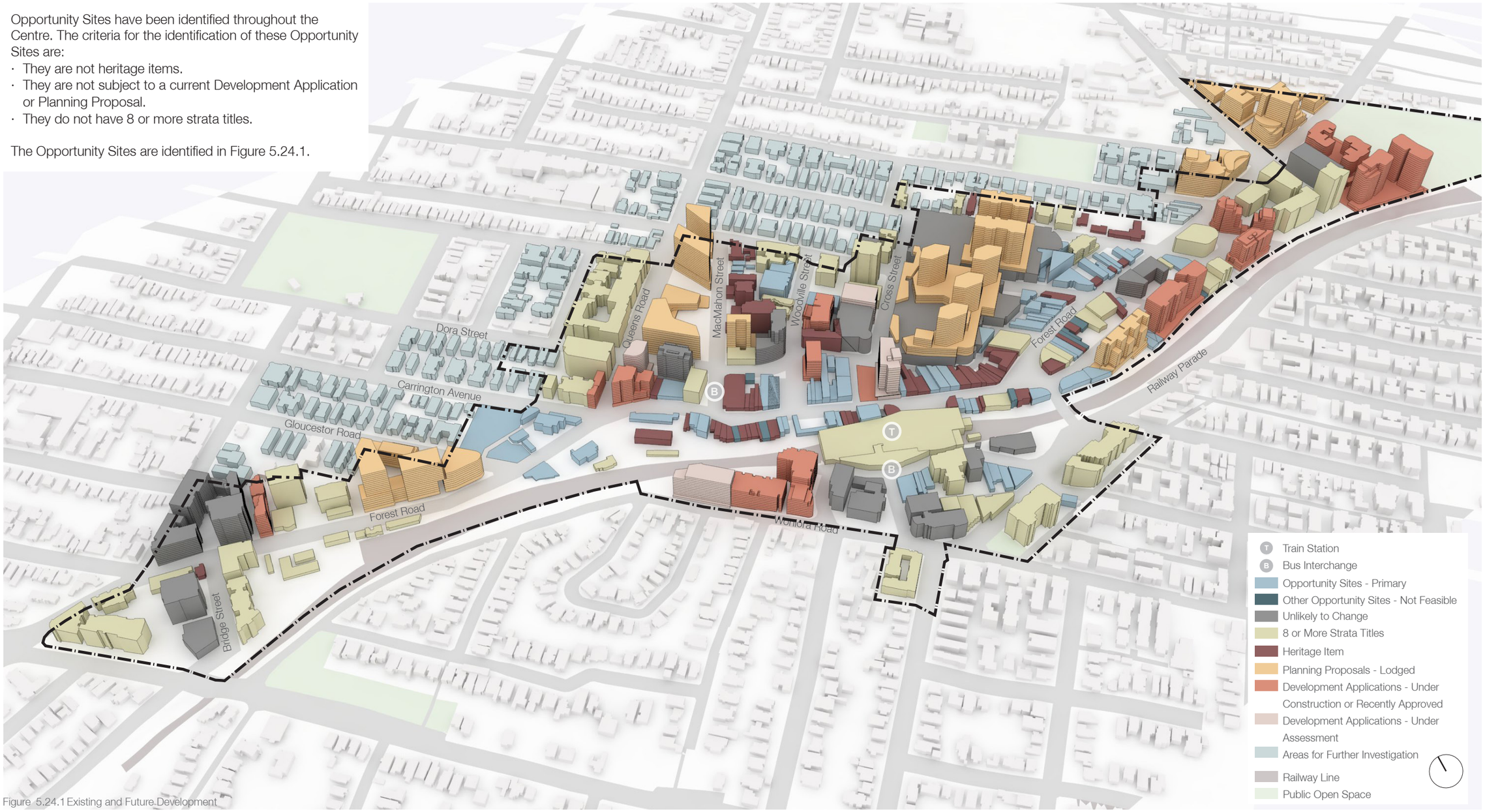


Figure 5.24.1 Existing and Future Development

5.25 Methodology of Testing

1. Identify Opportunity Sites

Opportunity Sites are identified as outlined in Section 5.24.

2. Model existing built form controls

The Opportunity Sites have been modelled to demonstrate an appropriate and likely built form based upon the:

- Existing Height, FSR and Land Use Zoning from the Hurstville LEP 2012;
- Setbacks, Floor to Floor Heights, and other controls from Hurstville DCP 2; and
- the objectives and design criteria of the Apartment Design Guide.

3. Locate sites to be investigated

Of these Opportunity Sites, identify sites that are:

- in-congruent with the Built Form Principles (outlined in Section 5.22);
- in-congruent with the other sites within the same urban block; or
- unable to achieve the Height and FSR in the Hurstville LEP 2012.

These sites are shown in red in Figure 5.25.1.

4. Rationalise controls

Based upon the outcomes of the likely built forms of each of the tested blocks, the controls have been retained or altered to align with the Built Form Principles.

On blocks where the built form controls are proposed to be modified, they have been rationalised to prioritise existing FSR controls over existing height controls to retain equal development value.

Wherever possible, it has been ensured that owners do not lose existing development rights. Accordingly, the FSR, that is the developable floor space of a site, is taken to be the key control to be maintained. In the case where a site has a greater height control than is needed to achieve the FSR, the height has been lowered to rationalise the built form.

Figure 5.25.1 In-congruent Envelopes

Deferred Matters

At the time of preparation of the Hurstville Local Environmental Plan 2012 (HLEP 2012), three sites were deferred from the new plan, with further studies to be undertaken.

The three DM sites are as follows:

DM1 Civic Precinct - the site bound by Dora Street, Queens Road, Park Road, and MacMahon Street.
DM2 Westfield Shopping Centre - the site bounded by The Avenue, Humphreys Lane, Cross Street
DM3 37-41 Treacy Street - the current Council at-grade car park on Treacy Street.

DM3 has since received a Gateway Determination as per the Planning Proposal and will be incorporated into this Strategy. The two other Deferred Matter (DM) sites are currently the subject of Planning Proposals, which are currently under independent assessment.

As part of the investigations undertaken in preparing this report, a separate Urban Design Report regarding the Planning Proposals for the Deferred Matter Sites has been prepared by SJB.

Additional Built Form Investigation Study

As part of preparing the Strategy, an additional built form investigation study was undertaken for 15 sites within the City Centre. These sites were identified for further investigation, primarily to ensure that FSR controls were consistent with the proposed height controls.

The study involved additional testing of potential built form envelopes, to determine appropriate FSR controls and understand the impact on overshadowing and views. Responses from submissions and development proposals, including current Development Applications, Planning Proposals and concept schemes, were also taken into consideration.

This additional testing supports the final recommendations for amendments to height and FSR LEP controls, which have been incorporated into the final Strategy. The Additional Built Form Investigation Study is provided as an attachment (Appendix B) to this report.

5.26 Block by Block DCP Reference

To determine which sites require investigation regarding built form controls, the Opportunity Sites identified in Section 5.24 were modelled.

The modelling for each site incorporated current LEP, DCP and ADG controls pertaining to the sites. This exercise was undertaken to identify sites where the allocated Height and FSR controls do not currently align. Detailed analysis of these sites is discussed under the Built Form Strategy.

1. **Block-by-Block DCP Reference Combined with Conceptual Strategy**
   The conceptual strategy that is applicable to the area is overlayed on a Block-by-Block Reference to illustrate the context of each block, and the factors influencing the built form. The Block-by-Block Reference aligns with the Hurstville DCP 2 (Amendment No.5).
2. **Existing Maximum Height of Building**
   The existing LEP Height control is modelled to indicate the maximum existing height envelope.
3. **Built Form Modelling**
   A likely built form is modelled on each Opportunity Site in accordance with relevant LEP, DCP and ADG controls.
4. **Proposed Height Controls**
   Proposed Height controls that achieve the Strategy and are in line with the relevant principles are recommended.

The diagram in Section 5.25 demonstrates the current built form within the Hurstville City Centre, as well recent development applications and planning proposals.

Opportunity Sites have been coloured to indicate properties with 8 Strata Titles or Less, or Properties with More than 8 Strata Titles. The sites where redevelopment is not feasible, mainly due to small lot sizes, are then identified and eliminated from further testing.

As part of this study, we have also investigated the transition areas outside of the site boundary to provide a better built form transition from the City Centre to the adjoining residential area (Figure 5.27.1), which in some instances currently permits a 60m height limit. The purpose of this additional investigation is to address a potential outcome for the transition of built form and is not required to achieve the housing targets under the South District Plan.

Figure 5.26.1 Block by Block DCP reference

5.27 Additional Capacity

The additional capacity study has been conducted to provide Council with a built form investigation to inform a planned approach to providing an appropriate transition and additional uplift close to the City Centre. Should Council wish to investigate this further, an additional economic feasibility study should be undertaken, along with community consultation. Council has recently undertaken a similar study to the south of the rail line in the former Kogarah LGA area, and this forms part of the amendment to the Kogarah LEP 2012, gazetted on May 26, 2017 (Amendment No.2 - New City Plan).

The investigation undertaken has identified that the blocks to the north of the City Centre have the ability to support increased uplift as they have direct connectivity to the City Centre, as well as being in close proximity to public transport and services. These additional expansion areas would provide an opportunity for improved development close to the City Centre while ensuring appropriate transition between the City Centre. In addition, the area to the north of the City Centre is well placed to receive good solar access for new developments.

No additional areas for uplift have been identified to the south of the railway line. The recent work undertaken as part of the preparations of the former Kogarah Council's New City Plan indicated some additional uplift in this precinct, however an extension to development south of the Centre was not supported for the following reasons:

1. The topography and orientation of the blocks within this precinct is not conducive to proposing increased height and density. The area is hilly, with a narrow street network and redevelopment would result in overshadowing impacts for blocks to the south.
2. There are two Heritage Conservation Areas situated along the southern side of the Centre: O'Brien's Estate and the Penshurst HCA. Both HCAs are listed in the Kogarah LEP 2012.
3. The area comprises predominantly 3 - 4 storey walk-up apartment blocks that are strata titled. This imposes a complicated and expensive constraint in order to achieve consolidated ownership to redevelop and would require significant uplift to be economically feasible.
4. Access to services and amenity is decreased due to the rail line and limited crossings.

Accordingly, no additional interrogation of the area to the south of the railway line has been undertaken.

Figure 5.27.1 Potential Additional Blocks

5.28 Built Form Strategy : Block 22

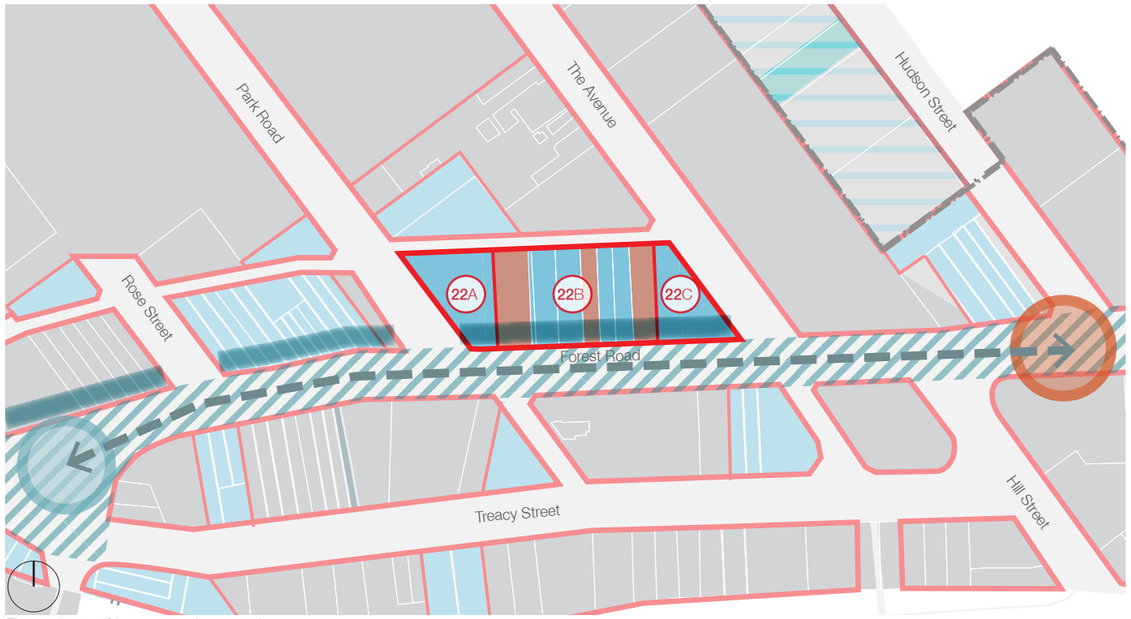


Figure 5.28.1 Cluster 01 reference plan

- DCP Block Boundary
- (00) Sites within DCP Blocks
- Opportunity Sites
- Heritage Sites included in Potential Redevelopment
- Other Sites - Unlikely to Change
- Street Wall Setback
- Activation and Setbacks along Forest Road
- Built Form Transition Between Character Areas
- Towards Commercial Core
- Towards Medium-High Density Residential Bookend

Character and Concept

- Block 22 forms part of the stretch of low scale retail along Forest Road which contributes to the fine grain character of the Forest Road High Street Character Area. This is reinforced by 3 heritage items within the block, and a number of other heritage listed façades.

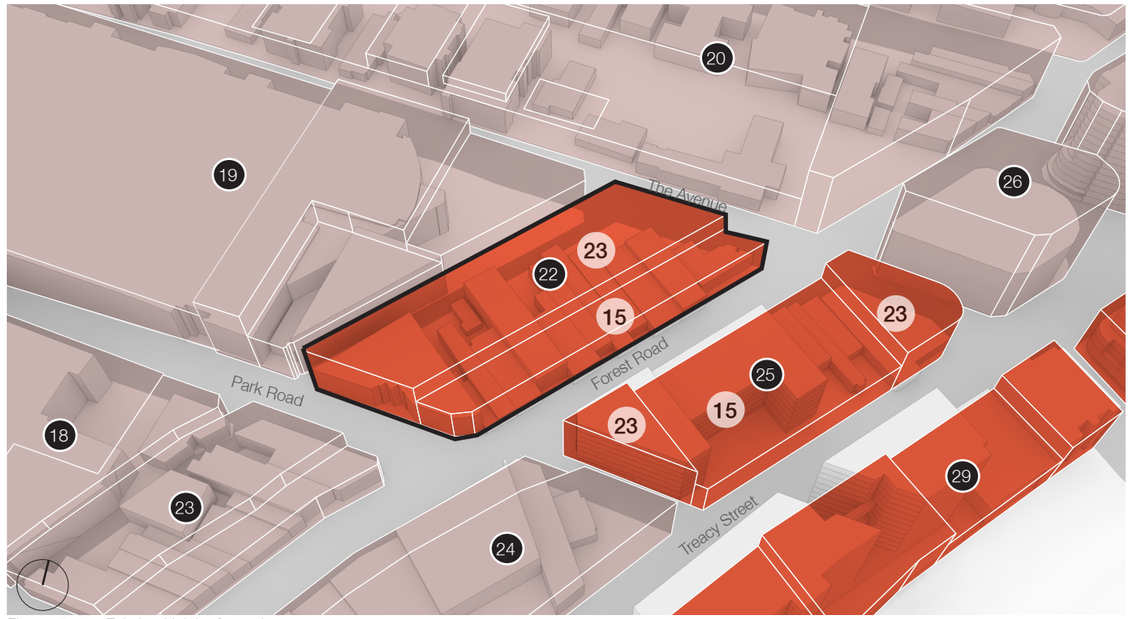


Figure 5.28.2 Existing Height Controls

- 00 DCP Blocks
- 00 Existing LEP Height Controls (m)

Existing

- The built form controls along Forest Road currently require a street wall of 15m, with 23m behind an upper setback, to create a more intimately scaled human experience and to ensure that the public domain receives direct solar access and reinforces Forest Road as a walking street in line with Principle 1.

NOTE: The above diagram represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Built Form Strategy : Block 22

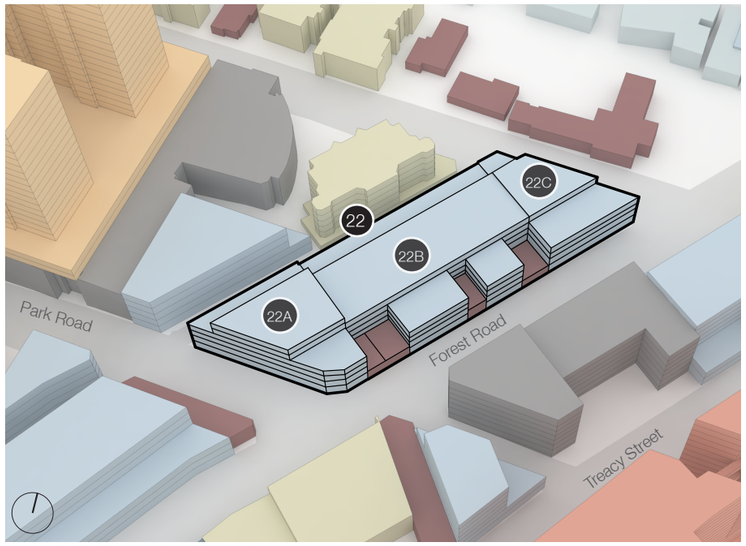


Figure 5.28.3 Cluster 01 4 Storey Street Wall Testing - Existing Controls

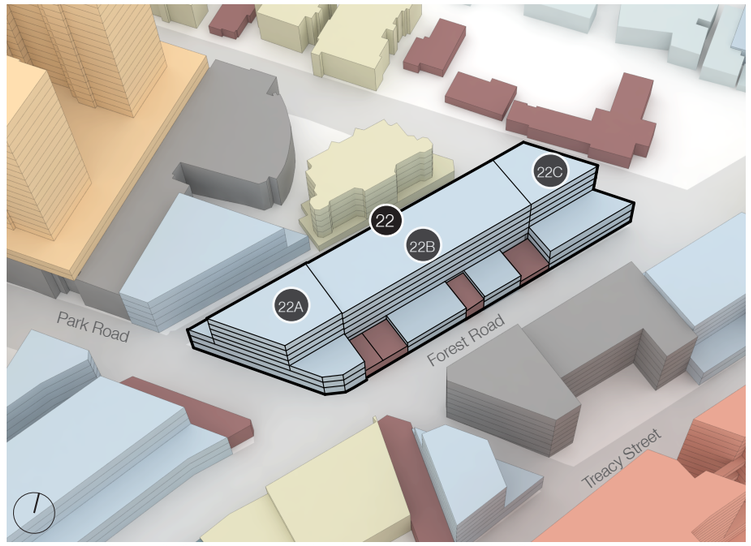


Figure 5.28.4 Cluster 01 2-3 Storey Street Wall Testing - Recommended Controls

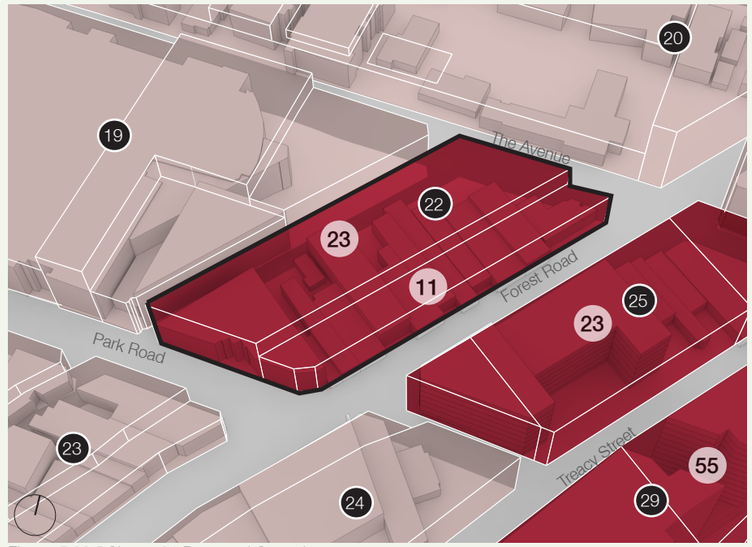


Figure 5.28.5 Cluster 01 Proposed Controls

Compliant
8 or more Strata Titles
Heritage Item
Unlikely to Change
Development Application - Under Construction or Recently Approved
Planning Proposal
00 DCP Blocks
00 Sites Tested within DCP Blocks

00 DCP Blocks
00 Recommended Height Controls (m)

Testing 15m Height Control - 4 Storey Street Wall

The 15m height limit allows for a 4 storey street wall to be developed along Forest Road. This height limit is likely to create an inconsistent or broken street wall height when delivered adjacent to heritage items or existing buildings. A consistent street wall height is important to maintain the desired character and grain of the high street in line with Principle 1.

Built Form Testing - 2-3 Storey Street Wall

Additional built form testing was undertaken, to test a street wall of 2-3 stories in order to provide a more consistent street wall height with the following results:

- A reduced street wall height will ensure a more consistent street wall height that relates to adjacent heritage items.
- The reduced street wall still allowed the sites to achieve the FSR consistent with the HLEP 2012.

Existing LEP Controls		Recommended LEP Controls	
Height	FSR	Height	FSR
15m Street Wall 23m Setback	Varies 3:1 - 4:1	11m Street Wall 23m Setback	No Change

Recommended Controls - Cluster 01

Block 22:

i. Amend the DCP to include an additional provision to ensure that development responds to the adjacent parapet height.

ii. Lower the street wall height from 15m to 11m, with an average depth of 8m, along the length of Forest Road, between Park Road and MacMahon Street to ensure a consistent street wall height.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

5.29 Built Form Strategy : Block 25

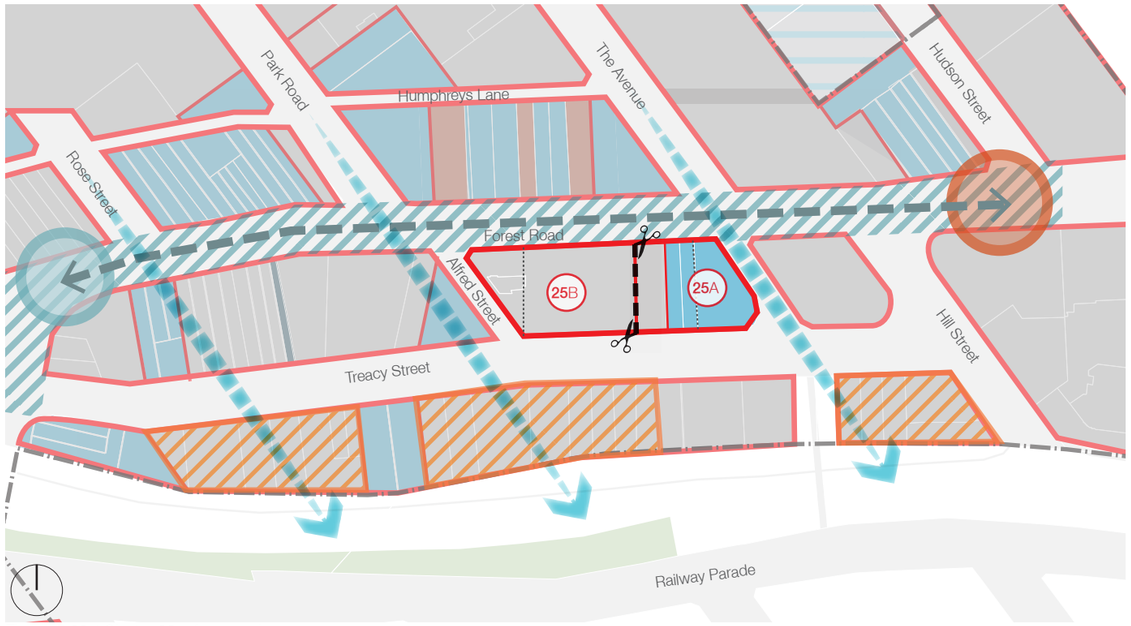


Figure 5.29.1 Cluster 02 reference plan

- DCP Block Boundary
- (00) Sites within DCP Blocks
- Opportunity Sites
- Other Sites - Unlikely to Change
- Increased Height on Future Redevelopment Sites
- Activation and Setbacks along Forest Road
- Built Form Transition Between Character Areas
- Towards Commercial Core
- Towards Medium-High Density Residential Bookend
- Introduce fine grain quality to built form to avoid solid massing along street wall
- Potential break in built form

Character and Concept

- Block 25 is located within the City East Transition Area and currently has a recently developed strata mixed use building that exceeds the existing LEP height. The remainder of the site consists of low density strata commercial buildings.
- This block is to start the transition of the built form from the fine grain character of the Forest Road High Street up to the taller residential buildings at the Eastern Bookend.

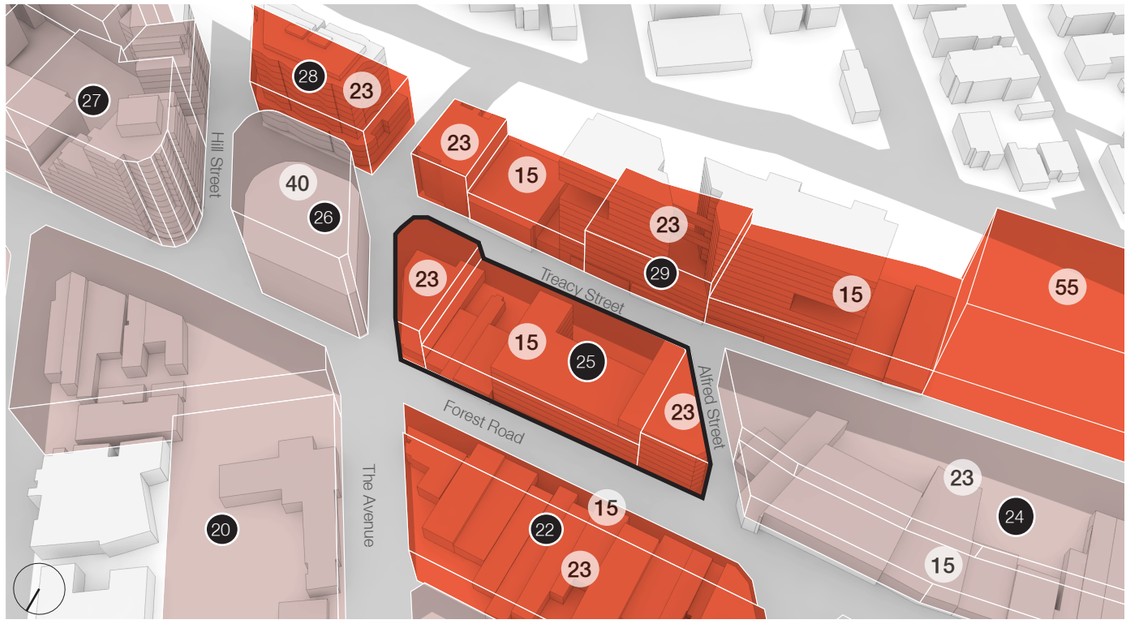


Figure 5.29.2 Existing Height Controls

(00) DCP Blocks

(00) Existing LEP Height Controls (m)

Existing

- The height controls for Block 25 are inconsistent across the urban block. The recently completed building within Block 25 is inconsistent with the built form controls, and exceeds the 15m maximum height. This same building at sub-block 25B also provides a larger built form to the corner of Forest Road and Alfred Street, and does not continue the 15m street wall control from the adjacent block.
- Block 25 is located within the City East Transition Area, and provides the opportunity to transition in built form between the proposed 11m street wall at the end of the Forest Road High Street, and the 40m height limit at the Eastern Bookend

NOTE: The above diagram represents the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Built Form Strategy : Block 25

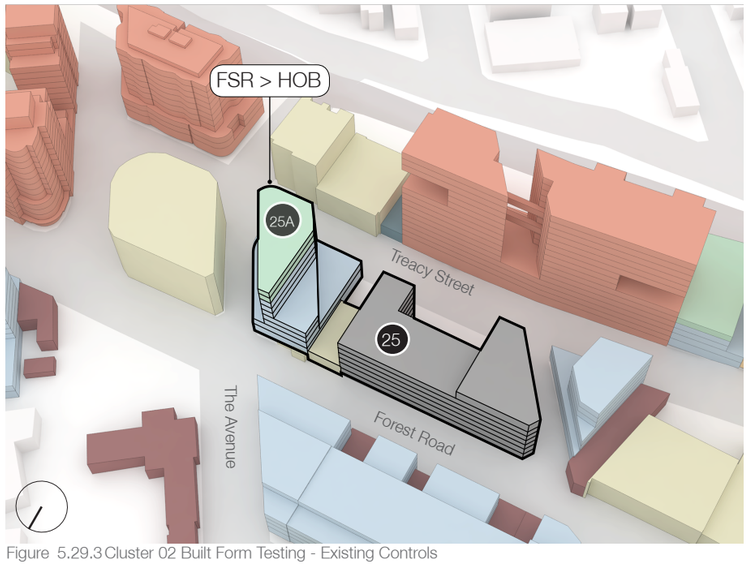


Figure 5.29.3 Cluster 02 Built Form Testing - Existing Controls

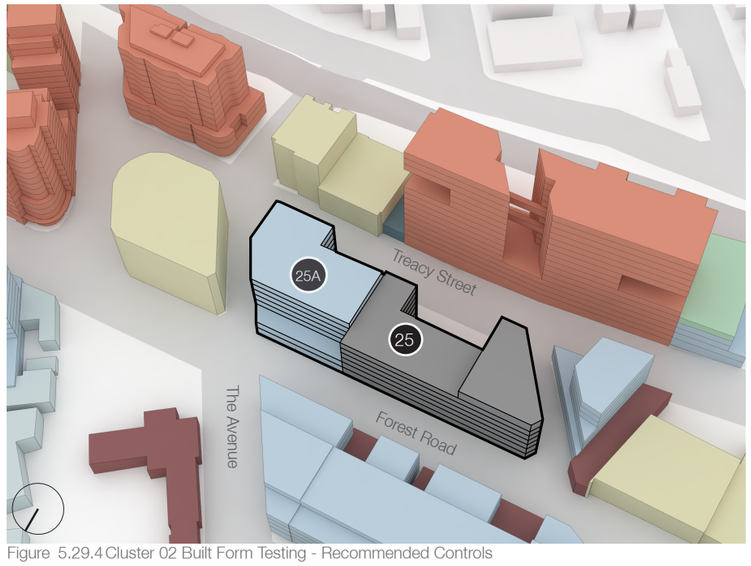


Figure 5.29.4 Cluster 02 Built Form Testing - Recommended Controls

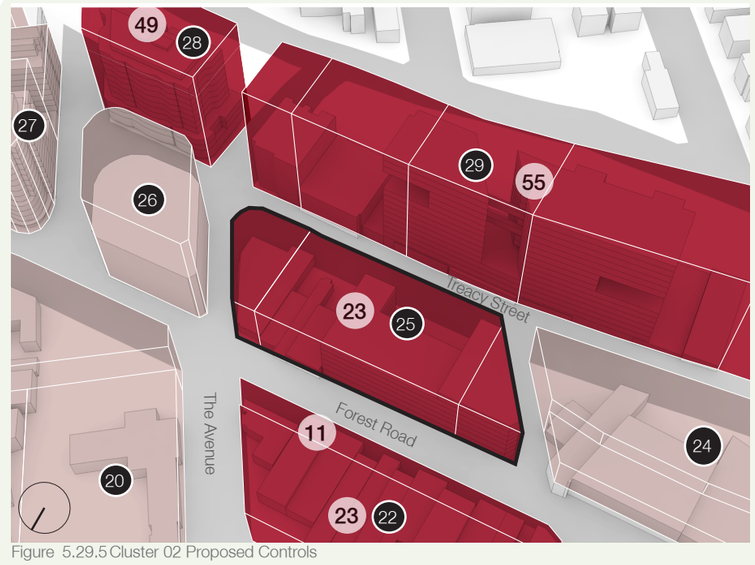


Figure 5.29.5 Cluster 02 Proposed Controls

Compliant
Additional Height for FSR Compliance
8 or more Strata Titles
Heritage Item
Unlikely to Change
Development Applications - Under Construction or Recently Approved
00 DCP Blocks
00 Sites Tested within DCP Blocks

00 DCP Blocks
00 Recommended Height Controls (m)

Built Form Modelling - Existing Controls

- It is likely that the blocks within Sub-block 25A will amalgamate to form a larger development site.
- A number of sites within Block 25 are unable to achieve the FSR within current the height limits.

Built Form Modelling - Recommended Controls

- With the height increased to 23m across the whole site, an improved built form outcome is achieved that allows a more consistent street frontage to Forest Road, and allows the existing FSR to be realised.

Existing LEP Controls		Recommended LEP Controls	
Height	FSR	Height	FSR*
23m	4.3:1	23m	4:1

* Recommended amendments to FSR Controls have been informed by further testing undertaken in the Additional Built Form Investigation, attached as Appendix B to this report.

Recommended Controls - Cluster 02

Block 25

iii. Amend the LEP to increase the height from 15m to 23m to be consistent across Block 25. This will assist to facilitate the consolidation of the blocks from Nos 117 to 123-125 Forest Road and create a more consistent built form.

iv. Amend LEP to prescribe an FSR of 4:1 on sub-block 25A, to ensure consistency aross the block.

v. Amend the DCP to include site amalgamation provisions for Block 25 to prevent isolation of adjoining lots.

vi. Amend the DCP to include requirements to provide breaks in the built form, to ensure that the fine grain quality is retained along the street wall.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

5.30 Built Form Strategy : Block 16, 17 and 11

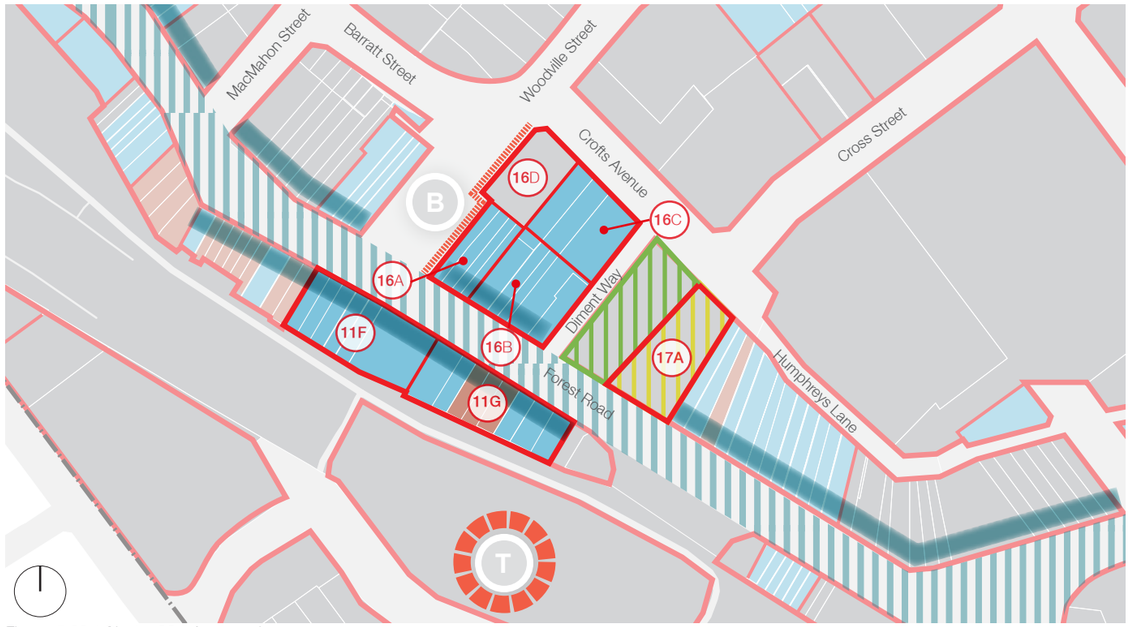


Figure 5.30.1 Cluster 03 reference plan

- DCP Block Boundary
- (00) Sites within DCP Blocks
- Opportunity Sites
- Other Sites - Unlikely to Change
- Heritage Sites included in Potential Redevelopment
- Site subject to approved DA
- Future Hurstville Central Plaza
- Activation and Setbacks along Forest Road
- Street Wall Setback
- Focus Height Around Bus Interchange
- Focus Height Around Station

Character and Concept

- The three blocks are located within the Forest Road High Street Character Area.
- Block 16 is between the proposed Central Plaza and the bus interchange. It currently includes a number of commercial sites with a fractured ownership with the exception of 16D which was subject to a Development Application, approved by the Joint Regional Planning Panel (JRPP) in February 2016. A pre-Planning Proposal meeting has been held in 2017 and a preliminary draft Planning Proposal has been submitted.
- Block 17A is adjacent to the Central Plaza and has an approved DA from the Independent Hearing and Assessment Panel (IHAP) meeting on May 18, 2017.
- Block 11F comprises a number of small frontage commercial properties in fractured ownership, as well as the Council owned land that currently provides public open space and an accessible ramp between the train station and the bus interchange. Two sites provide connections between Forest Road and the train station.

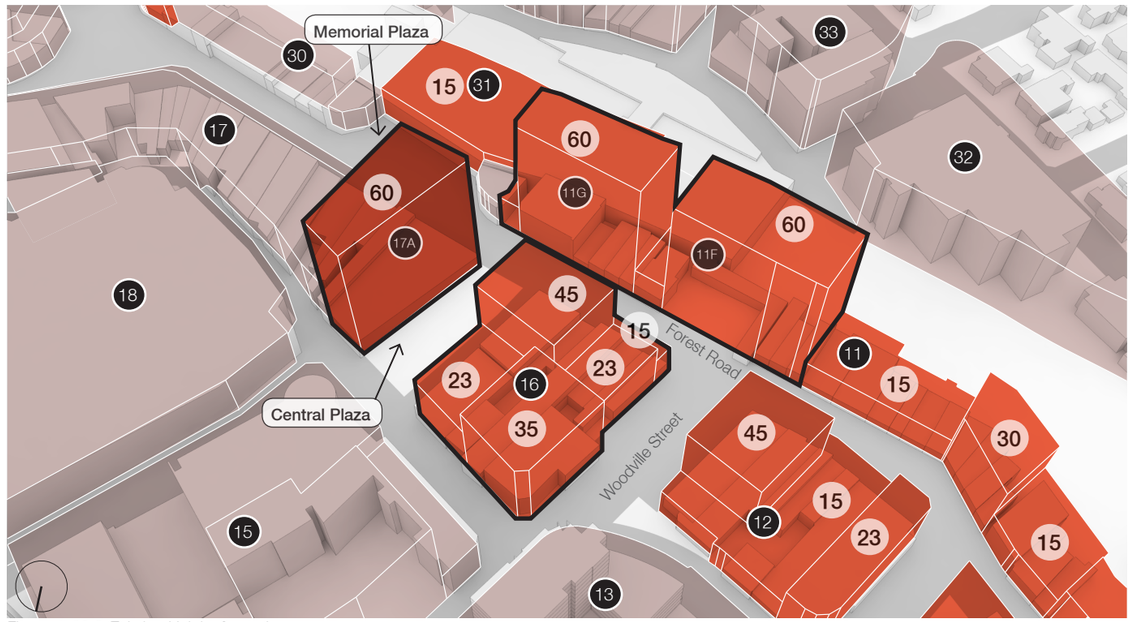


Figure 5.30.2 Existing Height Controls

(00) DCP Blocks (00) Existing LEP Height Controls (m)

Existing

- The existing controls permit inconsistent street wall heights to Forest Road, and may deteriorate the character of the street. Block 16 currently requires a 15m street wall to Forest Road, whilst Block 17A and 11F permit a 60m street wall.
- The varying height controls do not create a human scale for the walking street, and are not consistent across the urban blocks.
- A number of city blocks have controls that do not align with lot boundaries.

NOTE: The above diagram represents the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Built Form Strategy : Block 16, 17 and 11

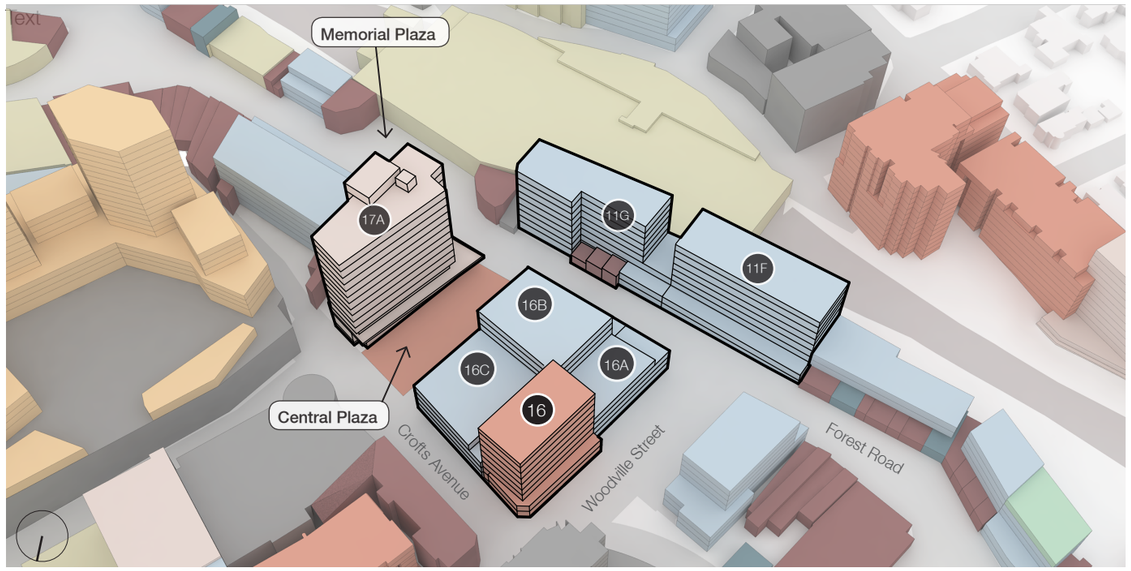


Figure 5.30.3 Cluster 03 Built Form Testing - Existing Controls

- Compliant
- Additional Height for FSR Compliance
- 8 or more Strata Titles
- Opportunity Site - Not Feasible
- Heritage Item
- Unlikely to Change
- Development Application - Under Assessment
- Development Applications - Under Construction /Recently Approved
- 00 DCP Blocks
- 00 Sites Tested within DCP Blocks

Built Form Modelling

- The controls do not align with the ownership pattern and lot boundaries, and may result in undesirable built form outcomes to create consistency all blocks have been allocated 35m. The modelling shows that this allows the maximum FSR to be achieved within the 35m height limit.
- A pre-Planning Proposal meeting has been held which proposes a height of 70m and FSR of 13.3:1 on the site identified as a Development Application on Block 16. The proposed concept has been referred to SJB for review.

Block	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
11F	60m overall height	6:1	11m Street Wall 45m Overall	No Change
11G	15-60m	3:1-6:1	11m Street Wall 11-45m Overall	No Change
16A-D	23-45m	3:1 - 5:1	11m Street Wall to Forest Road 35m Overall	Amend FSR control to 5:1 to reflect new height controls.*
17A	60m	9:1	60m - Subject to DA	Amend FSR control to 6:1, to reflect approved DA.*

* Recommended amendments to FSR Controls have been informed by further testing undertaken in the Additional Built Form Investigation, attached as Appendix B to this report.

Figure 5.30.4 Cluster 03 Proposed Controls

- 00 DCP Blocks
- 00 Recommended Height Controls (m)

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Recommended Controls - Cluster 03

Block 11:

vii. Reduce the street wall height for sub blocks 11F & 11G to 11m, with an average depth of 6m, in keeping with the street wall height established along Forest Road.

viii. Amend the LEP to reduce the height for sub blocks 11F & 11G from 60m to 45m to create a built form consistent with the surrounding development. It should be noted that the narrow block depth and servicing to these sites does not facilitate large developments.

Block 16:

ix. Reduce the street wall height for sub blocks 16F & 16B to 11m, with an average depth of 8m, in keeping with the street wall height established along Forest Road.

x. Amend the LEP to rationalise the overall height for sub blocks 16A – 16C from 15m – 45m to 35m and retain the FSR as existing in Hurstville LEP 2012.
- Note: A pre-Planning Proposal meeting has been held which proposes a height of 70m and FSR of 13.3:1 – Concept reviewed by SJB and determined that the current 35m height control should be retained.

xi. Amend LEP to rationalise the FSR control to 5:1 across the block, in order to match the new height control.

Block 17:

xii. Retain existing height control of 60m as the site is subject to an approved DA, which is compliant with the current HLEP 2012 height provisions.

xiii. Amend the LEP to reduce the FSR for sub-block 17A from 9:1 to 6:1 to reflect the approved DA and to ensure a future

5.31 Built Form Strategy : Block 11 and 12

Figure 5.31.1 Cluster 04 reference plan

- DCP Block Boundary
- (00) Sites within DCP Blocks
- Opportunity Sites
- Other Sites - Unlikely to Change
- Heritage Sites included in Potential Redevelopment
- Heritage Sites - Unlikely to Redevelop
- Activation and Setbacks along Forest Road
- Street Wall Setback
- Focus Height Around Bus Interchange

Character and Concept

- Blocks 12A and 11D and 11E are located within the Forest Road High Street Character Area.
- Block 12 creates an edge to the bus interchange, and comprises two hotels, a number of heritage items and fine grain shop fronts.
- Block 11E comprises a number of heritage façades and continues the fine grain character of Forest Road.
- Block 11D comprises a block of shop fronts in a heritage building, and forms an Urban Marker at the end of the vista along MacMahon Street and Forest Road.

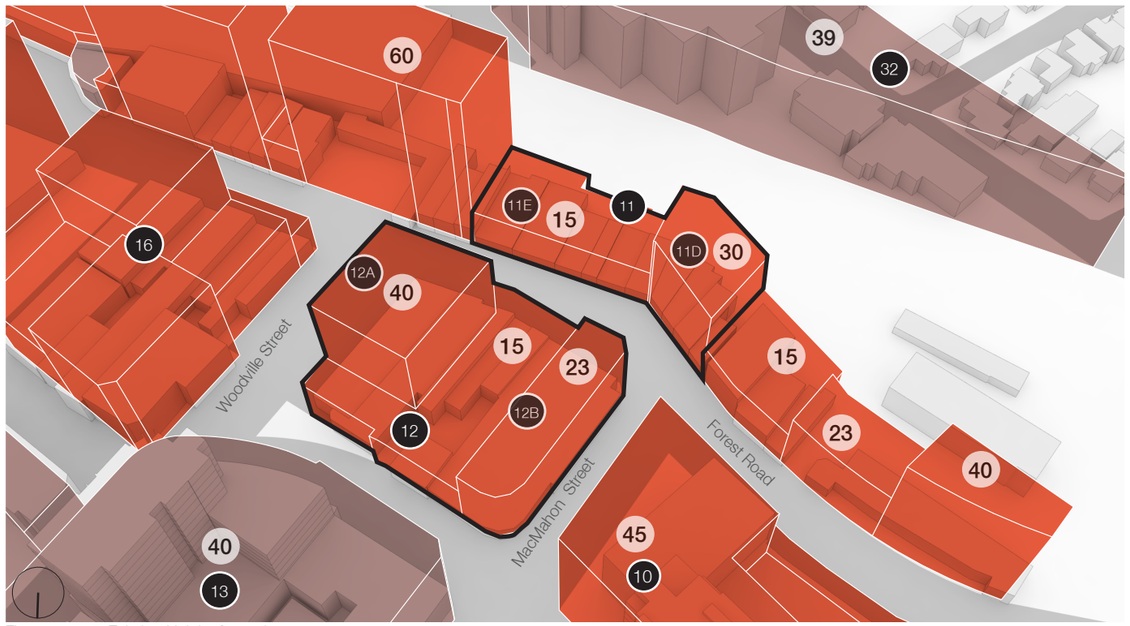


Figure 5.31.2 Existing Height Controls

(00) DCP Blocks

(00) Existing LEP Height Controls (m)

Existing

- This cluster has great variation in terms of height controls.
- No underlying rationale can be derived from the controls.
- A number of city blocks have controls that do not align with lot boundaries.
- The Forest Road walking street character begins at the corner of MacMahon and Forest Road, and should be continued along Forest Road through a consistent street wall height in line with Principle 1.
- Block 11D has a permissible 30m height limit to allow the building to continue to act as an urban marker terminating the two views from the Forest Road High Street and the Civic Centre Precinct.

NOTE: The above diagram represents the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Built Form Strategy : Block 11

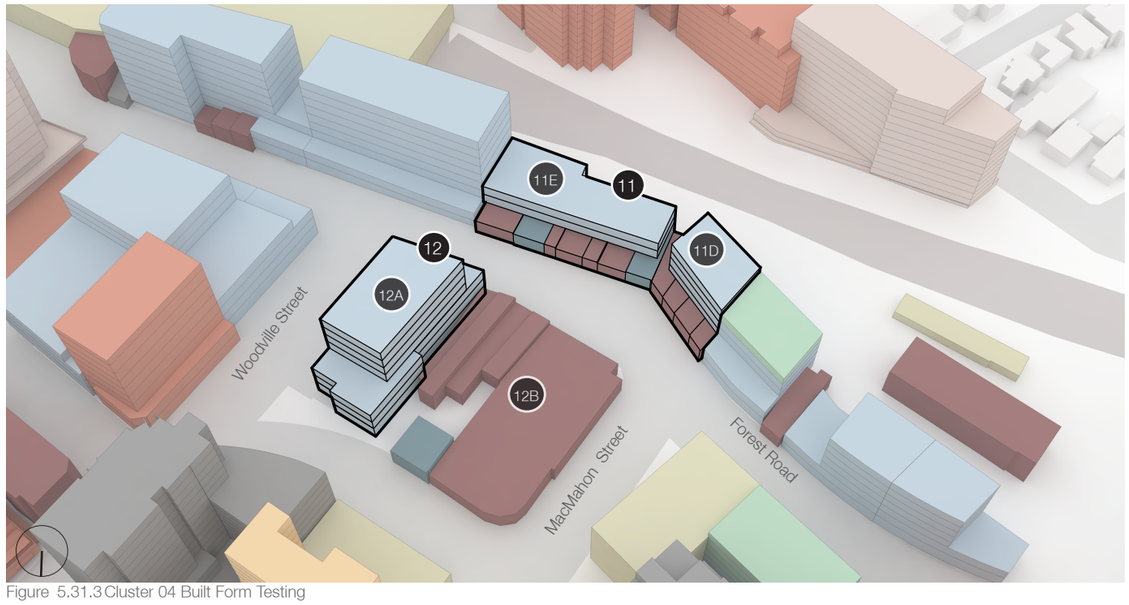


Figure 5.31.3 Cluster 04 Built Form Testing

- Compliant
- Additional Height for FSR Compliance
- 8 or more Strata Titles
- Opportunity Site - Not Feasible
- Heritage Item
- Unlikely to Change
- Development Application - Under Assessment
- Development Applications - Under Construction /Recently Approved
- 00 DCP Blocks
- 00 Sites Tested within DCP Blocks

Built Form Modelling

- To permit development and allow upgrades to the shops and public domain, additional height has been investigated in Block 11E. No additional FSR is required, however a setback in line with the remainder of Forest Road (between MacMahon Street and The Avenue) is applied. Thus the 11m street wall and overall 23m is applied.
- Block 11D retains the current controls to allow the Block to remain as a key urban marker site that terminates the view corridors along MacMahon Street and Forest Road.
- The 11m street wall control is applied to block 12A with an overall height of 40m retained for the remainder of the block. The rear of the side (to Dora Street) is increased to 40m to provide an edge to the Bus Interchange at Woodville Street.

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
11E	15m Overall	3:1	11m Street Wall 23m Overall Height	No Change
11D	30m Overall	3:1	30m Overall	No Change
12A	Varies 15m - 40m	4.5:1	11m Street Wall 40m Overall	Amend to 6:1, to reflect new height.*
12B	Varies 15m - 23m	3:1	11m Street Wall 23m Overall	No Change

* Recommended amendments to FSR Controls have been informed by further testing undertaken in the Additional Built Form Investigation, attached as Appendix B to this report.

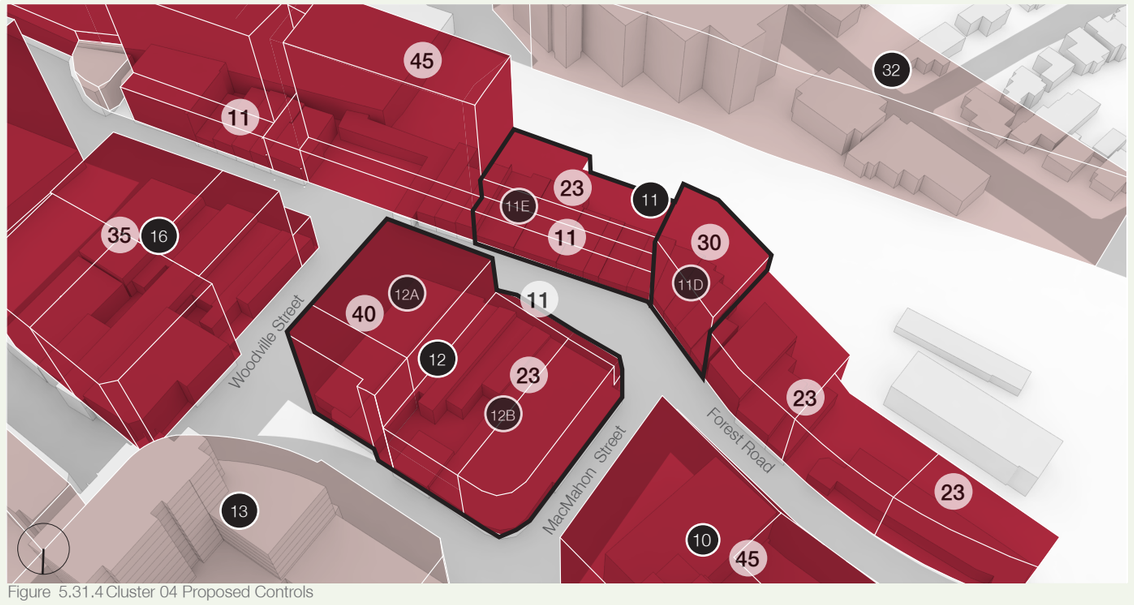


Figure 5.31.4 Cluster 04 Proposed Controls

00 DCP Blocks

00 Recommended Height Controls (m)

good built form outcome.

Recommended Controls - Cluster 04

Block 11

xiv. Apply a street wall height for sub block 11E of 11m, with an average depth of 6m, in keeping with the street wall height established along Forest Road.
xv. Amend the LEP to increase the height for sub block 11E from 15m to 23m.
xvi. Retain the existing 30m height for sub-block 11D to create an urban marker, as the heritage building terminates the view corridors along both MacMahon Street and Forest Road.

Block 12:

xvii. Apply a street wall height along Forest Road for block 12 to 11m, with an average depth of 8m, in keeping with the street wall height established along Forest Road.
xviii. Amend the LEP to increase the height of sub-block 12A from 15m to 40m to ensure consistent built form outcomes across the block and to ensure that future development frames the bus interchange in Woodville Street.
xix. Amend the LEP to increase the height of sub-block 12B from 15m to 23m the site to ensure consistent built form outcomes to Forest Road.
xx. Amend FSR control on sub-block 12A from 4.5:1 to 6:1, to match increased height control.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

5.32 Built Form Strategy : Block 10 and 11

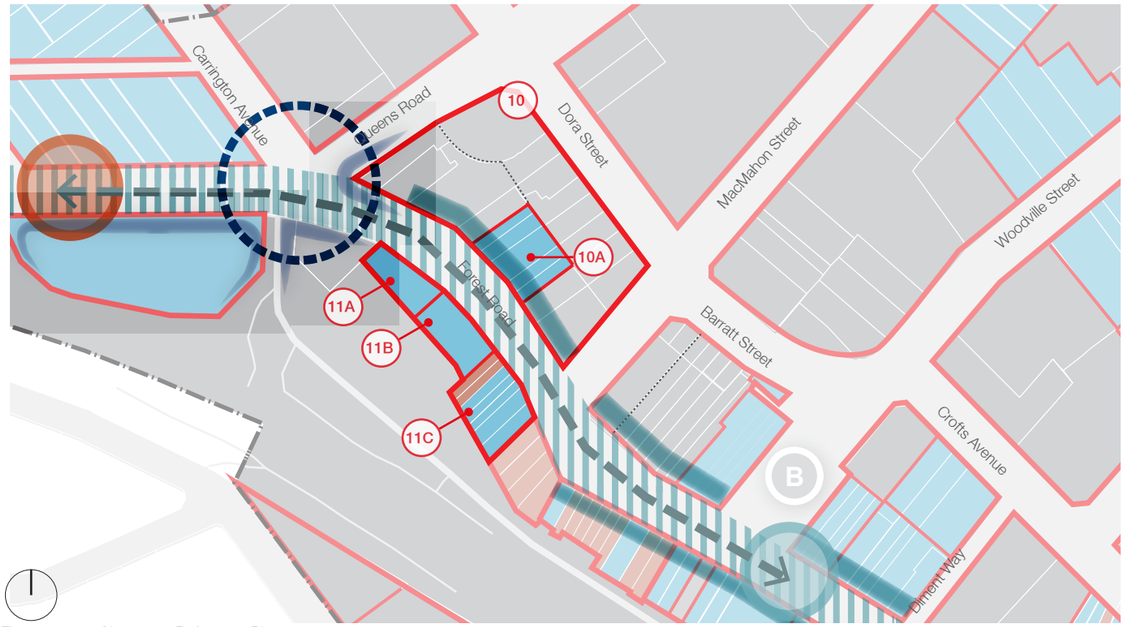


Figure 5.32.1 Cluster 05 Reference Plan

- DCP Block Boundary
- (00) Sites within DCP Blocks
- Opportunity Sites
- Other Sites - Unlikely to Change
- Heritage Sites included in Potential Uplift
- Activation and Setbacks along Forest Road
- Street Wall Setback
- Built Form Transition Between Character Areas
- Towards Commercial Core
- Towards Medium-High Density Residential Bookend
- Urban Threshold
- Key Gateway - Urban Marker

Character and Concept

- Blocks 10 and 11A, 11B and 11C are located within the Forest Road High Street Character Area. The section of Forest Road between MacMahon Street and Queens Road however comprises a different character to the remainder of Forest Road. This section has a taller street wall, more on-street parking and mature trees, and the public domain has reduced solar access.
- Block 10 has a number of buildings that are currently under construction or subject to a Development Application. The street wall is varied and the corner of Queens Road and Forest Road is identified as being an Urban Threshold, with an Urban Marker.
- Sites 11A - 11C comprise a mix of single ownership parcels and narrow shop fronts.

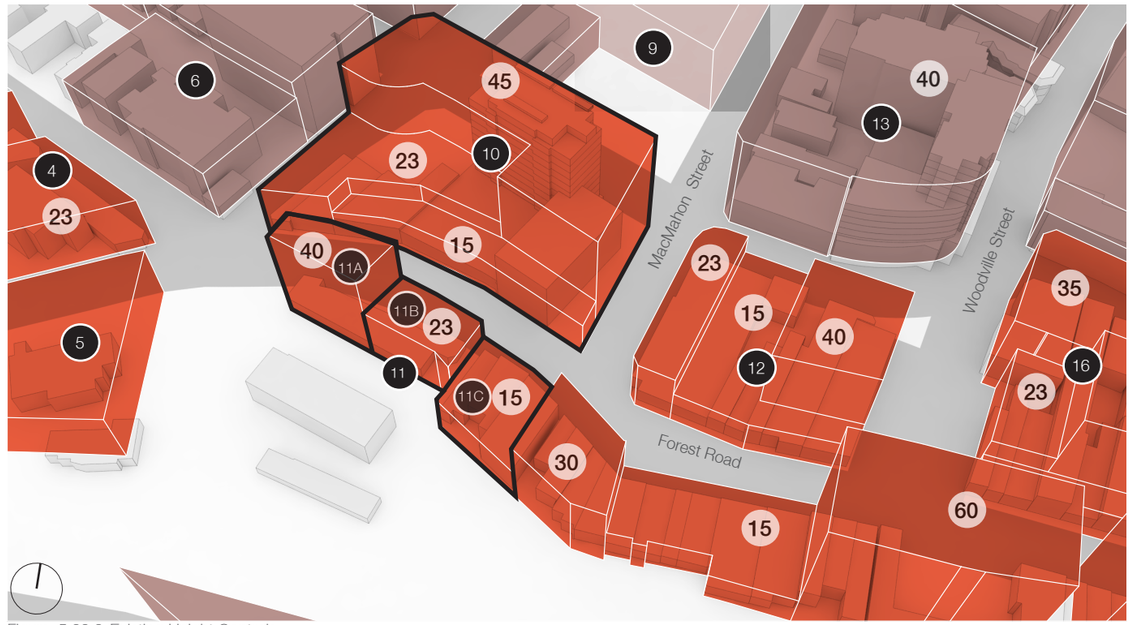


Figure 5.32.2 Existing Height Controls

(00) DCP Blocks

(00) Existing LEP Height Controls (m)

Existing

- The area is varied in terms of height controls.
- The built form controls do not align with lot boundaries, which may result in poor built form outcomes.
- The Forest Road walking street character begins at the corner of MacMahon Street and Forest Road and should be reflected in the built form controls.
- The western section of Block 10 is an urban marker site as it marks the entrance to the business and activity area within the city centre when travelling east along Forest Road.

NOTE: The above diagram represents the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Built Form Strategy : Block 10 and 11

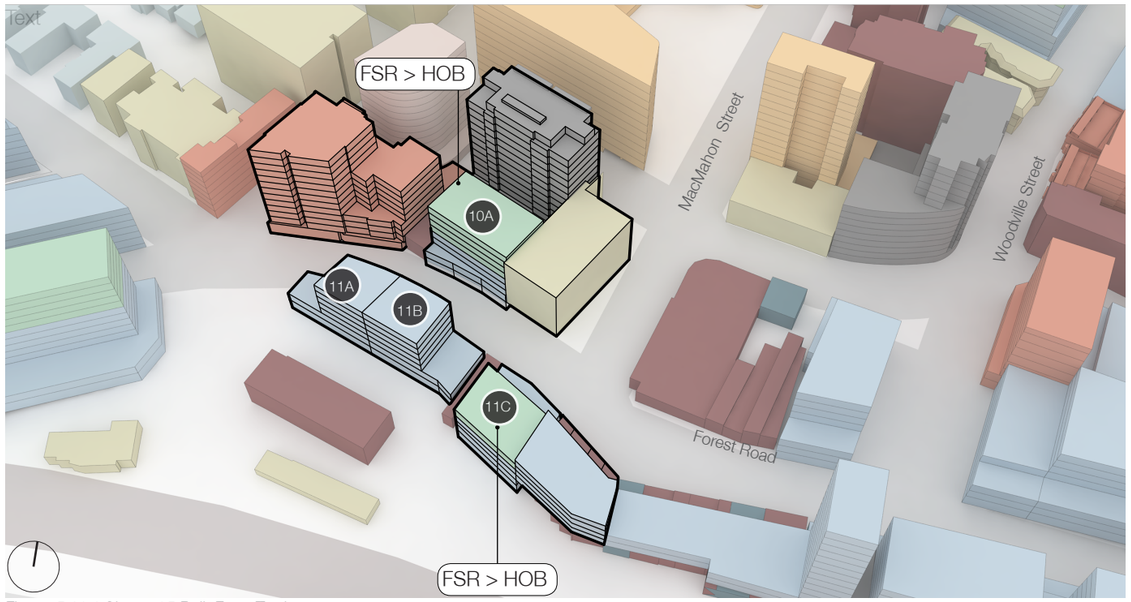


Figure 5.32.3 Cluster 05 Built Form Testing

- Compliant
- Additional Height for FSR Compliance
- 8 or more Strata Titles
- Opportunity Site - Not Feasible
- Heritage Item
- Unlikely to Change
- Development Application - Under Assessment
- Development Applications - Under Construction /Recently Approved
- 00 DCP Blocks
- 00 Sites Tested within DCP Blocks

Built Form Modelling

- Built form testing indicates that sites 10A and 11C cannot achieve the FSR within the height limit. To allow this the height of the block has been increased, with the exception of the street wall to Forest Road.
- A number of larger sites within Block 10 have recent approvals or are buildings currently under construction. In these cases if the building exceeds the current controls, the controls have been increased to match the approved building height.
- This area is part of the Forest Road High Street Character Area, and should also present a street wall. However the street wall is proposed to be increased to 23m as the historic character and fine grain nature of the shop-fronts is not present in this area.

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
10A	Varies 15m-45m	4.3:1 (Varies, 3.5-6:1)	23m-45m	3.5:1*
Remainder of Block 10	Varies 15 - 45m	3.5:1 - 6:1	23m Part Street Wall 45m Overall	No Change
11A	40m Overall	3.6:1	23m Overall	No Change
11B	23m Overall	3.6:1	23m Overall	No Change
11C	15m Overall	3.0:1	23m Overall	No Change

* Recommended amendments to FSR Controls have been informed by further testing undertaken in the Additional Built Form Investigation, attached as Appendix B to this report.

Figure 5.32.4 Cluster 05 Proposed Controls

- 00 DCP Blocks
- 00 Recommended Height Controls (m)

Recommended Controls - Cluster 05

Block 10

xxi. Increase the street wall height along Forest Road for Block 10 from 15m to 23m, with an average depth of 8m, to ensure that the FSR can be achieved.
xxii. Amend the LEP to rationalise the height of Block 10 from 15m-45m to 45m.
xxiii. Amend the LEP to rationalise the FSR control to be a consistent 3.5:1 across sub-block 10A, to match new height control.

Block 11

xxiv. Amend the LEP to reduce the height of sub-block 11A from 40m to 23m to ensure a consistent street wall along Forest Road and to achieve consistency in height with Blocks 11B and 11C.
xxv. Retain the existing height of 23m for sub-block 11B to ensure a consistent street wall along Forest Road.
xxvi. Amend the LEP to increase the height of sub-block 11C from 15m to 23m to ensure a consistent street wall along Forest Road.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

5.33 Built Form Strategy : Block 2, 3, 4 and 5

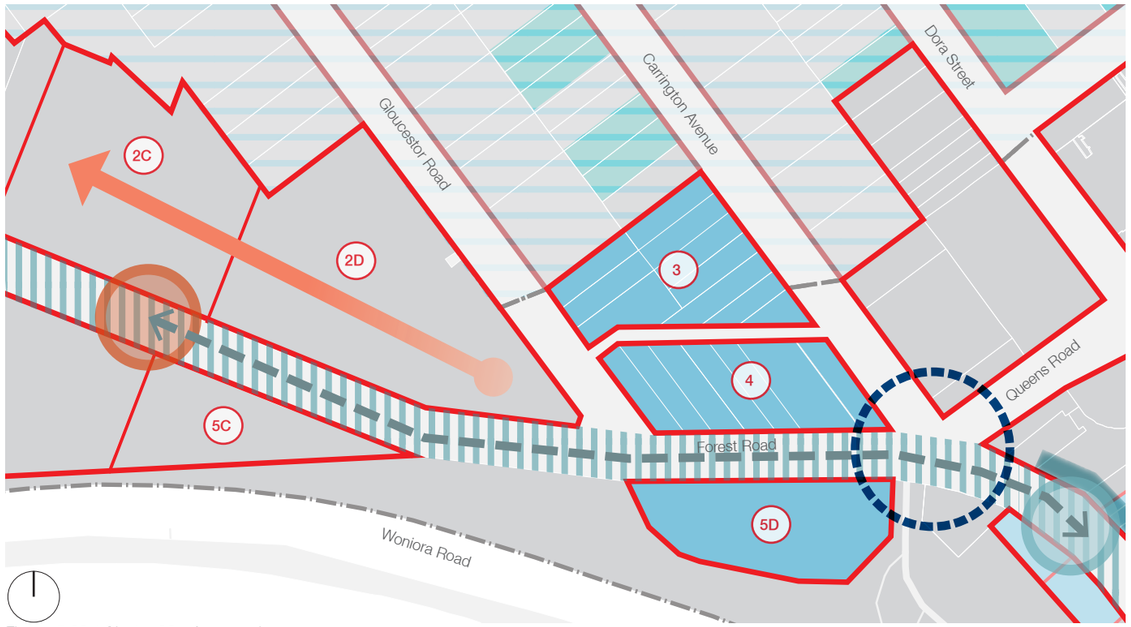


Figure 5.33.1 Cluster 06 reference plan

- DCP Block Boundary
- (00) Sites within DCP Blocks
- Opportunity Sites
- Other Sites - Unlikely to Change
- Activation and Setbacks along Forest Road
- Built Form Transition Between Character Areas
- Towards Commercial Core
- Towards Medium-High Density Residential Bookend
- Stepping of Built Form Height Across Site
- Urban Thresholds

Character and Concept

- Blocks 2D, 3, 4, 5C and 5D are within the City West Transition Area. This area provides a transition from the edge of the City Centre to the Western Bookend residential precinct. There is currently no predominant character to this area, due to the inconsistent setbacks, car parking and access to the rail line.
- Block 2D is able to step along the topography between the 60m height at Block 2C, and the lower height at Blocks 4 and 5. This block currently comprises a business park.
- Block 3 comprises an at-grade car park.
- Block 4 has a petrol station, and 4-5 storey commercial building.
- Block 5C comprises a number of low scale retail and commercial premises, and access to the rail line.
- Block 5D currently houses a stand alone retail store with at grade parking.

Figure 5.33.2 Existing Height Controls

- (00) DCP Blocks
- (00) Existing LEP Height Controls (m)

Existing

- A number of height controls do not follow Built Form Principle 4 to transition in height in the City West transition zone from 60m at the Western Bookend to 23m at the Hospital site within the Civic Centre Precinct.
- The built form provides no transition to surrounding residential areas to the north.
- Block 5C has a small portion of the site that has isolated uplift. This will not facilitate a good development outcome.

NOTE: The above diagram represents the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Built Form Strategy : Block 2, 3, 4 and 5

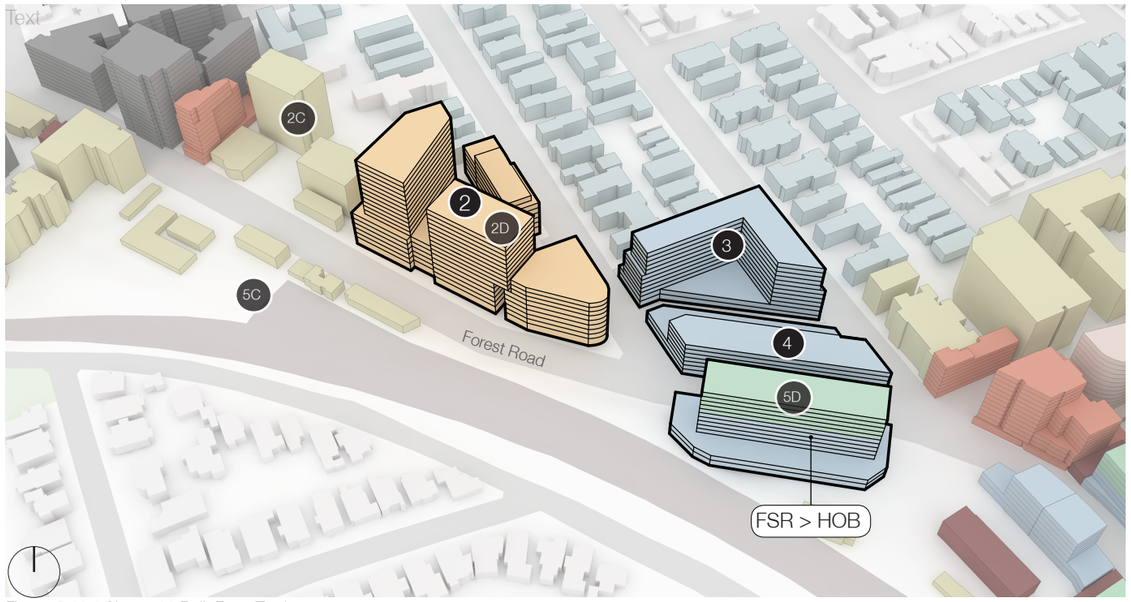


Figure 5.33.3 Cluster 06 Built Form Testing

- Compliant
- Additional Height for FSR Compliance
- 8 or more Strata Titles
- Heritage Item
- Unlikely to Change
- Planning Proposal - Lodged
- Development Applications - Under Construction /Recently Approved
- 00 DCP Blocks
- 00 Sites Tested within DCP Blocks

Built Form Modelling

- The built form modelling of these sites identifies the difference between the FSR and Height controls, with Block 5D not able to achieve the allocated FSR within the permissible height.
- The built form at Block 2D demonstrates an appropriate stepping in height that could occur between the 60m height limit at Block 2C, and the built form at Blocks 3, 4, 5C and 5D. This creates a transition between the Western Bookend and Civic Centre Precinct, and accentuates the topography in line with Principle 4.

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
2D	23m Overall	3:1	60m and 40m	No Change
3	40m Overall	5:1	40m Overall	No Change
4	23m Overall	3:1	40m Overall	No Change
5C	23m and 45m	4.5:1	40m Overall	No Change
5D	23m and 40m	4:1	40m Overall	No Change

Figure 5.33.4 Cluster 06 Proposed Controls

00 DCP Blocks

00 Recommended Height Controls (m)

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Recommended Controls - Cluster 06

Block 2:

xxvii. Amend the LEP to increase the height of sub-block 2D from 23m to 60m at the western end of the site, stepping down to 40m at the eastern end.

Block 3:

xxviii. Retain the existing height of 40m for Block 3 but undertake further analysis to ensure an appropriate residential transition to future development to the north of the site.

Block 4:

xxix. Amend the LEP to increase the height of Block 4 from 23m to 40m to ensure consistency with the surrounding development. Retain existing FSR.

Block 5:

xxx. Amend the LEP to rationalise the overall height for sub block 5C from 23m – 45m to 40m to ensure consistency with development to the north of Forest Road and to ensure a more appropriate built form outcome.
- Note: Any redevelopment of this site should ensure that access to the railway line is maintained.

xxxi. Amend the LEP to rationalise the overall height for sub block 5D from 23m – 40m to 40m to ensure consistency with development to the north of Forest Road, achieve the development yield (existing FSR) and to ensure a more appropriate built form outcome.

xxxii. For sub block 5D allow an adequate envelope to create an urban marker building and terminate the views along Forest Road and Queens Road.

5.34 Built Form Strategy : Block 28, 29 and 30

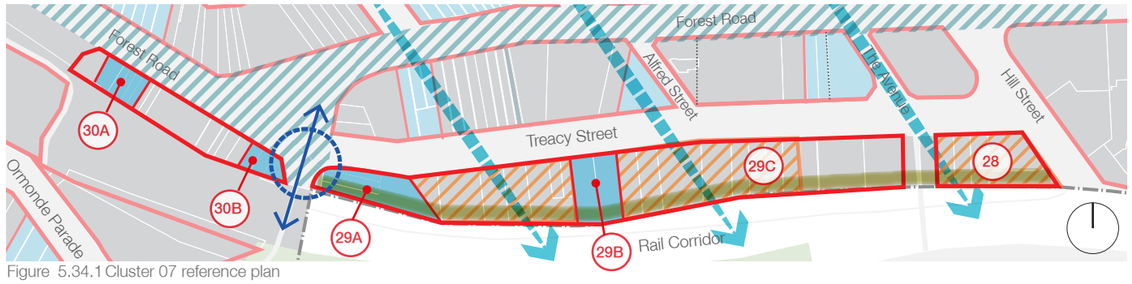


Figure 5.34.1 Cluster 07 reference plan

- DCP Block Boundary
- (00) Sites within DCP Blocks
- Opportunity Sites
- Other Sites - Unlikely to Change
- Activation and Setbacks along Forest Road
- Increased Height on Future Redevelopment Sites
- Introduce Fine Grain to avoid solid massing along street wall
- Urban Threshold into the City Centre
- Landscaped Buffer and Built Form Setback along Railway Corridor

Character and Concept

- Blocks 28 and 29 are located within the City East Transition Area. There is currently a large amount of redevelopment occurring along Treacy Street, and as such a number of new developments have exceeded the existing controls for the site. Block 29 also contains the Planning Proposal (37-41 Treacy Street), recently approved at Gateway.
- Blocks 29A and 30B create an Urban Threshold into the City Centre, and the heights currently do not relate to each other.

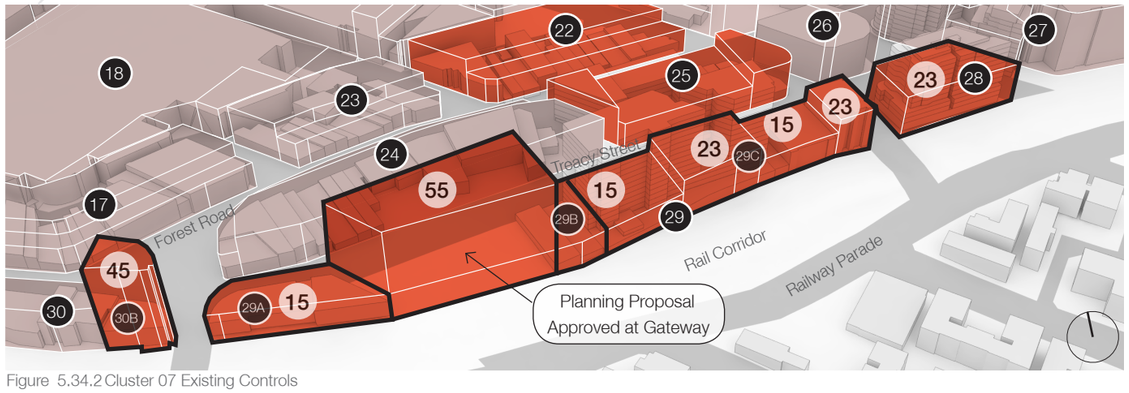


Figure 5.34.2 Cluster 07 Existing Controls

(00) DCP Blocks (00) Existing LEP Height Controls (m)

Existing

The building envelopes along the southern edge of Treacy Street have already largely been exceeded by recent approvals and buildings under construction.

Built Form Modelling

- The majority of these sites are recently approved, under construction, or the subject of a planning proposal to raise the heights to a similar height.

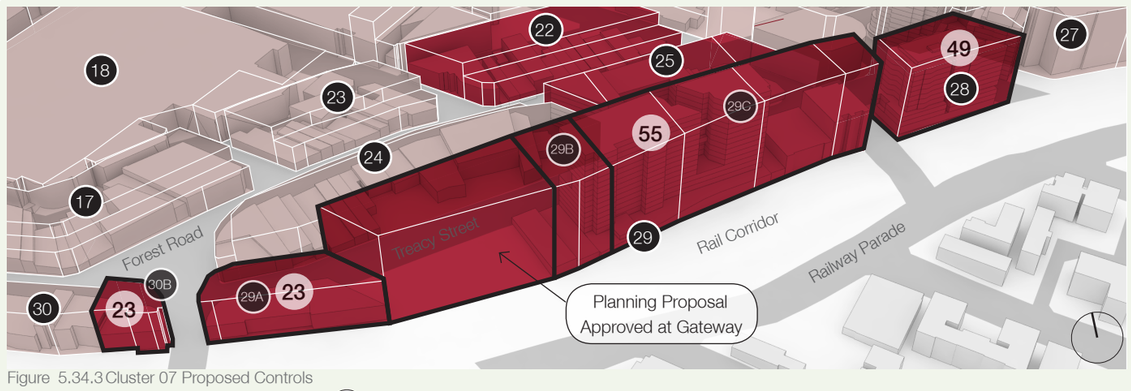


Figure 5.34.3 Cluster 07 Proposed Controls

(00) DCP Blocks (00) Recommended Height Controls (m)

Recommended Controls - Cluster 07

Block 28:

xxxiii. Amend the LEP to increase the height of Block 28 from 23m to 49m to ensure consistency with the surrounding development and reflect DA submitted 26 March 2018.
xxxiv. Amend LEP to increase FSR control to 6:1, to match new height control.

Block 29:

xxxv. Amend the LEP to increase the height of sub-blocks 29B and 29C from 15m-23m to 55m to ensure consistency with the recently approved and/or constructed development. This additional height allows for views to the Sydney CBD and Botany Bay to be captured and will compensate for the loss in amenity from being in close proximity to the railway line.
xxxvi. Amend LEP to increase FSR for sub-blocks 29B and 29C to 7:1, to reflect
xxxvii. Amend the LEP to increase the height of sub-block 29A from 15m to 23m to create a transition to the Forest Road walking street and to mark the threshold of the entrance over the rail corridor, into the heart of the City Centre.

Block 30:

xxxviii. Amend the LEP to reduce the height of sub-block 30B from 45m to 23m to ensure a consistent building height with adjoining blocks and to mark the threshold of the entrance into the heart of the City Centre.
xxxix. Amend the LEP to reduce the FSR for sub-block 30B from 5:1 to 4:1 to correspond with new height control.

NOTE: The diagrams above and opposite represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
28	23m Overall	4:1	49m Overall	Increase FSR to 6:1, to reflect new height control.*
29A	15m Overall	3:1	23m Overall	No Change
29B & 29C	Varies 15m - 23m	3:1 - 4:1	55m Overall	Increase FSR to 7:1, to reflect new height control and match approved FSR of adjacent Planning Proposal. *
30B	45m Overall	5:1	23m Overall	Reduce FSR to 4:1 to correspond with new height.*

* Recommended amendments to FSR Controls have been informed by further testing undertaken in the Additional Built Form Investigation, attached as Appendix B to this report.

5.35 Built Form Strategy : Block 1 and 2

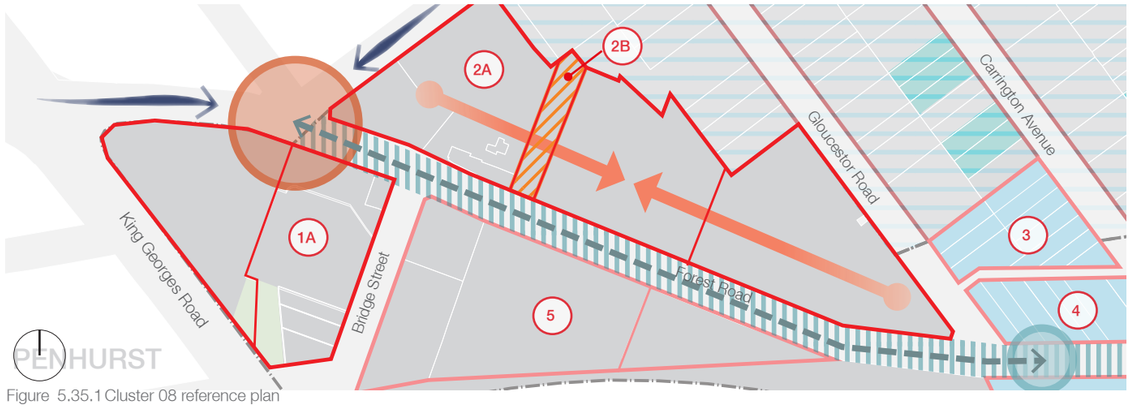


Figure 5.35.1 Cluster 08 reference plan

- DCP Block Boundary
- (00) Sites within DCP Blocks
- Sites Unlikely to Change
- Increased Height on Future Redevelopment Site
- Activation and Setbacks along Forest Road
- Built Form Transition Between Character Areas
- Towards Commercial Core
- Towards Medium-High Density Residential Bookend
- Increase Height to mark Key Gateway

Character and Concept

- Blocks 1A and 2B are located within the Western Bookend Character area.
- Block 1A comprises a commercial tower, with a heritage building fronting Forest Road.
- Block 2A comprises low scale commercial or warehouse buildings.

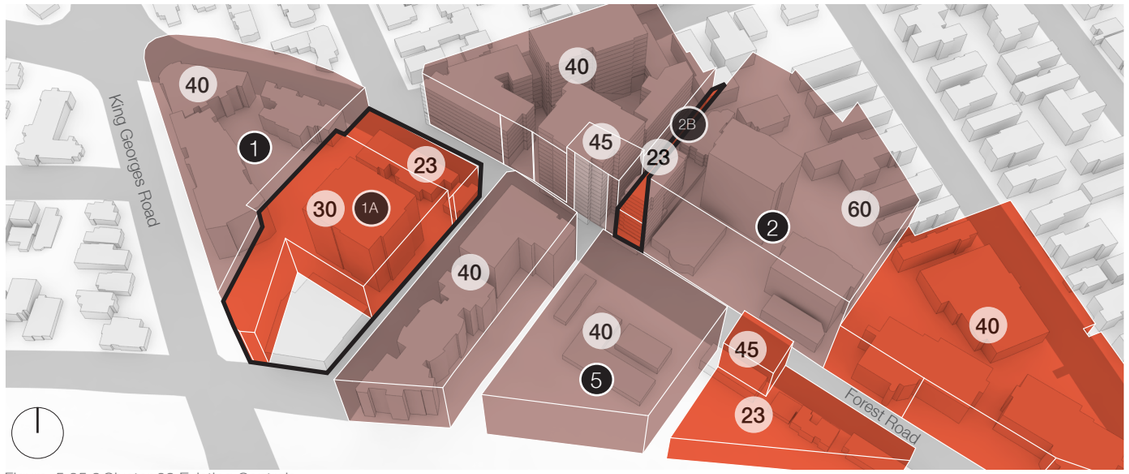


Figure 5.35.2 Cluster 08 Existing Controls

(00) DCP Blocks (00) Existing LEP Height Controls (m)

Existing

- The existing envelopes are inconsistent across the character area and inconsistent within their urban blocks.

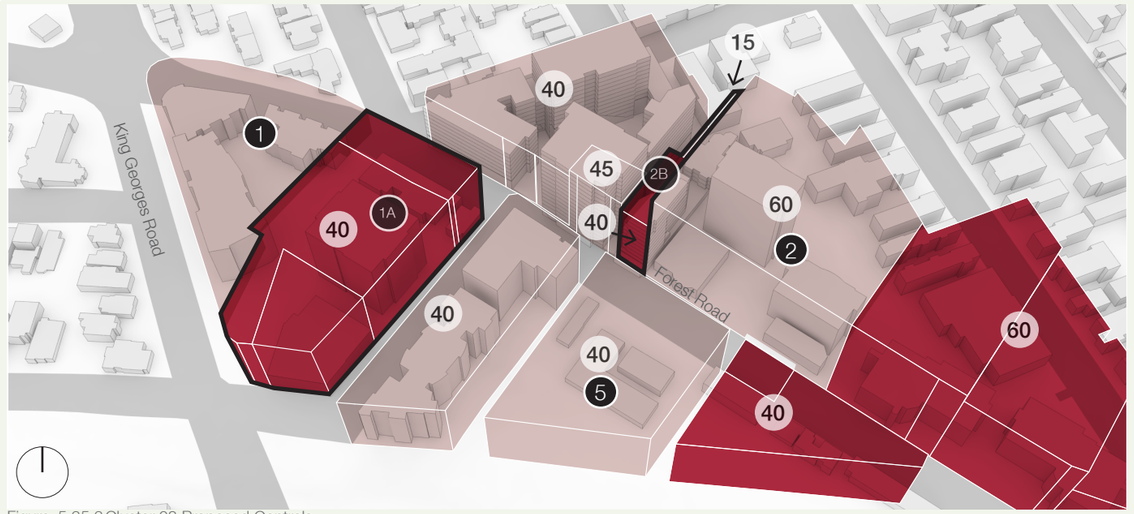


Figure 5.35.3 Cluster 08 Proposed Controls

(00) DCP Blocks (00) Recommended Height Controls (m)

Recommended Controls - Cluster 08

Block 1:

xl. Amend the LEP to increase the height of sub-block 1A from 23m – 30m to 40m to match the heights of the adjacent sites in the Eastern Bookend.

- Note: It is also recommended that the height on the remainder of the block is increased to create a transition to the Forest Road walking street and to mark the threshold of the entrance over the rail corridor, into the heart of the City Centre.

Block 2 :

- Amend the LEP to increase the overall height for sub block 2B from 23m to 40m for the half oriented to Forest Road, to match the heights on the neighbouring blocks and to provide an appropriate transition from the 60m height at the Western Bookend. A 15m height is recommended for the northern portion, to create a sensitive transition to the adjacent residential area.

NOTE: The diagrams above and opposite represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
1A	23m Street Wall 30m Overall	2.5:1 - 3:1	40m Overall	No Change
2B	23m Overall	3:1	15-40m	No Change

5.36 Built Form Strategy : Additional Capacity Investigation Area 01

Figure 5.36.1 Additional Capacity Investigation Area 01

- DCP Block Boundary
- (X) DCP Block Numbering - Additional Capacity Investigation Area
- Potential Future Opportunity Sites - Additional Capacity Investigation Area
- Other Sites - Unlikely to Change
- Transition of Built Form Height Across Site - increasing as the area approaches the City Centre boundary
- Potential Through-site Links to ensure breaks in built form and connect open spaces

Character and Concept

- The following Blocks are outside the City Centre and are within the current R3 zoned residential flat building precinct.
- The predominant character within these areas is 4 storey brick walk ups and 1-2 storey detached dwelling houses.

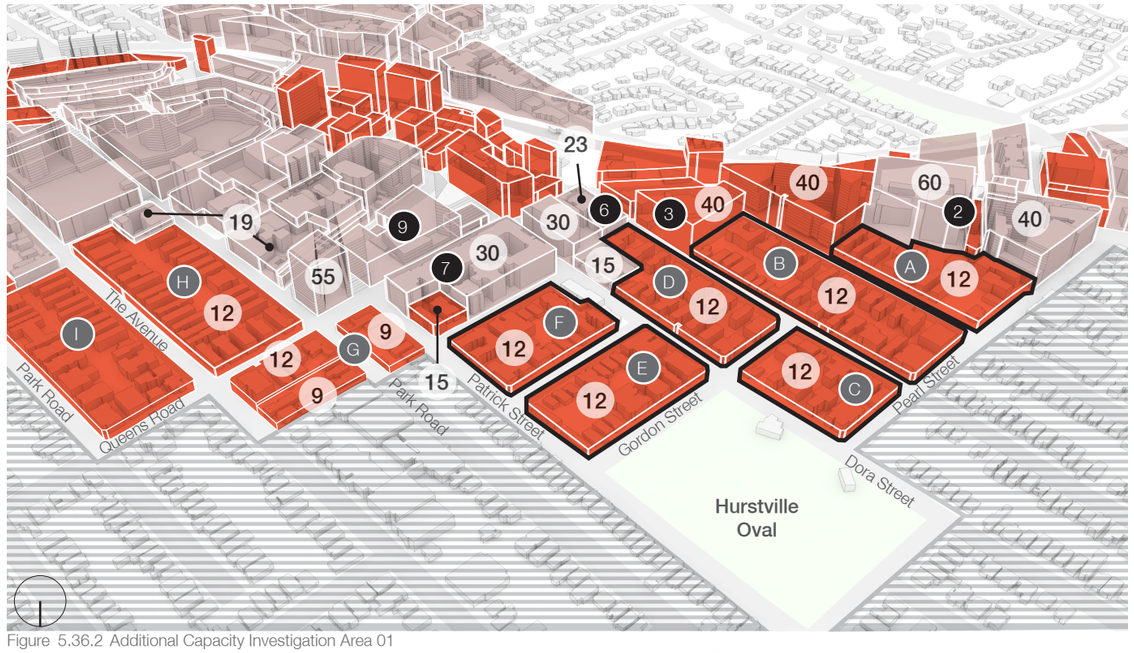


Figure 5.36.2 Additional Capacity Investigation Area 01

- 00 DCP Blocks - Study Area
- 00 DCP Blocks - Additional Capacity Investigation Area
- 00 Existing LEP Height Controls (m)
- Adjacent Height Controls = 9-12m

Existing

- The heights surrounding the Hurstville City Centre do not allow for transition in the built form to the surrounding residential areas. It is recommended that whilst outside of the study boundary for this Urban Design Study, that Council investigate potential uplift for the area to provide additional capacity and improve the transition of development adjoining the Hurstville City Centre.
- Preliminary modelling analysis has been conducted to illustrate an appropriate built form, however an additional Economic Feasibility Study is recommended to be undertaken to ensure that the proposed envelopes provide enough uplift to facilitate the consolidation and redevelopment of the strata titled sites.

NOTE: The above diagram represents the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

5.37 Built Form Strategy : Additional Capacity investigation

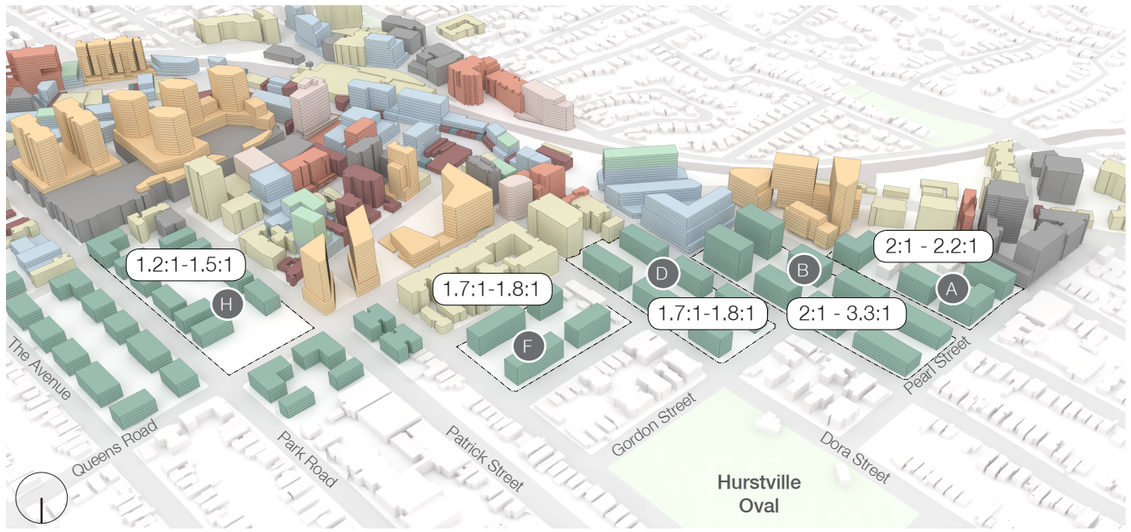


Figure 5.37.1 Additional Capacity Investigation Area 01 FSR testing

Opportunity Sites Tested within Additional Capacity Investigation Area

00 DCP Blocks - Additional Capacity Investigation Area

Built Form Modelling

- The built form modelling illustrates an appropriate built form outcome from an urban design capacity only based upon ADG and DCP setbacks and floor-plate sizes, as well as taking into consideration the character of the area. Further investigation regarding the feasibility of these sites is recommended to be undertaken by Council before consideration is given to amending the controls.

NOTE: The diagram above represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

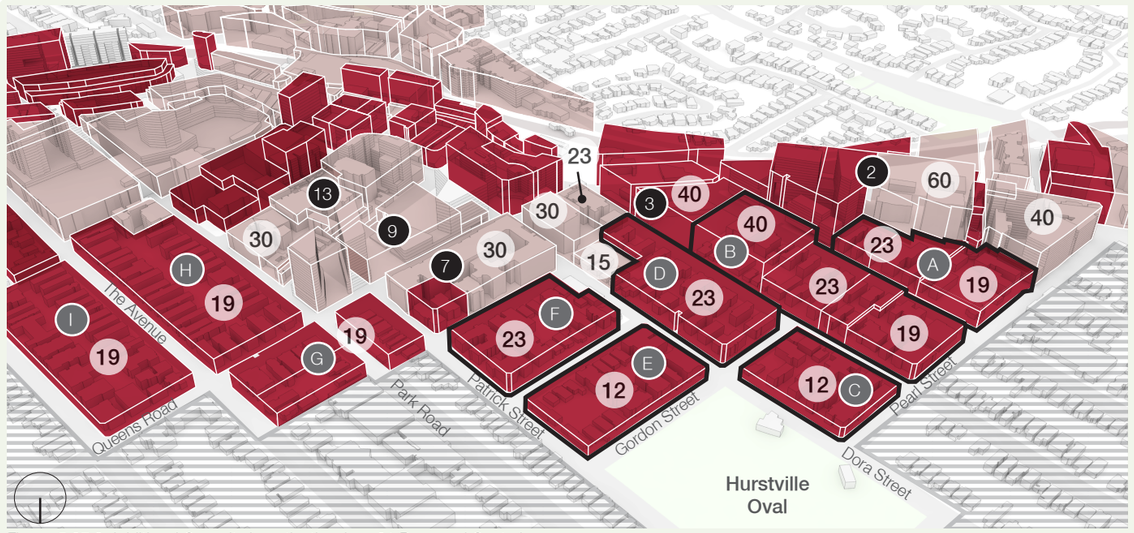


Figure 5.37.2 Additional Capacity Investigation Area 01 Proposed Controls

00 DCP Blocks - Study Area

00 DCP Blocks - Additional Capacity Investigation Area

00 Recommended Height Controls (m)

Adjacent Height Controls = 9-12m

Recommended Controls - Additional Capacity Investigation Area 1A

Block A:

i. That Council consider reviewing the height for Block A from 12m to 23m at the southern end stepping down to 19m at the northern end of the block to provide a more appropriate transition along Pearl Street.

Block B:

ii. That Council consider reviewing the height for Block B from 12m to 40m at the southern end of the block stepping down to 23m and 19m at the northern end of the block to provide a more appropriate transition along Pearl Street.

iii. That Council consider reviewing the rezoning of the properties in Block B where the height is proposed to be increased to 40m from R3 – Medium Density Residential to B4 – Mixed Use.

Block C:

iv. Retain the existing height of 12m for Block C to allow for a transition in height to the surrounding residential areas and to minimise adverse impacts to Hurstville Oval.

Block D:

v. That Council consider reviewing the height for Block D from 12m to 23m to provide a transition from Block 7 (30m) and Block E (12m).

Block E:

vi. Retain the existing height of 12m for Block E to allow for a transition in height to the surrounding residential areas and to minimise adverse impacts to Hurstville Oval.

Block F:

vii. That Council consider reviewing the height for Block F from 12m to 23m to provide a transition from Block 7 (30m) and Block E (12).

5.38 Built Form Strategy : Additional Capacity Investigation 2A

Figure 5.38.1 Additional Capacity Investigation Area 2A Reference Plan

- DCP Block Boundary
- X DCP Block Numbering - Additional Capacity Investigation Area
- Potential Future Opportunity Sites - Additional Capacity Investigation Area
- Other Sites - Unlikely to Change
- Transition of Built Form Height Across Site - increasing as the area approaches the City Centre boundary
- Medium-High Density Residential Bookend
- Potential Through-site Links to ensure breaks in built form and connect open spaces

Character and Concept

- The following Blocks are not within a City Centre character area, as they are within the current residential areas.
- The character within these areas is mixed with 4 storey brick walk ups, 1-2 storey detached dwelling houses and commercial, retail and light industrial premises along Forest Road.

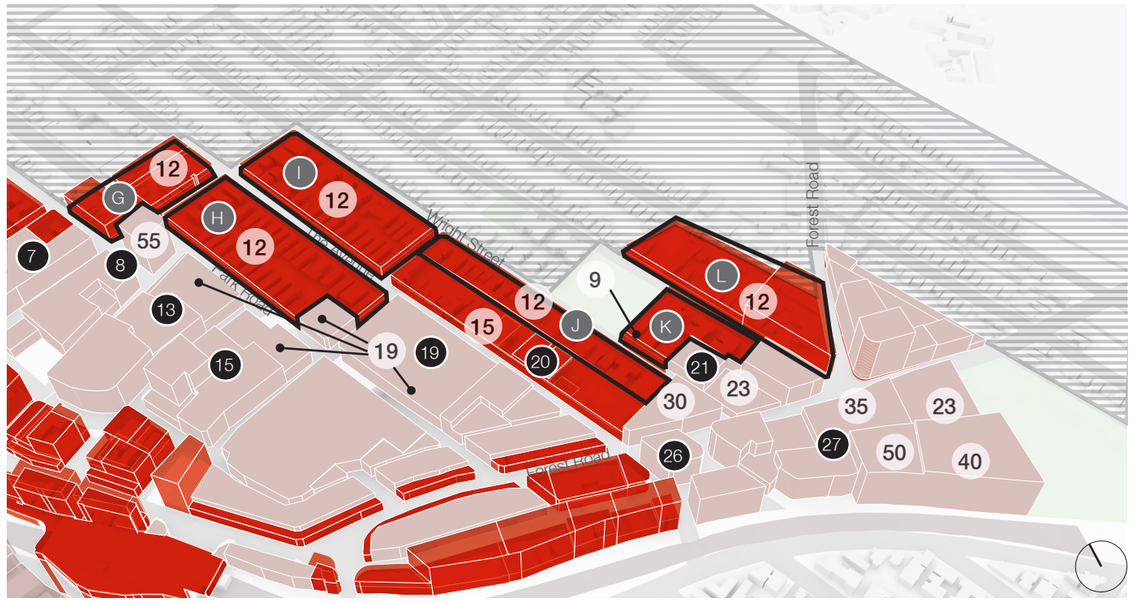


Figure 5.38.2 Additional Capacity Investigation Area 2A Existing height controls

- 00 DCP Blocks - Study Area
- 00 DCP Blocks - Additional Capacity Investigation Area
- 00 Existing LEP Height Controls (m)
- Adjacent Height Controls = 9-12m

Existing

- The areas surrounding the City Centre to the north east already provide a sense of transition to the surrounding areas. It is recommended that whilst outside of the study boundary for this Urban Design Study, that Council investigate potential uplift for the area to provide additional capacity in the Hurstville area. Preliminary modelling analysis has been conducted to illustrate an appropriate built form, however an additional Economic Feasibility study is recommended to be undertaken to ensure that the proposed envelopes provide enough uplift to facilitate the consolidation of strata titles to redevelop.

NOTE: The above diagram represents the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

5.39 Built Form Strategy : Additional Capacity Investigation

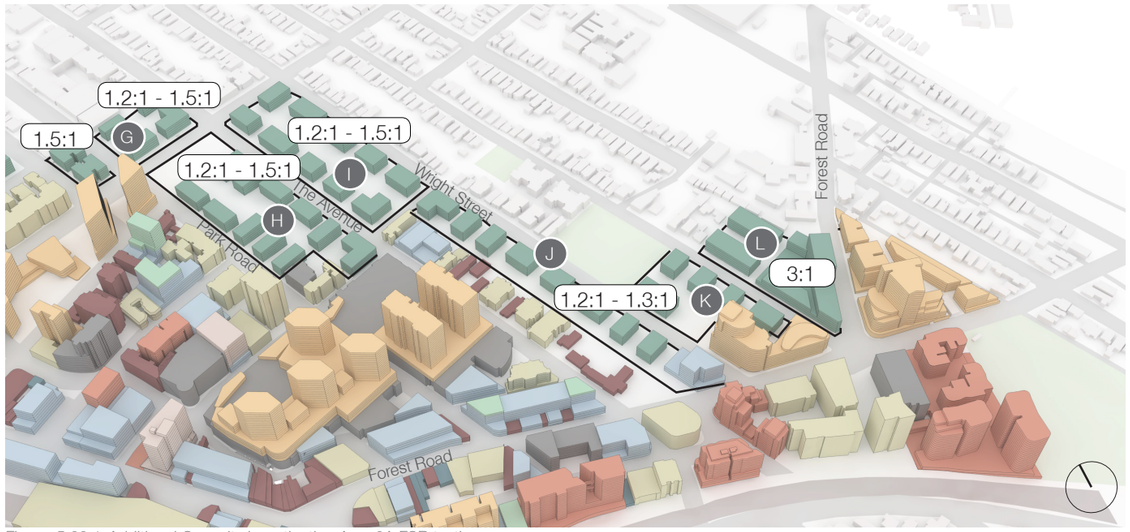


Figure 5.39.1 Additional Capacity Investigation Area 2A FSR testing

Opportunity Sites Tested within Additional Capacity Investigation Area

00 DCP Blocks - Additional Capacity Investigation Area

Built Form Modelling

- The built form modelling illustrates an appropriate built form outcome from an urban design capacity only based upon ADG and DCP setbacks and floor-plate sizes, as well as taking into consideration the character of the area. Further investigation about the feasibility of these sites is recommended to be undertaken by Council before amending these controls.

NOTE: The diagram opposite represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

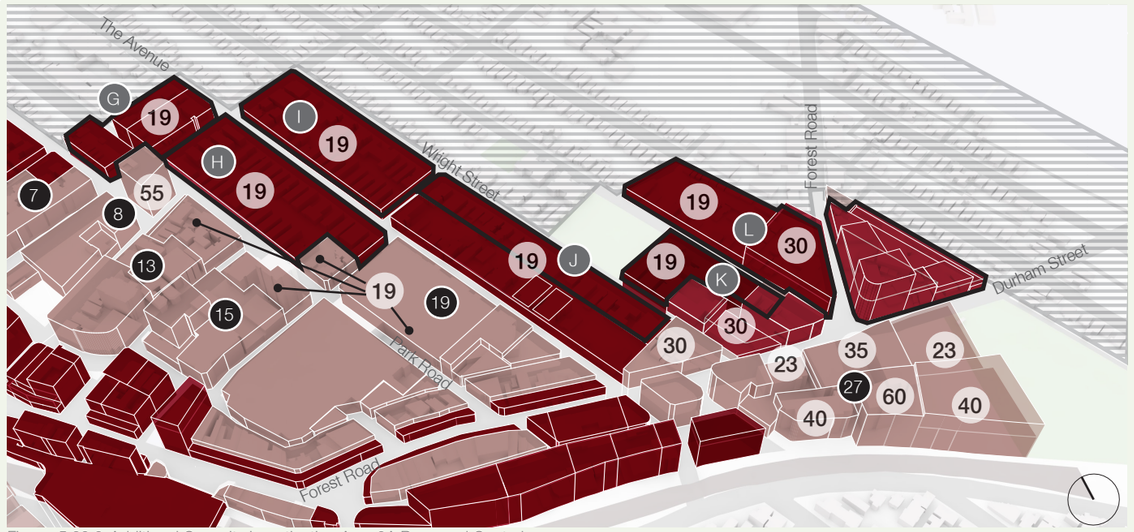


Figure 5.39.2 Additional Capacity Investigation Area 2A Proposed Controls

00 DCP Blocks - Study Area

00 DCP Blocks - Additional Capacity Investigation Area

00 Recommended Height Controls (m)

Adjacent Height Controls = 9-12m

Recommended Controls - Additional Capacity Investigation Area 2A

Block G:

viii. That Council consider reviewing the height for Block G from 12m to 19m to provide a transition along Queens Road.

Block H:

ix. That Council consider reviewing the height for Block H from 12m to 19m to be consistent across the block.

Block I:

x. That Council consider reviewing the height from 12m to 19m to provide a transition from The Avenue to Wright Street residential precinct.

Block J:

xi. That Council consider reviewing the height from 12m to 19m to transition from Forest Road to the residential area.

Block K:

xii. That Council consider reviewing the height from 12m to 19m to the northern lots adjacent to Woodville Park, to provide an improved transition between the residential bookend and the surrounds.

Block L:

xiii. That Council consider reviewing the height from 9m to 30m and 19m, to provide an improved transition between the residential bookend and the surrounds.

5.40 Summary of Headline Figures

Summary of Built Form Testing and Recommendations for Opportunity Sites, based on FSR Compliance

Figure 5.40.1 summarises the built form investigation and strategy presented in this section of the report.

Figure 5.40.1 presents the Maximum Height and FSR analysis carried out for Opportunity Sites identified within clusters 1-6, which required additional testing in order to rationalise built form controls. The table outlines the process of testing existing height controls based on the maximum FSR on a site-by-site basis, in order to propose a more consistent built form outcome that reflects the strategies presented in Chapter 5 of this report. The recommendations aim to improve the built form condition through rationalised height controls, while the current FSR controls are generally retained.

Within the testing column, the results for the proposed building envelopes are indicative of the development capacity for each site. The colours indicate whether the current maximum height control is either achieved, not achieved or exceeded in order to reach the maximum FSR, whilst adhering to the SEPP65, Hurstville DCP and ADG requirements.

The results of this analysis indicate that a large proportion of the opportunity sites are unable to achieve their permitted GFA within the existing height controls, taking into consideration key DCP and ADG setbacks and built form controls.

Legend

- Compliant with Maximum Height and FSR Controls
- Exceeds Maximum Height Control to achieve FSR
- Does not achieve Maximum Height for compliant FSR

		Existing Controls		Testing	
Cluster	Site	FSR	HOB	Height*	GFA
01	Sub-block 22A	3:1-4:1	15-23m	11m Street Wall 23m Overall	3,670m²
	Sub-block 22B	3:1	15-23m	8m Street Wall 23m Overall	8,316m²
	Sub-block 22C	3:1-4:1	15-23m	11m Street Wall 23m Overall	2,866m²
02	Sub-block 25A	4:1-4.5:1	15-23m - 23m applied across site for testing	23m Overall	6,418m²
03	Sub-block 11F	6:1	60m	33m Overall	9,021m²
	Sub-block 11G	3:1-6:1	15-60m	60m Overall	7,691m²
	Sub-block 16A	3:1	15-23m	15m Overall	2,167m²
	Sub-block 16B	5:1	15-45m	26m Overall	6,214m²
	Sub-block 16C	3:1-3.5:1	23-35m	15m Overall	3,722m²
04	Sub-block 11D	3:1	30m	21m Overall	2,159m²
	Sub-block 11E	3:1	15-60m	60m Overall	5,912m²
	Sub-block 12A	4.5:1	15-40m	26m Overall	4,784m²
05	Sub-block 10A	3.5:1-6:1	15-45m	27m	3,636m²
	Sub-block 11A	3.6:1	40m	24m	1,697m²
	Sub-block 11B	3.6:1	23m	23m	1,936m²
	Sub-block 11C	3:1	15m	17m	1,831m²
06	Block 3	5:1	40m	40m Overall	18,689m²
	Block 4	3:1	23m	40m Overall	10,836m²
	Sub-block 5D	4:1	23m	40m Overall	14,625m²

Figure 5.40.1 Summary of Built Form Testing and Recommendations for identified Opportunity Sites, based on FSR Compliance

Note 1: Height is achieved through compliance with Maximum FSR Control, as outlined in the Hurstville LEP 2012

Note 2: Clusters 7 and 8 are not included as no opportunity sites were identified within these blocks. The amended recommendations for these clusters are a reflection of what is currently being delivered (proposed development along Treacy Street) and the rationalisation of heights within adjoining sites.

Summary of Total Estimated Maximum Potential GFA within the Hurstville City Centre - Proposed under current Maximum FSR Controls

Figure 5.40.2 presents an estimate for the total maximum GFA capacity within the Hurstville City Centre based on the current LEP controls for FSR, comprising of B3 Commercial Core, B4 Mixed Use zones and Deferred Matters zoned as 3(b) City Centre Business in the previous LEP 1994 and DCP.

The majority of the Hurstville City Centre is zoned B4 Mixed Use, which will deliver both commercial and residential development.

Land Use Zone	Total Max. GFA
B3 Commercial Core	147,463m²
B4 Mixed Use	913,687m²
Deferred Matters: 3(b) - City Centre Business (Hurstville LEP 94)	118,705m²

Figure 5.40.2 Summary of Total Estimated Maximum Potential GFA within the Hurstville City Centre

5.41 Summary of Final Built Form Recommendations

The table opposite summarises the existing and recommended built form controls for all sites with proposed changes, within the Hurstville City Centre. Recommendations include changes to either or both the height and FSR controls, currently prescribed within the Hurstville LEP 2012.

The final built form recommendations have been informed by the initial testing of Opportunity Sites included in the Strategy as well as the further analysis undertaken within the Additional Built Form Investigation Study, attached as Appendix B to this report.

		Existing Controls			Recommended Controls	
Cluster	**Site**	**Zone**	**FSR**	**HOB**	**FSR**	**HOB**
01	Block 22 (A, B & C)	B4	3:1-4:1	15m Street Wall 23m Overall	No Change	11m Street Wall 23m Overall
02	Sub-block 25A	B4	4:1-4.5:1	15m Street Wall 23m Overall	4:1	23m
02	Sub-block 25B	B4	4:1-4.5:1	15m Street Wall 23m Overall	No Change	23m
03	Sub-block 11F	B3	6:1	60m	No Change	11m Street Wall 45m Overall
	Sub-block 11G	B3	3:1-6:1	15-60m	No Change	11m Street Wall 45m Overall
	Block 16 (A, B, C & D)	B3	3:1- 5:1	15m Street Wall 23m & 45m Overall	5:1	11m Street Wall 35m Overall
	Sub-block 17A	B3	9:1	60m	6:1	No Change
04	Sub-block 11D	B4	3:1	30m	No Change	30m
	Sub-block 11E	B3	3:1	15m	No Change	11m Street Wall 23m Overall
	Sub-block 12A	B3	4.5:1	15m Street Wall 15-40m Overall	6:1	11m Street Wall 40m Overall
	Sub-block 12B	B3	3:1	15-23m	No Change	11m Street Wall 23m Overall
05	Sub-block 10A	B4	3.5:1-6:1	15-45m	3.5:1	23m Street Wall 45m Overall
	Remainder of Block 10	B4	3.5:1-6:1	15-45m	No Change	23m Part Street Wall 45m Overall
	Sub-block 11A	B4	3.6:1	40m	No Change	23m
	Sub-block 11B	B4	3.6:1	23m	No Change	No Change
	Sub-block 11C	B4	3:1	15m	No Change	23m
06	Sub-block 2D	B4	3:1	23m	No Change	60 & 40m
	Block 3	B4	5:1	40m	No Change	No Change
	Block 4	B4	3:1	23m	No Change	40m
	Sub-Block 5C	B4	4.5:1	23m & 45m	No Change	40m
	Sub-block 5D	B4	4:1	23m & 40m	No Change	40m
07	Block 28	B4	3:1	23m	6:1	49m
	Sub-block 29A	B4	3:1	15m	No Change	23m
	Sub-blocks 29B & 29C	B4	3:1-4:1	15m-23m	7:1	55m
	Sub-block 30a	B3	3:1	15m Street Wall 23m Overall	No Change	11m Street Wall 23m Overall
	Sub-block 30B	B3	5:1	45m	4:1	23m
08	Sub-block 1	B4	4.5:1	40m	No Change	No Change
	Sub-block 1A	B4	2.5:1 - 4:1	23m Street Wall 30m Overall	No Change	40m
	Sub-block 2A	B4	4.5:1	40-45m	No Change	No Change
	Sub-block 2B	B4	3:1	23m	No Change	15-40m

Figure 5.41.1 Summary of Existing and Recommended Built Form Controls across all sites with proposed changes within the Hurstville City Centre

5.42 Overshadowing Impact Analysis

The following diagrams illustrate the overshadowing impact of the proposed built form scenario at hourly intervals between 9am and 3pm on June 21, when maximum overshadowing would occur.

The analysis includes existing buildings unlikely to change, Development Applications, Planning Proposals and the built form testing carried out on Opportunity Sites within both the City Centre and Additional Investigation Area.

The analysis indicates that the most significant overshadowing occurs along the railway corridor from sites where there is a DA or Planning Proposal that are located to the north of the railway line. The proposed Westfield Planning Proposal also has a considerable overshadowing impact on neighbouring sites and the public domain, particularly along Forest Road.

Legend
- Opportunity Sites - Primary
- Other Opportunity Sites - Not Feasible
- Unlikely to Change
- 8 or More Strata Titles
- Heritage Item
- Planning Proposals - Lodged
- Development Applications - Under Construction or Recently Approved
- Development Applications - Under Assessment
- Areas for Further Investigation
- Railway Line
- Public Open Space

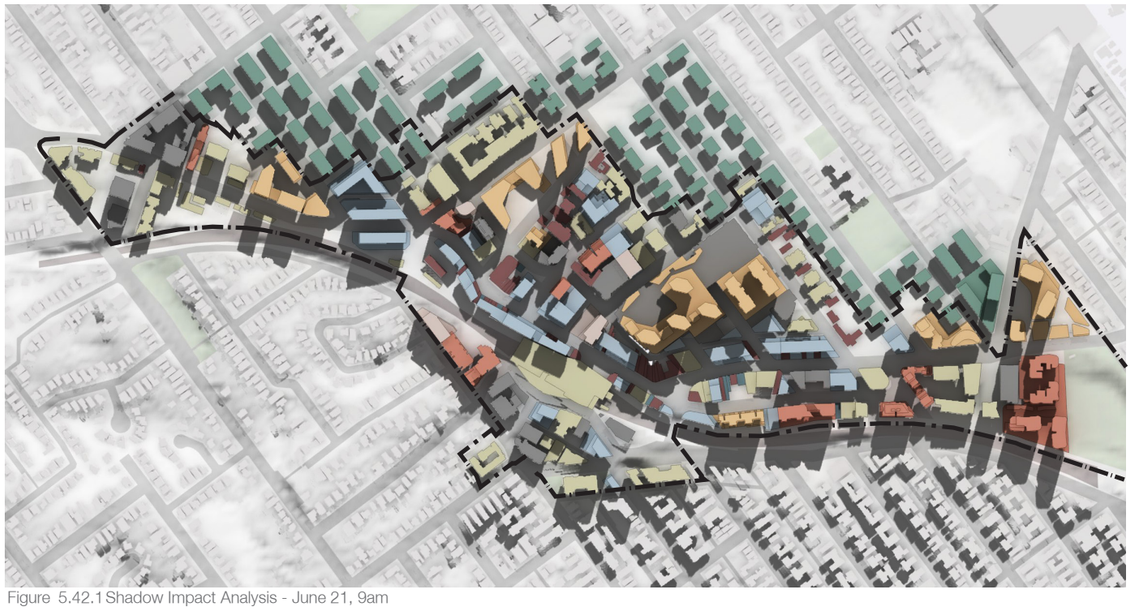


Figure 5.42.1 Shadow Impact Analysis - June 21, 9am

Figure 5.42.2 Shadow Impact Analysis - June 21, 10am

Figure 5.42.3 Shadow Impact Analysis - June 21, 11am

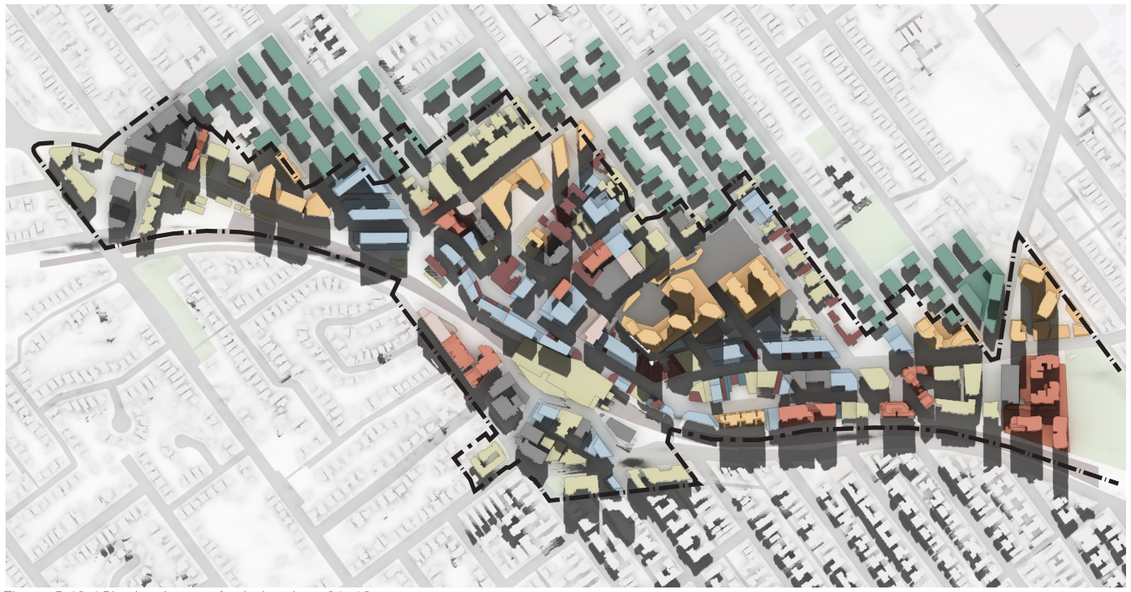


Figure 5.42.4 Shadow Impact Analysis - June 21, 12pm

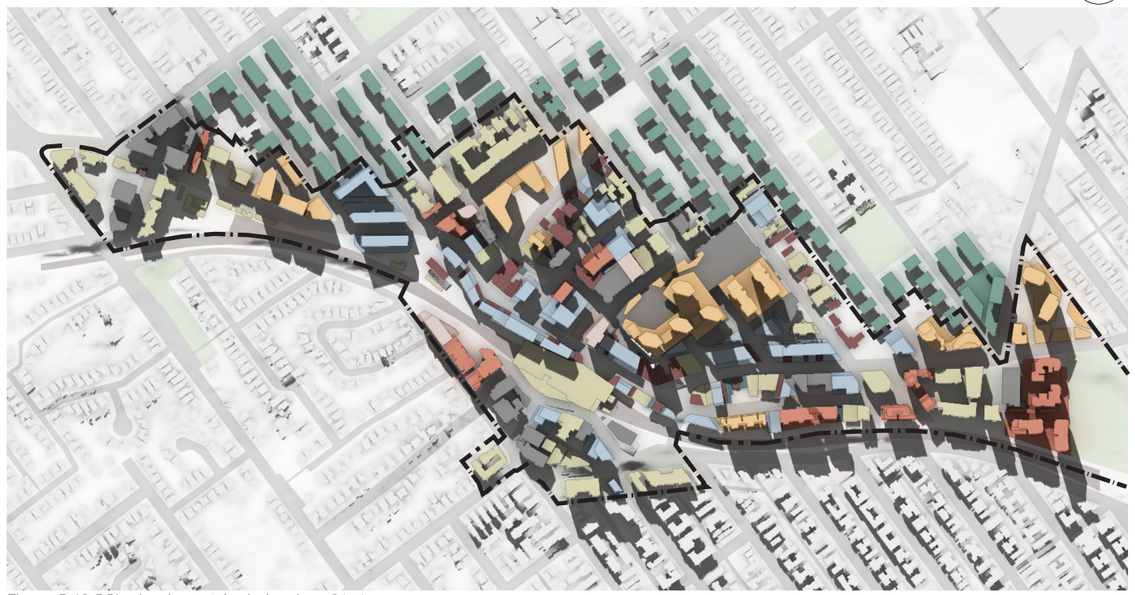


Figure 5.42.5 Shadow Impact Analysis - June 21, 1pm

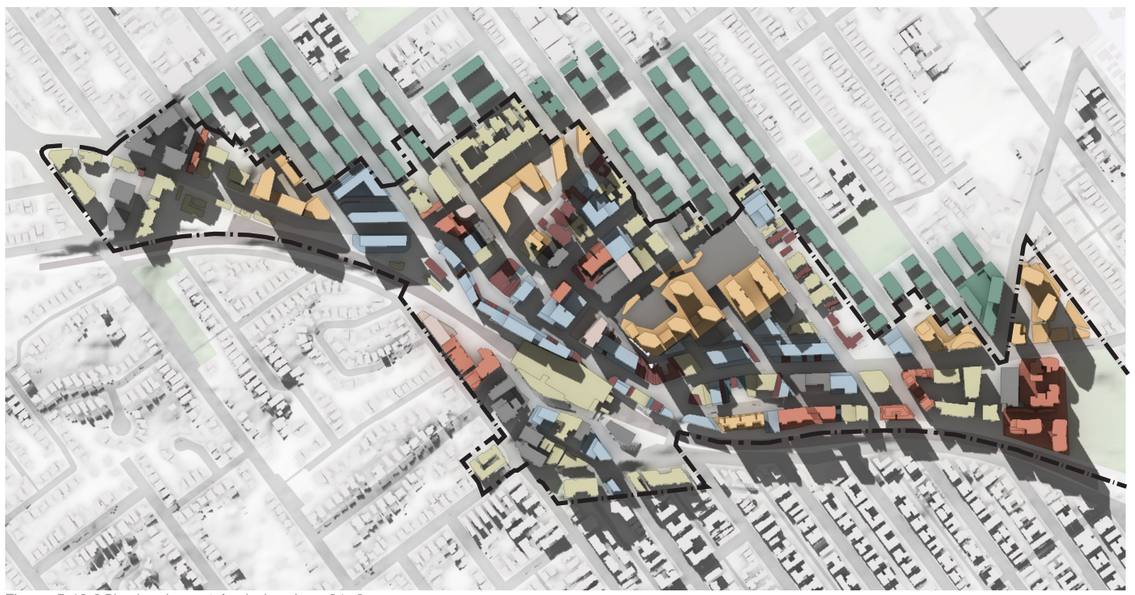


Figure 5.42.6 Shadow Impact Analysis - June 21, 2pm

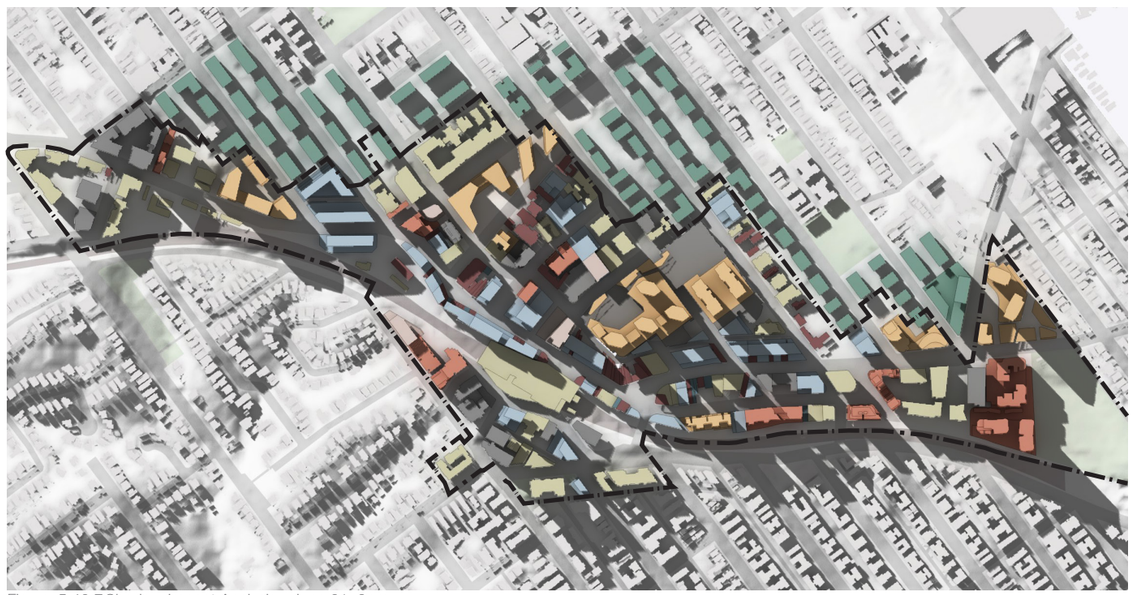


Figure 5.42.7 Shadow Impact Analysis - June 21, 3pm

Recommendations

Recommendations for further studies, as well as proposed controls and strategies for Hurstville City Centre.

6.1 Recommendations

Activity

‘Activity’ is investigated in terms of day time and night time activities that are focused between the Transport Hub, Forest Road, the Civic Precinct, and the Retail Precinct.

Potential uses for various spaces are investigated, as well as the ability to transform Forest Road into a public space through temporary road closures.

A key recommendation is for Council to prepare a Place Management Strategy based upon the activity areas outlined in the Activity study. This will create a hierarchy for the City in terms of public domain improvements, as well as provide guidance to land owners about the land use requirements of their site, as well as where investment into the public domain is to be prioritised.

It is also recommended that Council prepare a DCP amendment that addresses activation within the Centre. This has been done in a number of other centres around Australia including Sydney, Parramatta and Adelaide CBDs, to help to promote engaging walking streets through active street frontage controls, as well as footpath design and built form design.

Recommendations

1. **Council to prepare a Place Management Strategy.**
2. **Council to prepare a DCP amendment to address activation within the City Centre.**

Access and Movement

It is recommended that further investigations are undertaken by Council for traffic management and potential changes to traffic movements within the Centre, and that the TMAP for the area is updated.
There are three key areas that our report recommends for further testing:

- **The minimisation of traffic along Forest Road:**
  To achieve an ideal outcome in terms of urban design, it is recommended that traffic is minimised along Forest Road in between the Bus Interchange and Treacy Street. An ideal outcome would be to permit buses only, with the exception of service vehicles during specified hours. However, a detailed traffic study is recommended to be undertaken to ensure this does not create other unforeseen traffic issues. Another recommendation is to pave this section of Forest Road with the same materiality and at the same level as the footpath, creating a shared zone which prioritises pedestrians. The bus and remainder of the shared zone should be clearly differentiated, such as through materiality, to ensure pedestrian safety and the efficient running of buses down Forest Road.

- **Intersection Improvements:**
  A number of intersections have been identified as requiring further investigations to improve the traffic flow, as well as improve pedestrian safety and connectivity via additional crossings.

- **Rationalise one-way streets within the Centre:**
  It is recommended that traffic engineers are engaged to assess the existing network of one-way routes within the central core and investigate the potential for two-way access along key secondary roads. This could help to relieve congestion on Forest Road and improve overall movement and access through the Centre.

Recommendations

3. **Council to undertake an updated TMAP that investigates traffic management, improved intersections, and car parking locations within the City Centre.**

Recommendations

Public Domain and Open Space

There are a number of key recommendations to arise out of the Public Domain section. The first is for Council to update the 2007 Public Domain Plan applicable to the whole City Centre in conjunction with the Place Management Strategy. The plan should address the creation of a 'Green Circuit' through the City that connects the key public open spaces via focussed WSUD strategies and planting.

The Public Domain Plan should also apply a consolidated material palette for the City Centre, to ensure that street furniture, paving, and planting styles are consistent with the Place Management Strategy to create a hierarchy of spaces.

It is also recommended that Council close the at-grade car park, Palm Court, at the corner of Forest Road and Treacy Street, and convert this space into a public park. As part of the conversion of the car park into an urban park, and the Planning Proposal to convert Treacy Street car park into a new development, a car parking study within the TMAP should be undertaken to ensure an adequate supply of parking within the Centre.

Upgrades to improve the amenity and usability of the vacant Council-owned space on Forest Road, adjacent to the ramp access to Hurstville Station, is recommended to increase public amenity until the redevelopment of the site occurs. Ideally the site would remain a permanent public open space to support the increased residential and worker populations within the City Centre.

The Public Domain section within this report proposes the removal of the existing Westfield pedestrian ramp at the intersection of Crofts Avenue and Cross Street to improve access to the future Central Plaza.

Recommendations

4. **Council to update the current Public Domain Plan in conjunction with the Place Management Strategy.**
5. **Council to investigate WSUD treatments and other sustainable initiatives to be applied through the Public Domain Plan and Council's DCP.**
6. **Council to investigate and implement the permanent and temporary open space solutions outlined within this report.**
7. **Provision of open spaces and amenity within the public domain to be closely aligned with the findings and recommendations of the other structure plans within this report, as well as the overall projected growth for Hurstville.**

Built Form

The key outcome of the built form review was to rationalise the LEP controls where the controls were incongruous as a city block, where the controls delivered a built form that failed to align with the character areas, or where the FSR and Height controls were not aligned.

Where controls are recommended to be changed the achievable FSR was generally retained as a base control, and either Height removed or added. Although, in certain cases it is recommended that the current FSR control be reduced to correspond with new lowered heights. The process and findings for the built form study are summarised in the headline figures provided in Section 5.40 of this report and support the final recommendations. The potential impact of the proposed built form condition is examined through a series of shadow analysis diagrams, presented in Section 5.42.

As a key principle, the maximum street wall height along Forest Road has been reduced to maintain a two to three storey street wall, which is consistent with adjacent developments, and the existing character of the area. Transition character areas are reinforced through the stepping up or down of height controls to meet surrounding areas.

Blocks that have had significant amounts of built form control changes are Blocks 10, 11, 12 and 16. The rationalisation of these built form controls are in line with the desired future character areas, as well as principles established in the Public Domain section that aim to maintain amenity to the public domain and public open spaces within the Centre. No additional recommendations have been provided for the areas of the City Centre with controls deemed to be appropriate to the character or land use within that area of the Centre.

Some areas around the City Centre have been identified to require additional transition zones, and are therefore subject to development uplift. These areas are recommended to be investigated further to allow the Centre to grow in the future and accommodate additional residential development, as well as additional employment floor space where appropriate to cater for future needs. To verify the feasibility of any uplift it is recommended that Council undertake further economic feasibility studies. To ensure that Council is able to capture the value from this uplift to contribute to the upgrades of the public domain and social infrastructure, it is recommended that an appropriate planning mechanism is adopted by Council to access this value.

This may be achieved through additional Section 7.17 (previous S94E) contributions, or via a licencing fee that captures a specific proportion of the increase in value (Voluntary Planning Agreement). There are various examples of both being utilised successfully around Australia. It is recommended that Council undertake additional research into a method of Value Capture that is appropriate.

The following section provides maps that detail the recommended height and FSR controls discussed within this report.

As part of this investigation, an amendment is recommended to be made to the Hurstville DCP No. 2 - Hurstville City Centre.

This report has provided recommendations in line with an Urban Design framework, however it is recommended that Council undertake a feasibility study that verifies the specific FSR's that are required to facilitate uplift in the proposed new transition areas to the north.

Recommendations

8. **That Council prepare a Planning Proposal to amend the LEP to reflect the recommendations made in Section 6.2, Chapter 6 of this report.**
9. **That Council prepare an amendment to the DCP that reflects the changes made to the LEP.**
10. **That Council undertake a feasibility study for the City Centre, including transition areas outside the study boundary.**

6.2 LEP Recommendations

6.2.1 Land Use Zoning

- The LEP Land Use Zoning Maps for the Hurstville City Centre or Kogarah New City Plan may be amended as shown in Figure 6.2.1.
- That the B3 Commercial Core Zone be retained to ensure a minimum supply of employment floorspace within the City Centre and retention of job opportunities consistent with the actions in the South District Plan.
- That an Employment Study be undertaken by the applicants to determine whether a minimum Employment Floorspace FSR would be beneficial to be applied to the Civic Centre Precinct and Westfield Planning Proposals to ensure that these developments contribute a significant amount of employment floorspace to the City Centre.

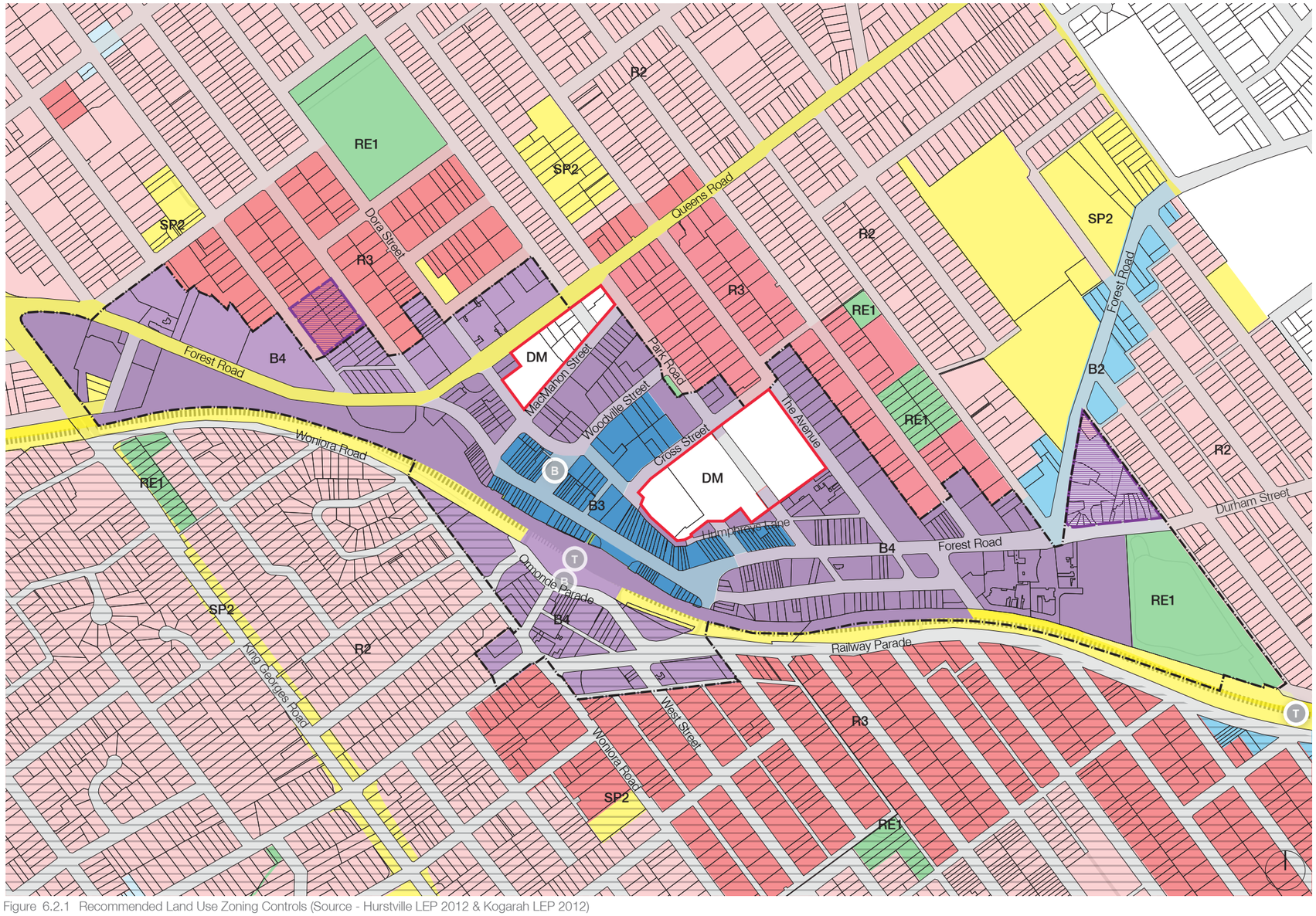


Figure 6.2.1 Recommended Land Use Zoning Controls (Source - Hurstville LEP 2012 & Kogarah LEP 2012)

6.2.2 Maximum Height of Building

The key recommended changes to the Height of Building LEP Map are to reflect the proposed height controls that are recommended in the Built Form Section within Chapter 5: Structure Plans (p.85-112).

It is recommended that further studies, including an Economic Feasibility study, should be undertaken to assess the capacity for increasing height and density within the Investigation Areas located to the north of the City Centre Boundary (shown in a dashed outline opposite). As such, these proposed heights have not been included in this diagram.

Legend

- Site Boundary
- Train Station
- Bus Interchange

Height of Building (m) - Hurstville LEP 2012

- 9
- 10
- 11
- 12
- 15
- 19
- 23
- 30
- 35
- 40
- 45
- 49
- 50
- 53
- 55
- 60
- 65

Height of Building (m) - Kogarah LEP 2012 (Amendment No.2 - New City Plan)

- 9
- 15
- 21
- 33
- 39

- Deferred Matter - Sites subject to current Planning Proposals
- Blocks with proposed new height controls with the City Centre
- Blocks with proposed new height controls within Investigation Areas
- Sites subject to current Planning Proposals

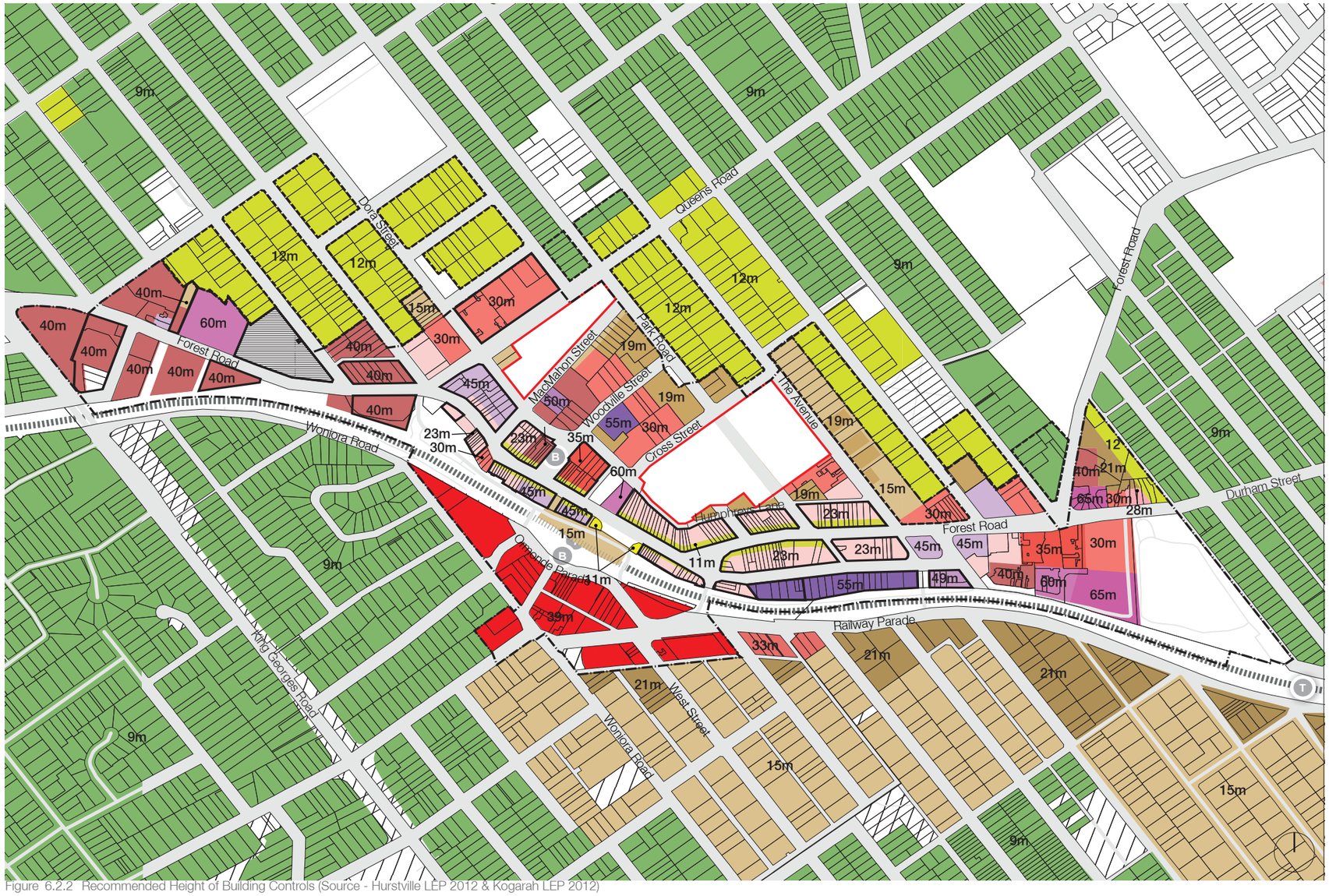


Figure 6.2.2 Recommended Height of Building Controls (Source - Hurstville LEP 2012 & Kogarah LEP 2012)

6.2.3 Maximum Floor Space Ratio

As the built form studies did not reduce the overall development potential or FSR of the majority of sites within the City Centre, there are only minor changes proposed to the FSR map.

Within the Investigation Areas, the potential increase in height would require corresponding uplift of FSR controls. However, it is recommended that further investigation be undertaken to determine the feasibility and finalise recommendations for any future increase in additional floor space capacity.

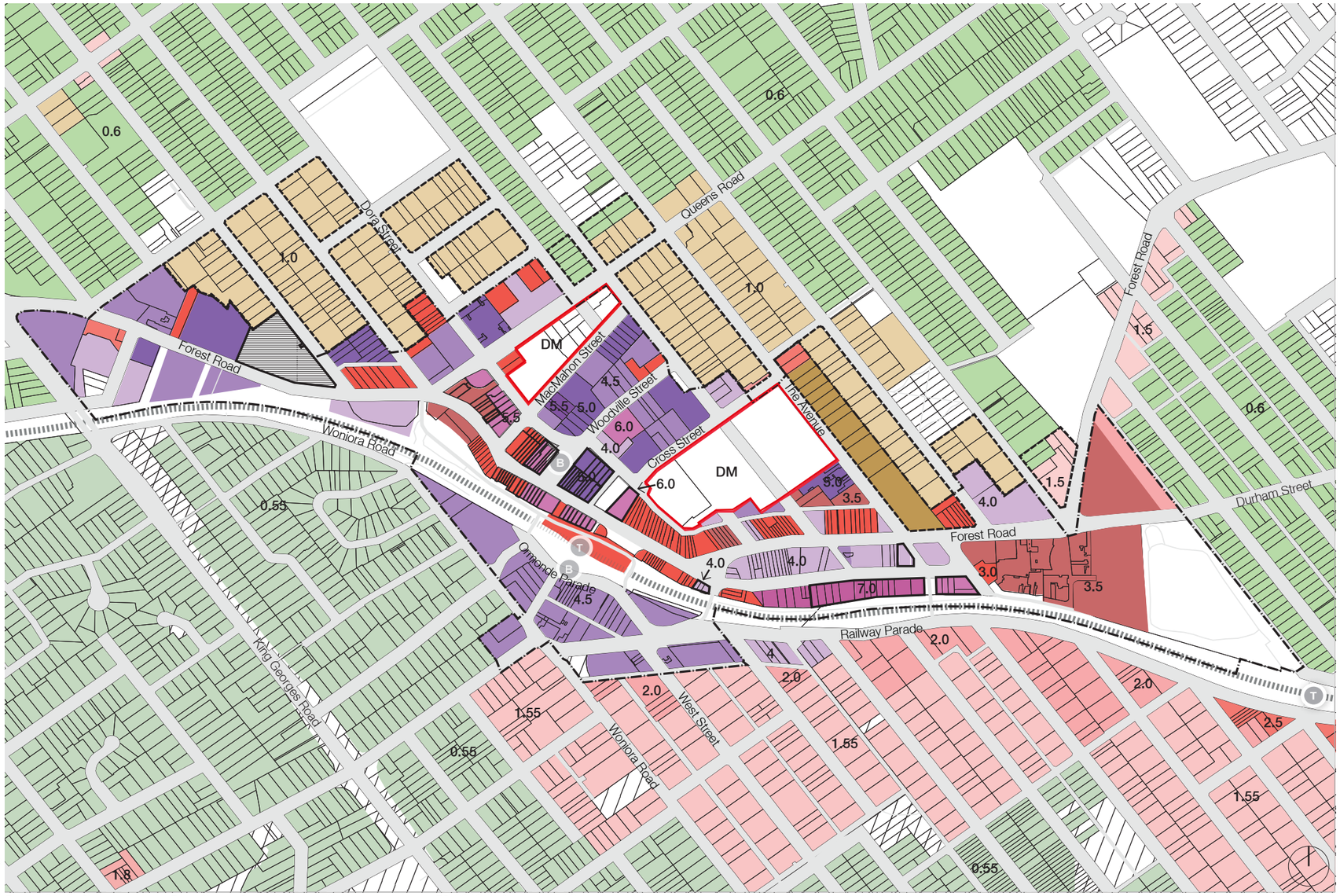


Figure 6.2.3 Recommended Floor Space Ratio Controls (Source - Hurstville LEP 2012 & Kogarah 2012)

Appendix A

Includes an additional built form study that investigates the opportunity and impact of a potential mixed use development above the existing Hurstville Train Station.

Built Form Strategy : Over Station Development - Mixed Use Development

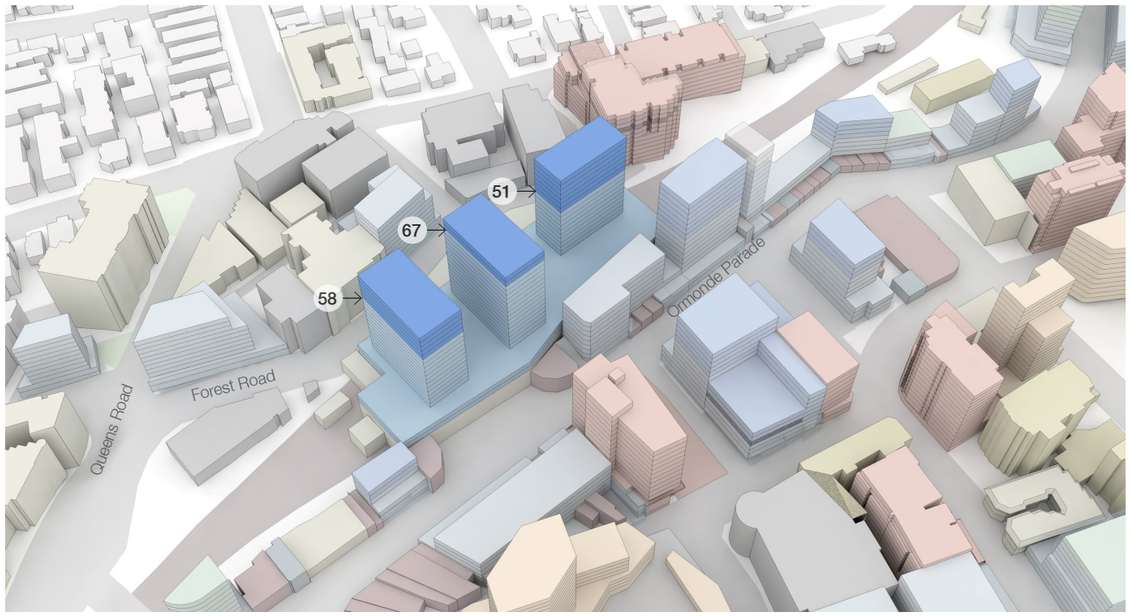


Figure 6.2.11 Overstation development Study

Compliant to FSR

Additional Height to reach OLS (73m)

- A built form study of an Over Station Development (OSD) was undertaken to explore whether there is any capacity to increase the height and FSR controls above Hurstville Station.
- The outcomes of a variety of built form options tested demonstrated that there may be opportunity for additional height to be achieved above the existing train station. Shown in the light blue is the height required to achieve the existing allocated FSR. The darker blue indicates the additional height available to reach the Obstacle Limitation Surface (OLS).
- Whilst there may be additional capacity that is possible above the station, it is noted that any arrangement of buildings will cause an unreasonable overshadowing impact upon the existing residential buildings to the south of the station. Accordingly, it is recommended that Council retain the existing height control, and reduce the FSR control allocated to the site.

Solar Study: View from sun position

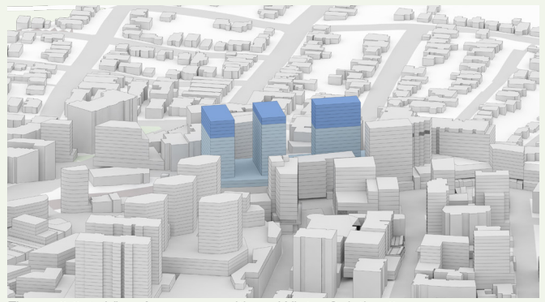


Figure 6.2.4 View from sun position - Winter Solstice 9am

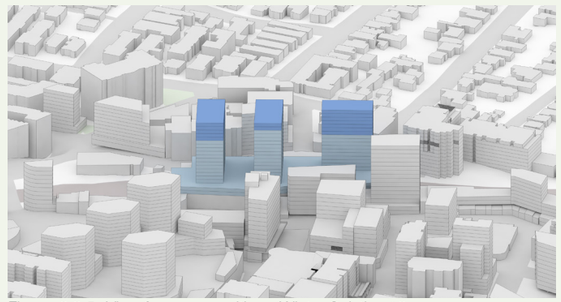


Figure 6.2.5 View from sun position - Winter Solstice 10am

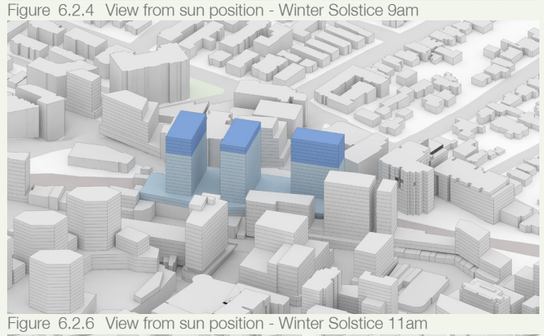


Figure 6.2.6 View from sun position - Winter Solstice 11am

Figure 6.2.7 View from sun position - Winter Solstice 12pm

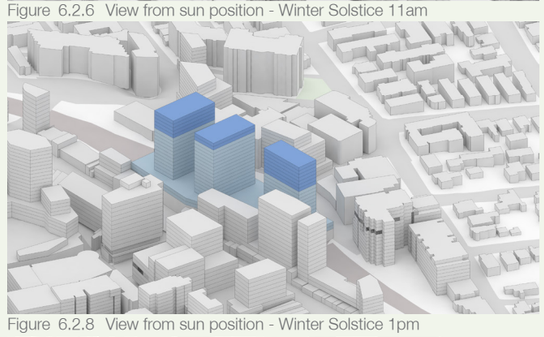


Figure 6.2.8 View from sun position - Winter Solstice 1pm

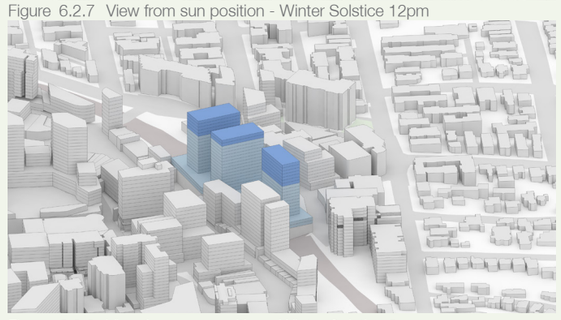


Figure 6.2.9 View from sun position - Winter Solstice 2pm

Figure 6.2.10 View from sun position - Winter Solstice 3pm

Appendix B

Additional Built Form Investigation Study

SJB Urban

Hurstville City Centre Strategy
Additional Built Form Investigation

Georges River Council
NSW

Georges River Council

7 May 2018

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Surry Hills NSW 2010
Australia
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We create amazing places

At SJB we believe that the future of the city is in generating a rich urban experience through the delivery of density and activity, facilitated by land uses, at various scales, designed for everyone.

Version: 04
Prepared by: AG
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Contents

Introduction

1

1.1 Purpose of this Report

The purpose of this report is to provide analysis of sites within the Hurstville City Centre that have been identified by Council as needing additional investigation. This investigation is in addition to the analysis undertaken to inform the built form recommendations proposed within the Draft Hurstville City Centre Urban Design Strategy (2017-2018).

This study focuses on the analysis of built form, in relation to current controls, the recommendations of the Draft Hurstville City Centre Strategy (2017-2018) as well as relevant proposals from development applicants. A total of 15 areas have been assessed in relation to issues identified by Council, following a review of the Draft Strategy and in response to submissions.

The built form analysis presented within the following pages includes a review of proposed heights and FSRs through testing such as shadow analysis, view studies and built form modelling for FSR-GFA calculations. Where required, text has also been included to provide further explanation of the rationale behind recommended height and FSR controls.

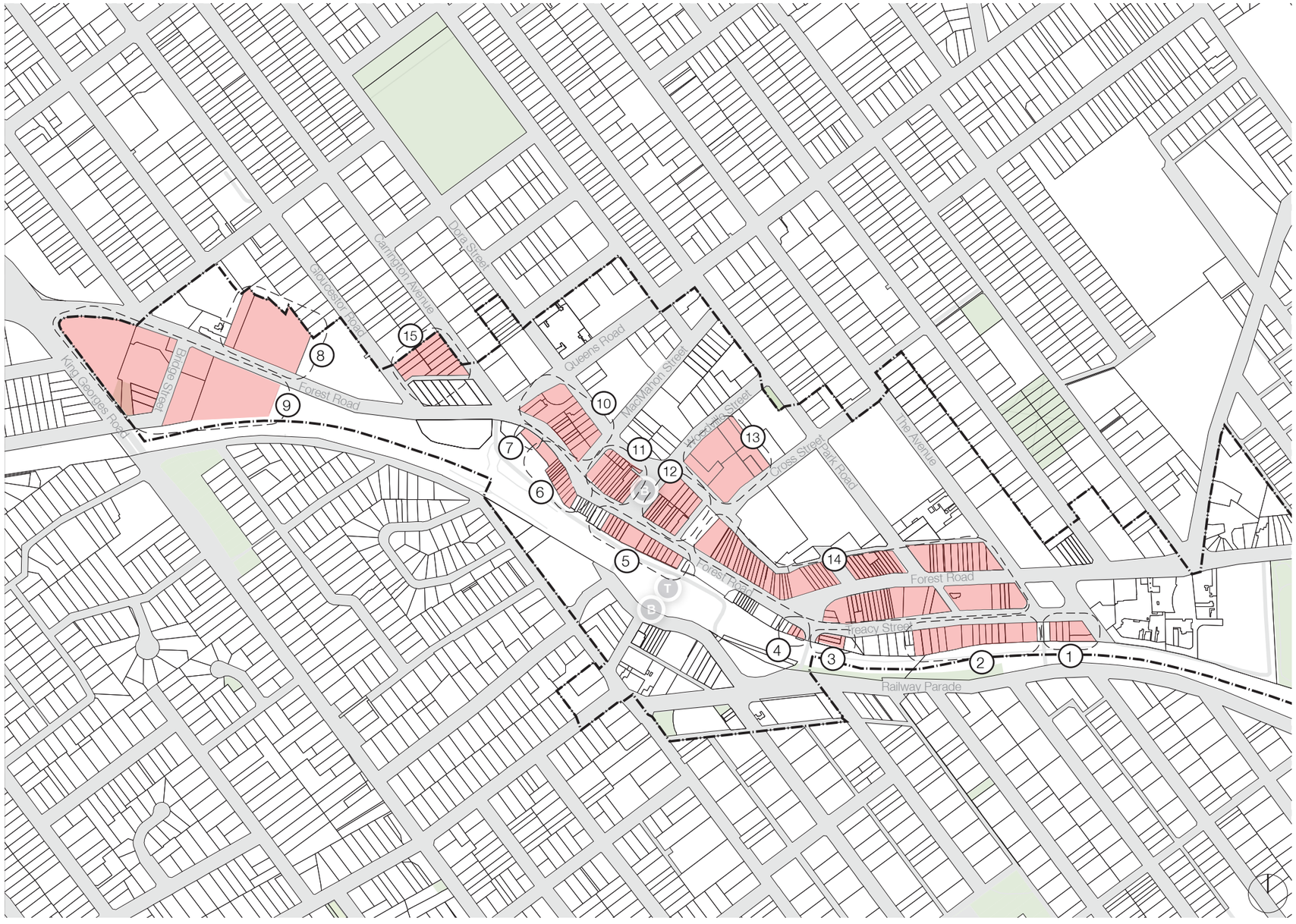
As a result of this additional investigation, amendments to controls for certain sites have been recommended. In particular, the current FSR controls for certain sites have been rationalised to match a new height control, as recommended by the Strategy in which upon instruction from Council, FSRs mostly remained unchanged.

The revised built form recommendations provided in this report will inform the final controls proposed within the built form section of the Hurstville City Centre Urban Design Strategy, which will be prepared for public exhibition in the upcoming months.

1.2 Sites Identified for Additional Investigation

The following sites will be investigated and are highlighted on the map opposite:

1. 1-5 Treacy Street
2. Treacy Street
3. Treacy Street Corner (183 Treacy Street)
4. Corner Forest Road & Treacy Street (185 Treacy Street)
5. Forest Road South (Adjacent to Station)
6. Forest Road South (West of Station)
7. Forest Road South (West end of high street)
8. Forest Road North, Western Bookend
9. Forest Road South, Western Bookend
10. Dora Street - Forest Road Block
11. MacMahon Street - Forest Road Block
12. Crofts Avenue - Forest Road Block
13. Woodville Street - Crofts Avenue - Cross Street
14. Blocks along Forest Road East and Treacy Street
15. Gloucestor Road Car Park



Hurstville City Centre Boundary

Sites Subject to Additional Investigation

Site Investigation

2

2.1 Site 1: 1-5 Treacy Street, Hurstville - Initial Assessment of 55m Proposal

Site Location

Issues identified for further investigation

Height in relation to:

- Proposed height 40m.
- Explain rationale; given adjoining sites are 53m and 45m.

Overview of Development Context

On Site

- DA approved/under construction on site with maximum height 39.7m and FSR 4.93:1 (current FSR control is 3:1).
- DA submitted 3/7/2017 for five additional levels to the approved mixed use development, with proposed maximum height 55.3m and FSR 6.8:1- Refused 5/10/2017.

Surrounding Sites

- LEP height control to block adjacent to east is also 40m.
- DAs approved along Treacy Street to west have FSR of 6.7:1 and Planning Proposal at Treacy Street Car Park (Deferred Matter) has approved at gateway height 55m/FSR 7:1.

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

Built Form Recommendations - UD Strategy (p. 107)

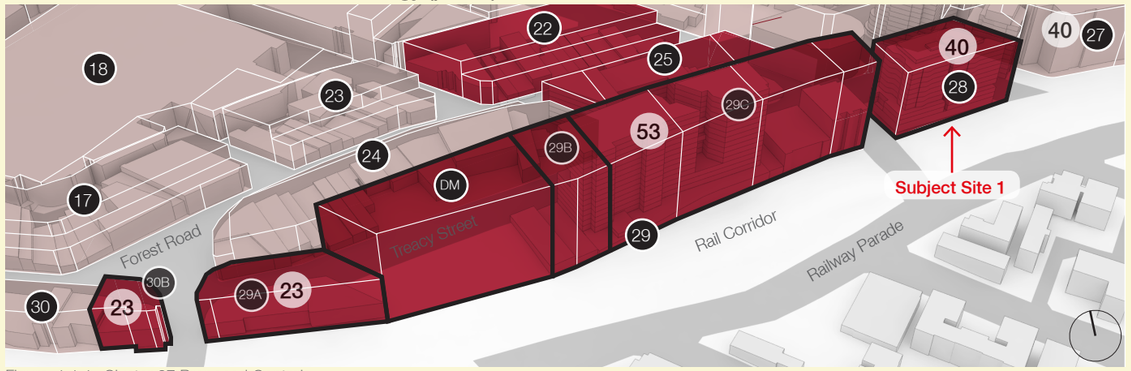


Figure 1.1.1 Cluster 07 Proposed Controls

00 DCP Blocks 00 Recommended Height Controls (m)

Recommended Controls - Cluster 07

Block 28:

i. Amend the LEP to increase the height of Block 28 from 23m to 40m to ensure consistency with the surrounding development.

Block 29:

ii. Amend the LEP to increase the height of sub-blocks 29B and 29C (including Deferred Matter site) from 15m-23m to 53m to ensure consistency with the recently approved and/or constructed development. This additional height allows for views to the Sydney CBD and Botany Bay to be captured and will compensate for the loss in amenity from being in close proximity to the railway line.

iii. Amend the LEP to increase the height of sub-block 29A from 15m to 23m to create a transition to the Forest Road walking street and to mark the threshold of the entrance over the rail corridor, into the heart of the City Centre.

Block 30:

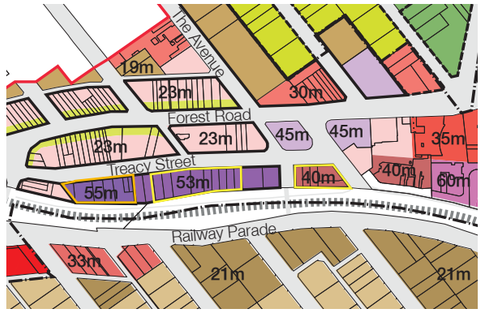
iv. Amend the LEP to reduce the height of sub-block 30B from 45m to 23m to ensure a consistent building height with adjoining blocks and to mark the threshold of the entrance into the heart of the City Centre.

v. Amend the LEP to reduce the FSR for sub-block 30B from 5:1 to 3:1 to ensure that the yield corresponds with the proposed height in Recommendation (xxxii) and to ensure a future good built form outcome.

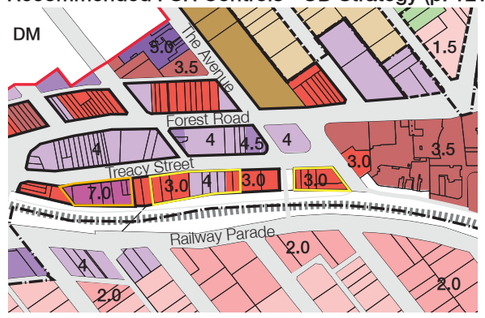
NOTE: The diagrams above and opposite represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
28	23m Overall	4:1	40m Overall	No Change
29A	15m Overall	3:1	23m Overall	No Change
DM, 29B & 29C	Varies 15m - 23m	3:1 - 4:1	53m Overall	No Change
30B	45m Overall	5:1	23m Overall	Reduce FSR to correspond with height - 3:1 is recommended.

Recommended Height Controls - UD Strategy (p. 120)



Recommended FSR Controls - UD Strategy (p. 121)



Approved DAs along Treacy Street

Deferred Matter - Approved at Gateway

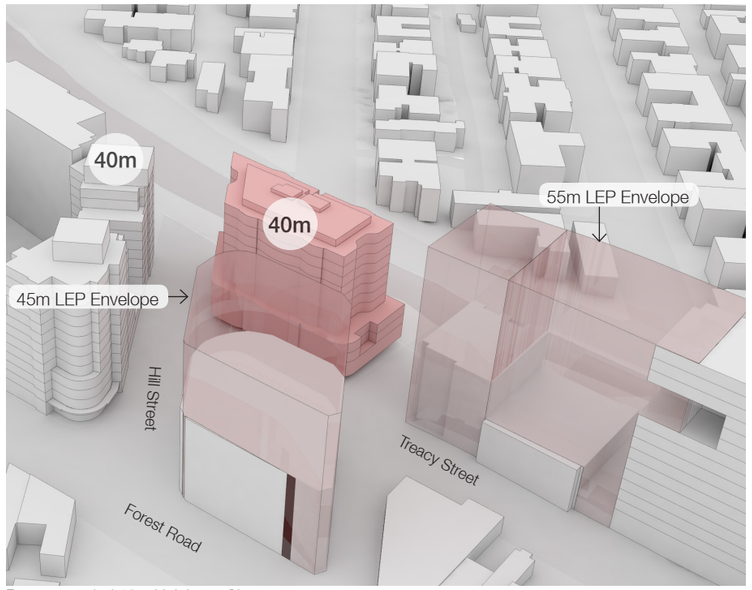
Blocks with Proposed New Height Control within the City Centre

View Impact Assessment

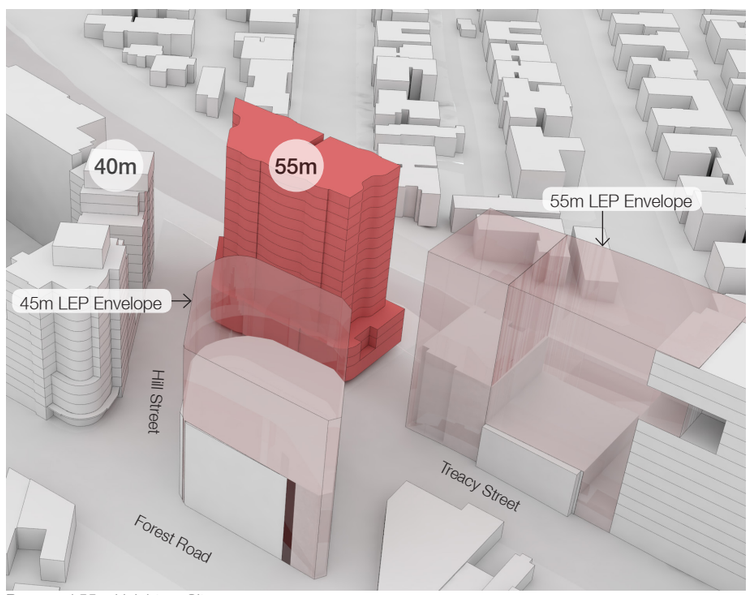
The images opposite compare the impact on views for a 40m height and 55m height on the subject site. The view study demonstrates that there is a significant additional impact on views caused by the height increase from 40m to 55m.

A height increase to 55m would result in a poorer built form outcome with regard to street legibility and transition, particularly at the intersection of Hill Street and Treacy Street where the site is read in conjunction with the 40m existing building across.

Aerial View

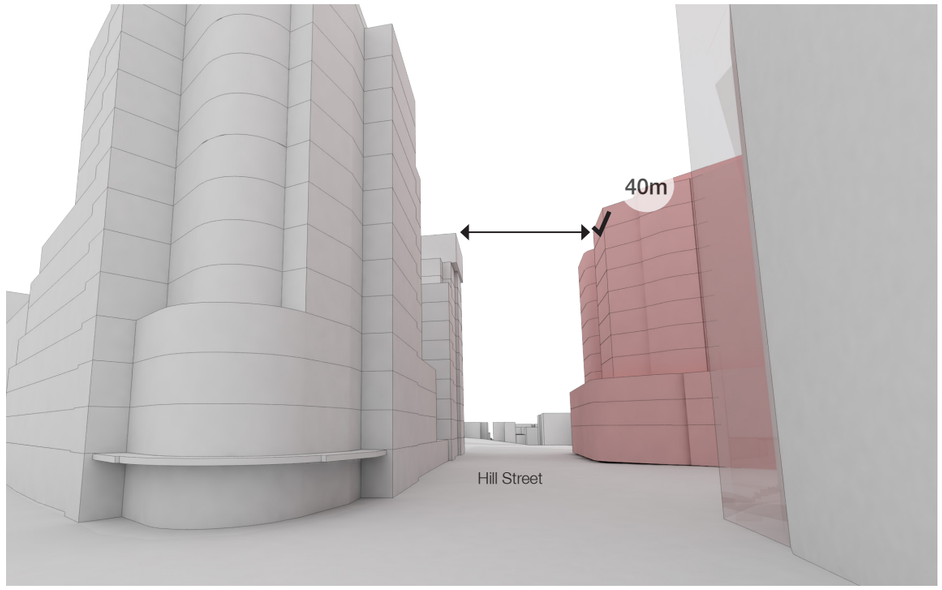


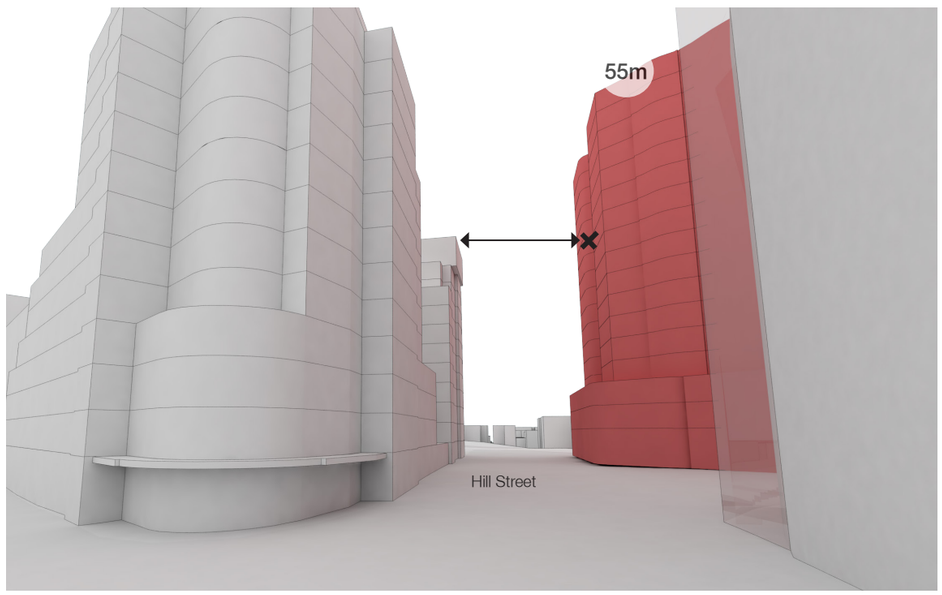
Recommended 40m Height on Site



Proposed 55m Height on Site

Street View from Forest Road



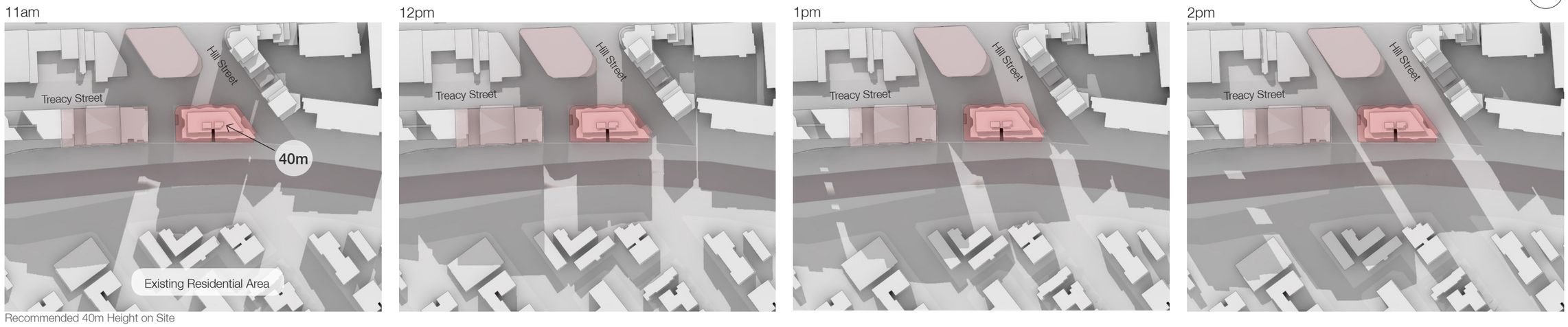


Site Investigation

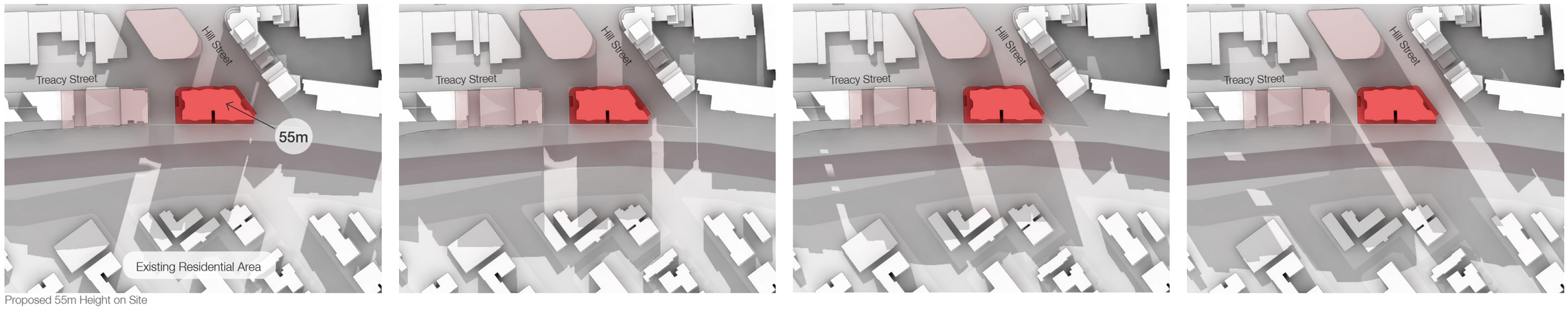
Overshadowing Assessment - June 21

The diagrams below compare the overshadowing impact of the recommended 40m height against the proposed 55m height on the subject site.

From this study it is evident that the additional height creates considerable further overshadowing over the residential area to the south of the railway line.



Recommended 40m Height on Site



Proposed 55m Height on Site

Site Investigation

Rationale

Height

- The view assessment undertaken indicated a poorer urban design outcome for the proposed 55m height, in relation to street legibility and built form transition. This was particularly evident at the intersection of Treacy Street and Hill Street, where the site is read in conjunction with the existing 40m building opposite. This consistency in height across the two blocks is ideal in defining the character of the street.
- The shadow analysis undertaken demonstrated that a 55m height would cause additional overshadowing to the residential area south of the railway line, to a significant degree.
- The site has a different urban condition (isolated block, located further from core) to the rest of Treacy Street and therefore requires a different treatment of built form.
- It is unlikely that a good built form outcome will be achieved with further uplift on the site, which is constrained in size and is bounded by roads and the railway corridor to the south.
- Note: The 40m height control recommended in the Strategy was applied based on the 40 height of the existing building located directly to the East across Hill Street and was also a reflection of the approved DA on the site.
- The provision of additional height above 40m would be inconsistent with Council's vision for the centre, as outlined in the refusal letter provided by Council on 5/10/2017.

FSR

- Within the Strategy, the FSR for the site was retained at 3:1 as it was a direction from Council to not increase existing FSR controls. Upon further investigation, it is our recommendation that the FSR be amended to 5:1 to ensure that the new 40m height control can be achieved.
- The approved DA proposal demonstrates that no additional height above 40m is required to achieve the approved FSR of 5:1.
- As indicated in the second DA (submitted 3/7/2017, refused 5/10/2017), additional height would require further FSR uplift, which would be inconsistent with densities approved in the area.

Final Recommendations

- Retain recommended height control of 40m.
- Amend current FSR control from 3:1 to 5:1, to ensure maximum height control can be achieved with a good urban design outcome (appropriate setbacks, separation and floorplate sizes).

Note: Revised recommendations are included on the following pages in response to amended plans provided with the revised DA, lodged 26 March 2018.

2.1 Site 1: 1-5 Treacy Street, Hurstville - Revised DA 26 March 2018

Development Application 1-5 Treacy Street - Further Amendments 26 March 2018

- Proposed Height: 48.76m (Parapet) - 53.89 (Overrun) - reduced from 55m overall height previously proposed on the site.
- Proposed FSR: 6:1 - previous proposal estimated at 6.8:1.

View Impact Assessment

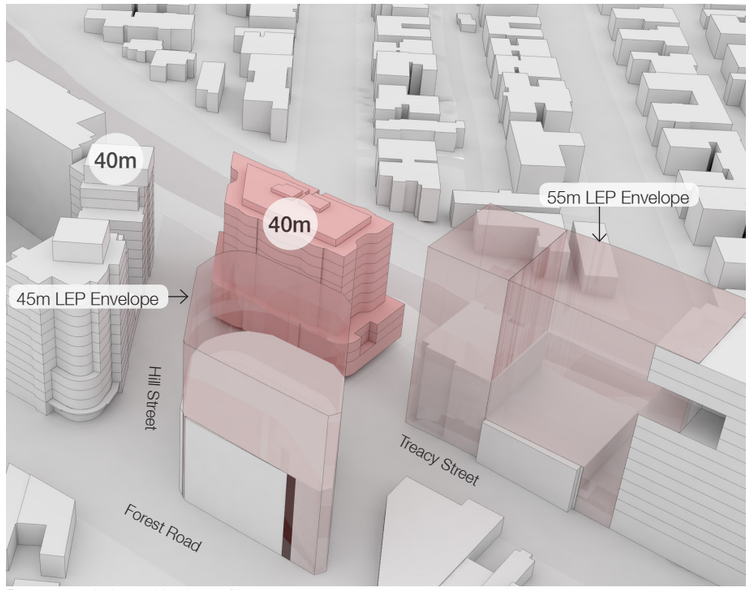
The images opposite compare the impact on views for a 40m height with the overall 48.8m height proposed by the revised DA on the subject site.

The revised proposal demonstrates an improved outcome in relation to scale, when viewed within its context.

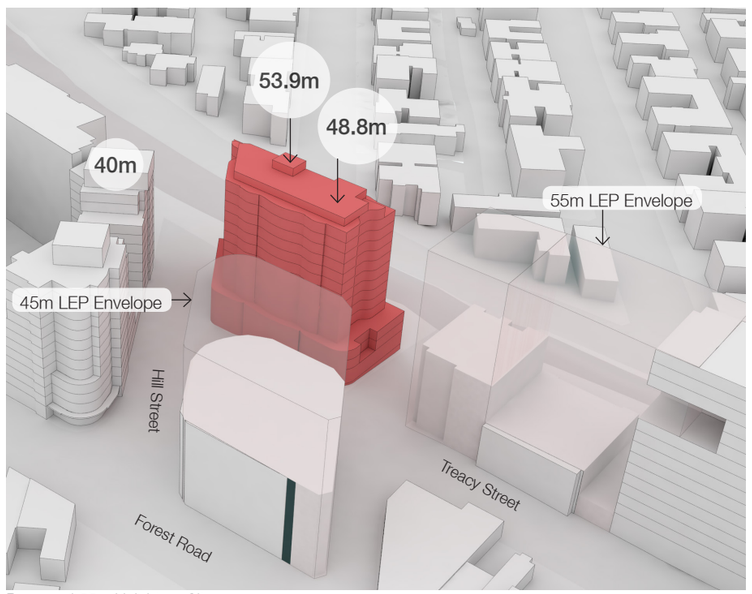
The proposed height datum of 48.8m provides a gradual transition from the approved 55m maximum height to the west, stepping down to the 40m height of the existing building across Hill Street to the east.

In addition to this height transition, the articulation of the proposed built form through setbacks and alignment, ensures that there is no significant impact on views along Hill Street.

Aerial View

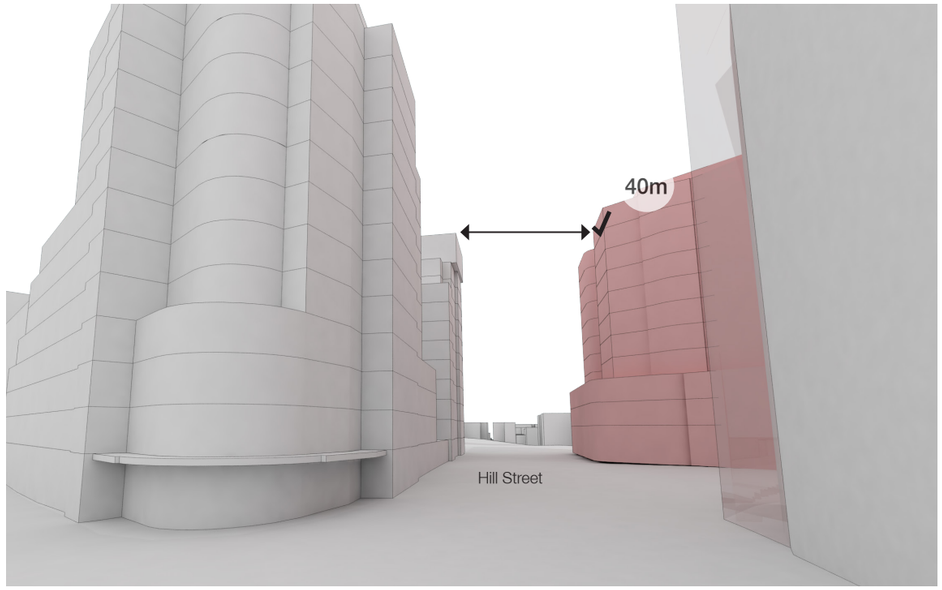


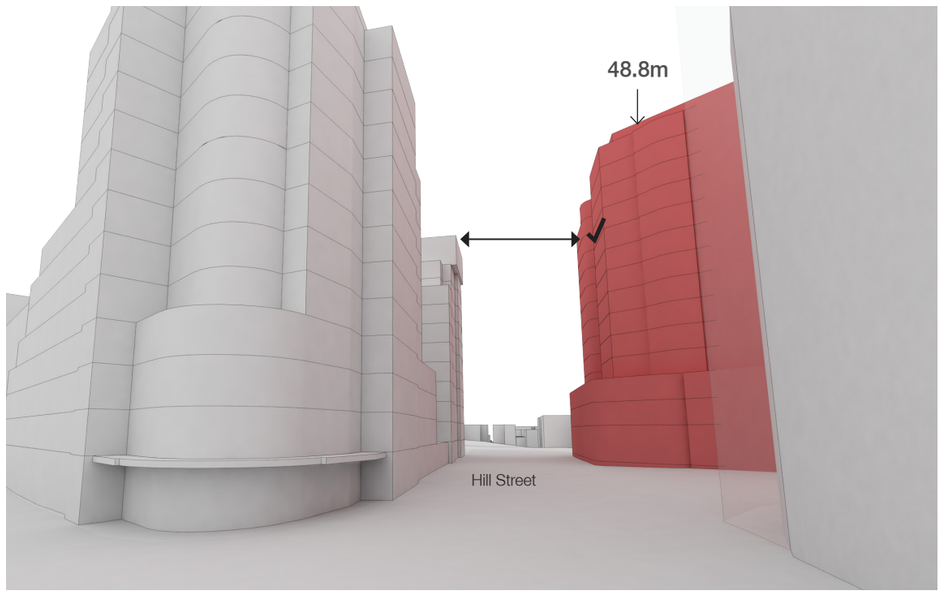
Recommended 40m Height on Site



Proposed 55m Height on Site

Street View from Forest Road





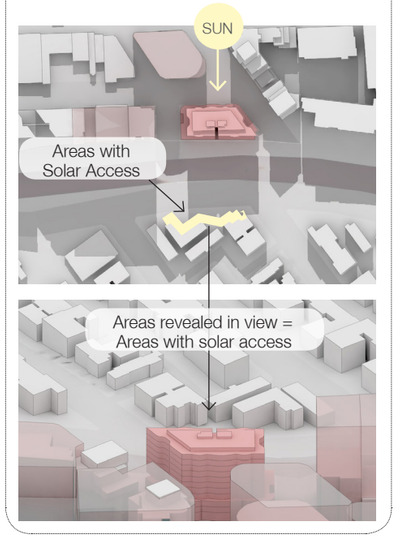
Solar Access Analysis - Views from Sun, 21 June

The images opposite compare the overshadowing impact by testing the solar access received by the surrounding context between 9am and 3pm at midwinter. The model has been oriented to be viewed from the position of the sun at hourly intervals, whereby the façades revealed in the image are those that receive solar access while those hidden are in shadow. This is further explained in the diagram below.

This process has been undertaken for the recommended 40m height, the proposed 48.8m parapet height and the 55m height proposed in the previous DA on the site. The envelopes for the LEP height control recommended for the City Centre in the Strategy have also been included to assess the site within a potential future context.

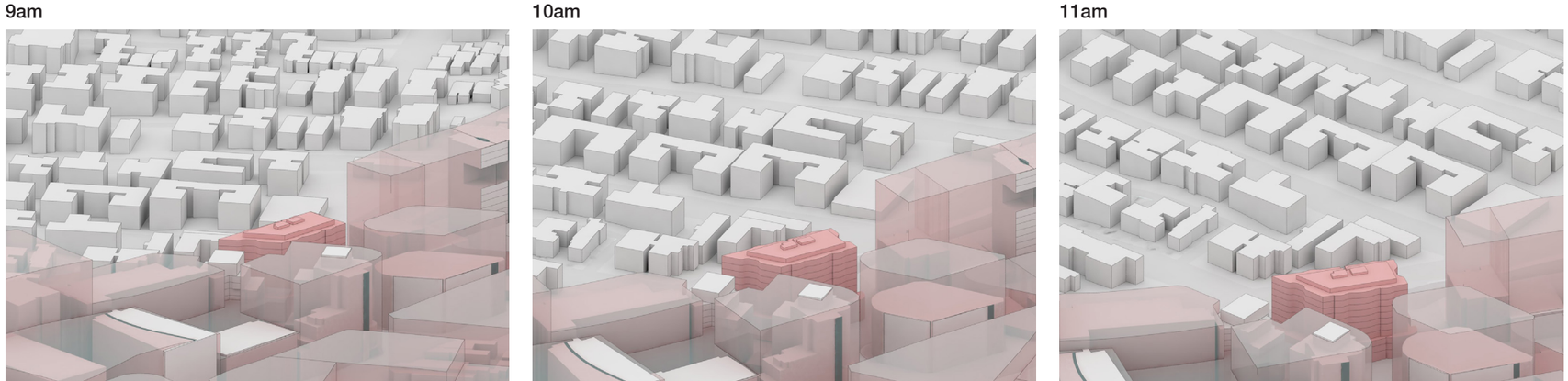
A comparison between the results for the 40m and 48.8m heights indicate that there is additional impact on solar access to the buildings to the south at every hour. This additional overshadowing is considered to be an acceptable amount in comparison to the 55m height scenario, which has a far greater impact. Furthermore, the affected propoerties are still able to achieve a minimum of 2 hours solar access, as required by the NSW Apartment Design Guide.

View from Sun Analysis
Example of 40m Height at 12pm

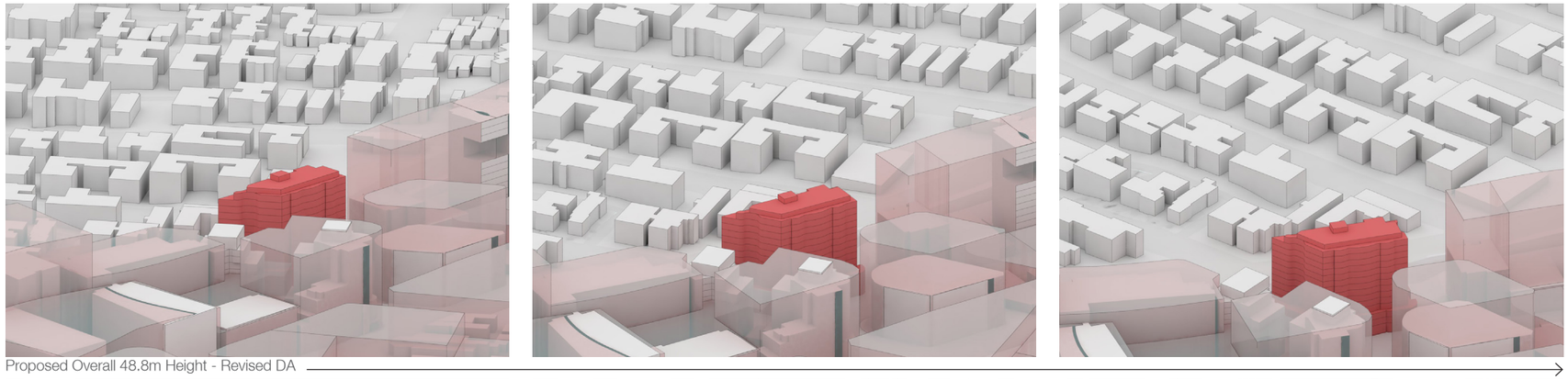


Recommended 40m Height
Previously Proposed 55m - Former DA
Proposed 48.8m Parapet Height - Revised DA
Recommended LEP Height Control Envelope

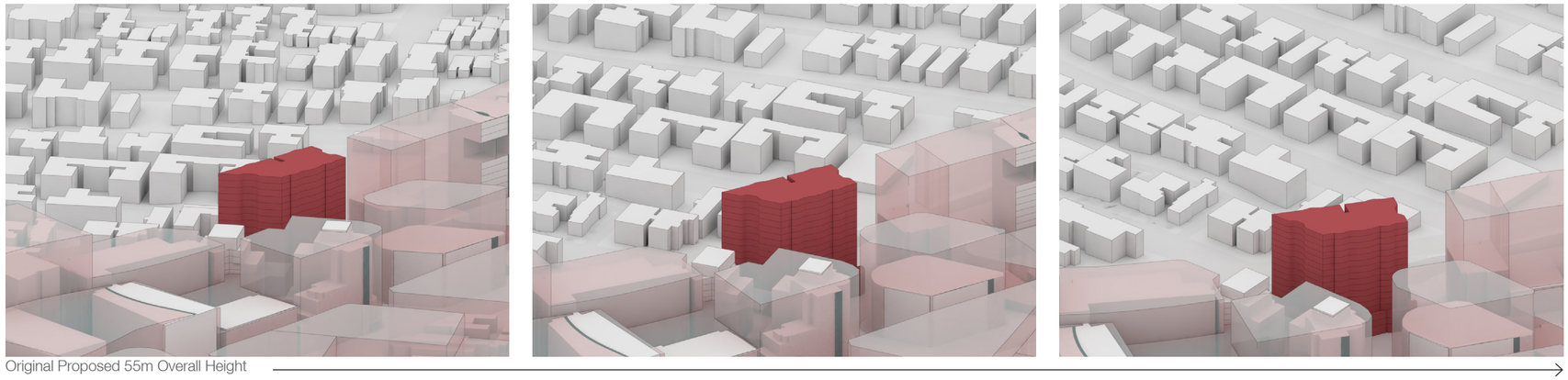
9am | 10am | 11am



Recommended 40m Height on Site →



Proposed Overall 48.8m Height - Revised DA →

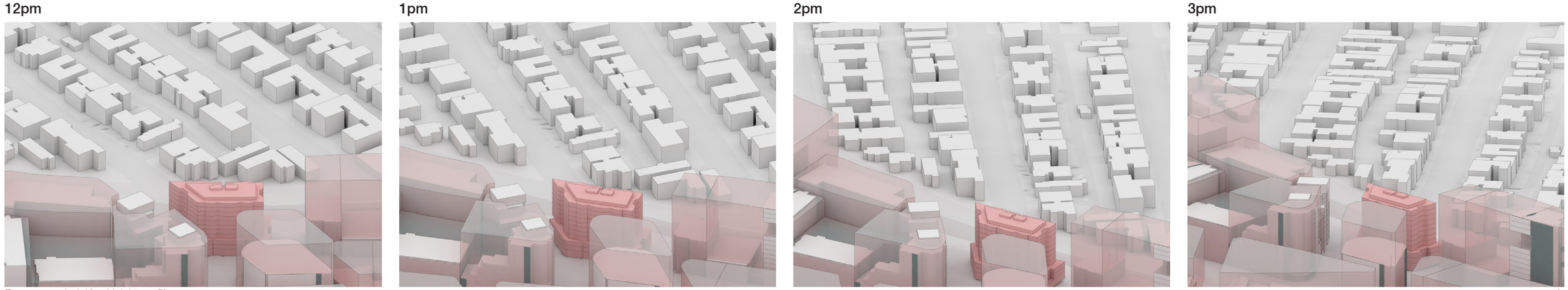


Original Proposed 55m Overall Height →

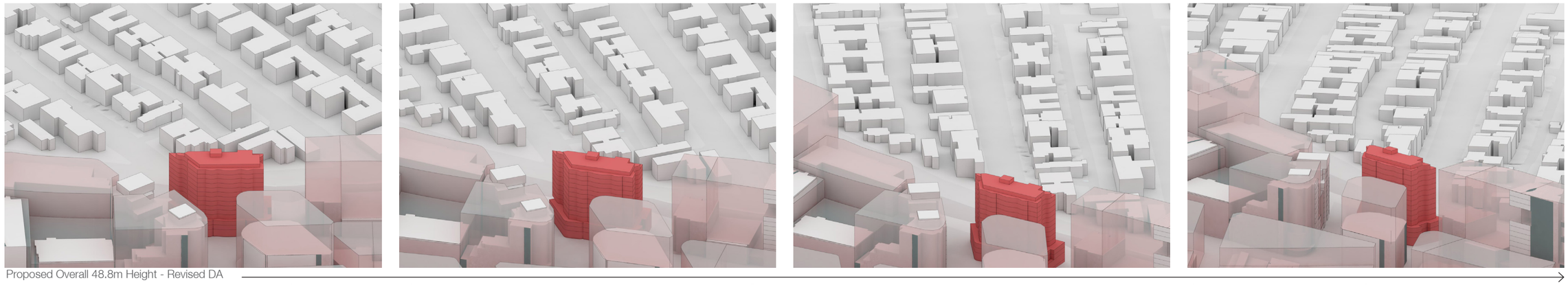
Site Investigation

Recommended 40m Height
Proposed 48.8m Parapet Height - Revised DA
Previously Proposed 55m - Former DA
Recommended LEP Height Control Envelope

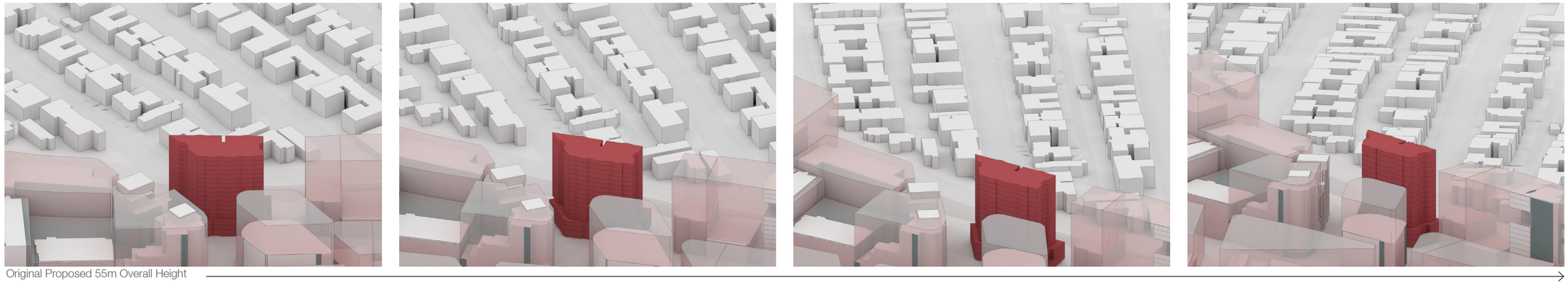
12pm | 1pm | 2pm | 3pm



Recommended 40m Height on Site →



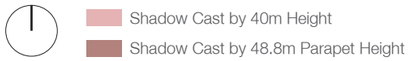
Proposed Overall 48.8m Height - Revised DA →



Original Proposed 55m Overall Height →

Overshadowing Impact

The diagrams below illustrate the overshadowing impact of the approved 40m height in comparison to the proposed 48.8m height. While some additional overshadowing occurs at all hours, the level of overall impact is considered to be acceptable for the additional height. This is supported by the solar access analysis presented in the previous pages.

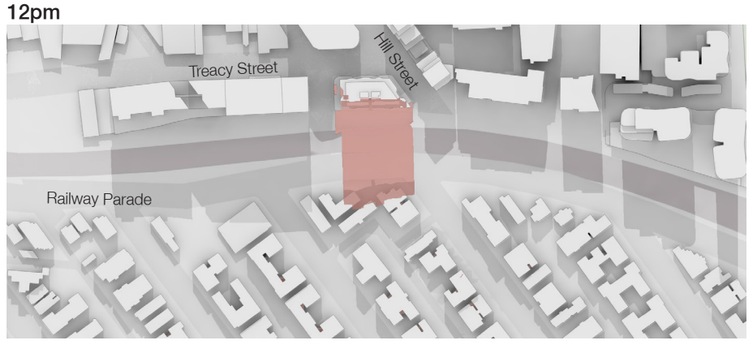


9am

10am

11am

12pm



1pm

2pm

3pm

NSW Apartment Design Guide - Solar Access Criteria

The impact of overshadowing from the proposed 48.8m height envelope has been assessed against the following criteria outlined in the NSW Apartment Design Guide:

Part 3 Siting the Development

3B Orientation - Objective 3B-2 (p.48-49):

- *Living areas, private open space and communal open space should receive solar access in accordance with sections 3D Communal and public open space and 4A Solar and daylight access.*

3D Communal and Public Open Space - Objective 3D Design Criteria

- Developments achieve a minimum of 50% direct sunlight to the principal usable part of the communal open space for a minimum of 2 hours between 9 am and 3 pm on 21 June (mid winter).

Part 4 Designing the Building

4A Solar and Daylight Access - Objective 4A-1 Design Criteria (p.78-79)

1. Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid winter in the Sydney Metropolitan Area and in the Newcastle and Wollongong local government areas
2. In all other areas, living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 3 hours direct sunlight between 9 am and 3 pm at mid winter.
3. A maximum of 15% of apartments in a building receive no direct sunlight between 9 am and 3 pm at mid winter.

Assessment of ADG Criteria against Site Proposal

- Analysis undertaken within the amended DA report (see table opposite) and supported in the view from sun study (see pages 9-10) demonstrates that the minimum number of hours of solar access received by surrounding developments between 9am-3pm is 2 hours for Unit 2/540 Railway Parade, which is the same for the approved 40m height. This complies with the minimum 2 hour solar access requirement specified by the ADG.

- The sites that will experience the most significant impact from the additional height are located at Units 1-4/ 1 Woids Avenue, for which the hours of solar access will be reduced by 2.75. The table indicates that these units will still receive 2.5-3 hours of sun, which complies with the 2 hour minimum ADG requirement.

- No additional overshadowing of communal open spaces exceeding criteria of objective 3D evident in view from sun analysis presented in the previous pages.

Final Recommendations - Based on Revised DA

- Amend recommended height control from 40m to 49m, excluding lift overrun.
- Amend FSR to 6:1 to match new height control.

Refer to Development Application 1-5 Treacy Street - Further Amendments 26 March 2018, p.11

ADDRESS	APPROVED DA DAYLIGHT HOURS RECEIVED	PROPOSED DAYLIGHT HOURS RECEIVED	NET IMPACT
540 Railway Parade (UNIT 1)	3.00	3.00	0
540 Railway Parade (UNIT 2)	2.00	2.00	0.00
540 Railway Parade (UNIT 3)	4.25	4.25	0.00
540 Railway Parade (UNIT 4)	4.25	4.25	0.00
7-9 Bellevue Parade (UNIT 1)	5.75	5.50	0.25
7-9 Bellevue Parade (UNIT 2)	5.00	4.25	0.75
7-9 Bellevue Parade (UNIT 3)	5.50	5.25	0.25
7-9 Bellevue Parade (UNIT 4)	5.50	5.50	0.00
7-9 Bellevue Parade (UNIT 5)	4.00	4.00	0.00
7-9 Bellevue Parade (UNIT 6)	4.00	4.00	0.00
522 Railway Parade (UNIT 1)	3.50	2.75	0.75
522 Railway Parade (UNIT 2)	3.50	2.75	0.75
516 Railway Parade (UNIT 1)	3.00	2.50	0.50
516 Railway Parade (UNIT 2)	3.25	2.75	0.50
516 Railway Parade (UNIT 3)	4.50	3.00	1.50
516 Railway Parade (UNIT 4)	4.50	2.75	1.75
516 Railway Parade (UNIT 5)	6.00	4.00	2.00
516 Railway Parade (UNIT 6)	4.50	3.50	1.00
1 Woids Avenue (UNIT 1)	5.25	2.50	2.75
1 Woids Avenue (UNIT 2)	5.50	2.75	2.75
1 Woids Avenue (UNIT 3)	5.50	2.75	2.75
1 Woids Avenue (UNIT 4)	5.75	3.00	2.75
1 Woids Avenue (UNIT 5)	6.00	6.00	0.00
512 Railway Parade (UNIT 1)	5.50	5.00	0.50
512 Railway Parade (UNIT 2)	5.50	4.75	0.75
512 Railway Parade (UNIT 3)	5.50	5.00	0.50
512 Railway Parade (UNIT 4)	5.50	5.00	0.50
512 Railway Parade (UNIT 5)	5.50	5.25	0.25
512 Railway Parade (UNIT 6)	5.50	5.50	0.00
510 Railway Parade (UNIT 1)	4.75	4.75	0.00
510 Railway Parade (UNIT 2)	4.75	4.75	0.00

← Sites with Greatest Impact

2.2 Site 2: Treacy Street, Hurstville

Site Location

Issues identified for further investigation

Height and FSR mismatch:

- Proposed height is 53m but FSR remains at 3:1.
- Sites on Treacy Street have FSR of 4.5:1 and the Treacy Street Carpark Planning Proposal has FSR of 7:1.

Excerpts from the Draft Hurstville Urban Design Strategy, prepared by SJB 2017-2018

Built Form Recommendations - UD Strategy (p. 107)

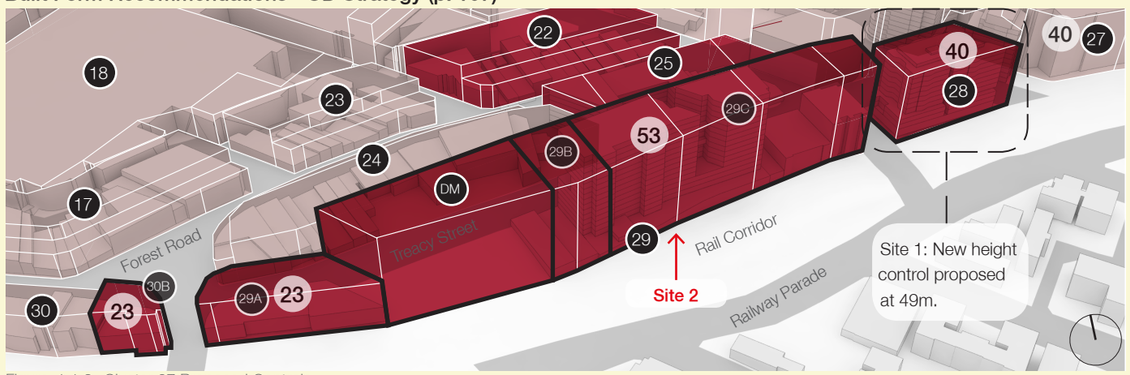


Figure 1.1.2 Cluster 07 Proposed Controls

00 DCP Blocks 00 Recommended Height Controls (m)

Recommended Controls - Cluster 07

Block 28:

i. Amend the LEP to increase the height of Block 28 from 23m to 40m to ensure consistency with the surrounding development.

Block 29:

ii. Amend the LEP to increase the height of sub-blocks 29B and 29C (including Deferred Matter site) from 15m-23m to 53m to ensure consistency with the recently approved and/or constructed development. This additional height allows for views to the Sydney CBD and Botany Bay to be captured and will compensate for the loss in amenity from being in close proximity to the railway line.

iii. Amend the LEP to increase the height of sub-block 29A from 15m to 23m to create a transition to the Forest Road walking street and to mark the threshold of the entrance over the rail corridor, into the heart of the City Centre.

Block 30:

iv. Amend the LEP to reduce the height of sub-block 30B from 45m to 23m to ensure a consistent building height with adjoining blocks and to mark the threshold of the entrance into the heart of the City Centre.

v. Amend the LEP to reduce the FSR for sub-block 30B from 5:1 to 3:1 to ensure that the yield corresponds with the proposed height in Recommendation (xxxii) and to ensure a future good built form outcome.

NOTE: The diagrams above and opposite represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
28	23m Overall	4:1	40m Overall	No Change
29A	15m Overall	3:1	23m Overall	No Change
DM, 29B & 29C	Varies 15m - 23m	3:1 - 4:1	53m Overall	No Change
30B	45m Overall	5:1	23m Overall	Reduce FSR to correspond with height - 3:1 is recommended.

Recommended FSR Controls - UD Strategy (p. 121)

Approved DAs along Treacy Street

Deferred Matter - Approved at Gateway

Blocks with Proposed New Height Control within the City Centre

Overview of Development Context

On Site

- DA (1) approved with maximum building height 55m and FSR 7.34:1 (Stage 1, Central portion).

Adjacent Sites

- Planning Proposal at Treacy Street Car Park (Deferred Matter) has received a Gateway Determination with a maximum height of 55m and FSR 7:1.
- 2 lots to east of DA (1) are recent developments, built within the current height and FSR controls.
- DA (2) at 1-5 Treacy Street (Site 1 of Additional Investigation Study) has recommendation to amend FSR to 6:1 and height to 49m.

Final Recommendations

- Amend height control from 53m to 55m across the block.
- Amend FSR control to 7:1 across the block.

← Revised height recommendation: 49m and FSR 6:1 (Additional Investigation Study 2018).

2.3 Site 3: Treacy Street Corner

Site Location

Issues identified for further investigation

- Proposed height is 23m.
- Adjoining height is 53m (Car park PP) to east and 23m to west.
- Transition issue - consider increasing height to 40m.
- Does FSR work with height of 23m or 40m?

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

Built Form Recommendations - UD Strategy (p. 107)

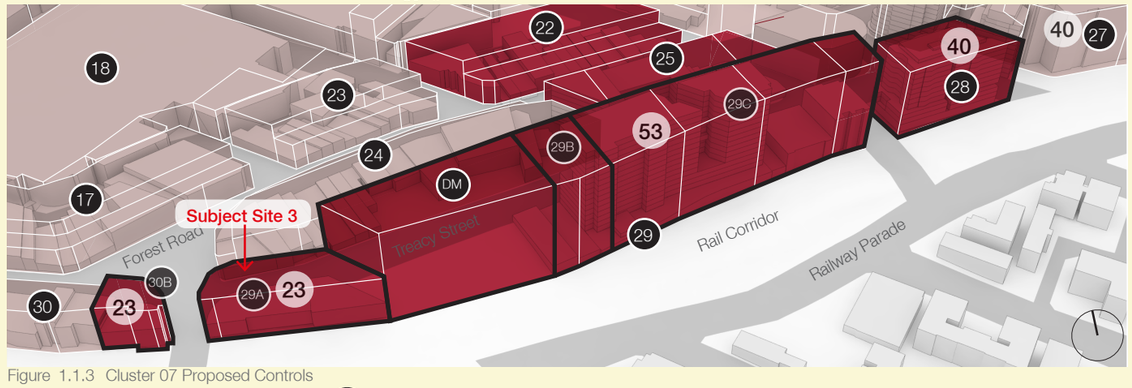


Figure 1.1.3 Cluster 07 Proposed Controls

00 DCP Blocks (00) Recommended Height Controls (m)

Recommended Controls - Cluster 07

Block 28:

i. Amend the LEP to increase the height of Block 28 from 23m to 40m to ensure consistency with the surrounding development.

Block 29:

ii. Amend the LEP to increase the height of sub-blocks 29B and 29C (including Deferred Matter site) from 15m-23m to 53m to ensure consistency with the recently approved and/or constructed development. This additional height allows for views to the Sydney CBD and Botany Bay to be captured and will compensate for the loss in amenity from being in close proximity to the railway line.

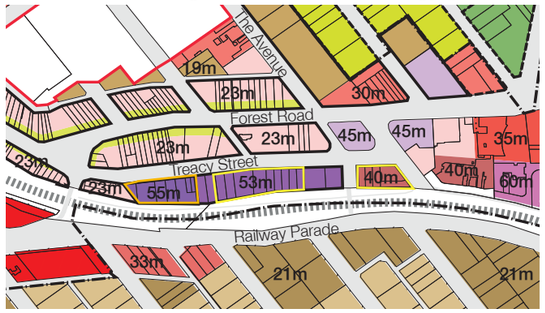
iii. Amend the LEP to increase the height of sub-block 29A from 15m to 23m to create a transition to the Forest Road walking street and to mark the threshold of the entrance over the rail corridor, into the heart of the City Centre.

Block 30:

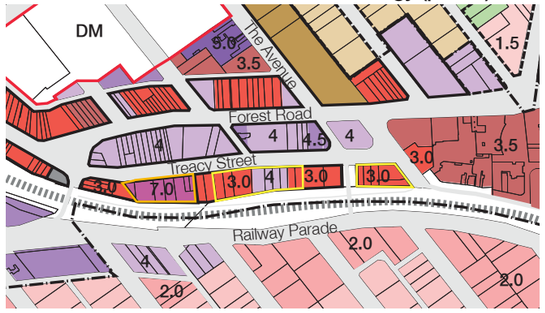
iv. Amend the LEP to reduce the height of sub-block 30B from 45m to 23m to ensure a consistent building height with adjoining blocks and to mark the threshold of the entrance into the heart of the City Centre.

v. Amend the LEP to reduce the FSR for sub-block 30B from 5:1 to 3:1 to ensure that the yield corresponds with the proposed height in Recommendation (xxxii) and to ensure a future good built form outcome.

Recommended Height Controls - UD Strategy (p. 120)



Recommended FSR Controls - UD Strategy (p. 121)



Approved DAs along Treacy Street

Deferred Matter - Approved at Gateway

Blocks with Proposed New Height Control within the City Centre

Recommended FSR change to 3:1

NOTE: The diagrams above and opposite represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site	Existing LEP Controls		Recommended LEP Controls		
	Height	FSR	Height	FSR	
28	23m Overall	4:1	40m Overall	No Change	← Revised height recommendation: 49m and FSR 6:1 (Additional Investigation Study 2018).
29A	15m Overall	3:1	23m Overall	No Change	
DM, 29B & 29C	Varies 15m - 23m	3:1 - 4:1	53m Overall	No Change	← Revised height recommendation: 55m and FSR 7-7.3:1 (Additional Investigation Study 2018).
30B	45m Overall	5:1	23m Overall	Reduce FSR to correspond with height - 3:1 is recommended.	

Site Investigation

View Impact Assessment

The images opposite compare the impact on views from the street for a 23m and 40m height on the site.

The location of this site at the intersection of Treacy Street and Forest Road is significant as it marks a key threshold leading south across the railway line. The impact of the additional height creates a poor outcome for the legibility of this intersection, in which a 40m building on the site appears out of context with the surrounding built form. This is particularly evident in the view from Railway Parade at Ormonde Parade from where the site is read in relation to the one across, which is currently recommended for a matching 23m height control.

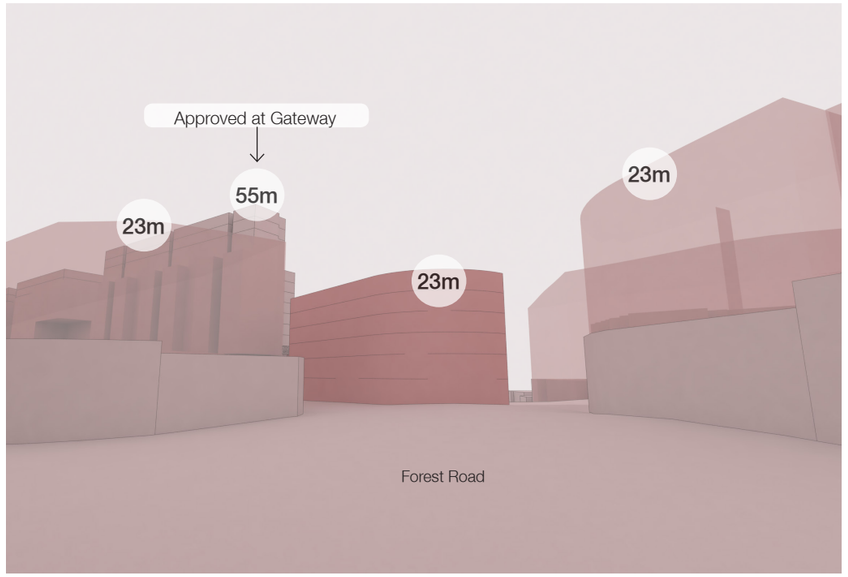
The transition between the adjacent 55m to 23m on the site is considered an appropriate response, intended to mitigate future increased height and density in the area. A reduced scale at this intersection will provide relief from the larger bulk and scale of development occurring along Treacy Street to the east.

Recommended 23m Height

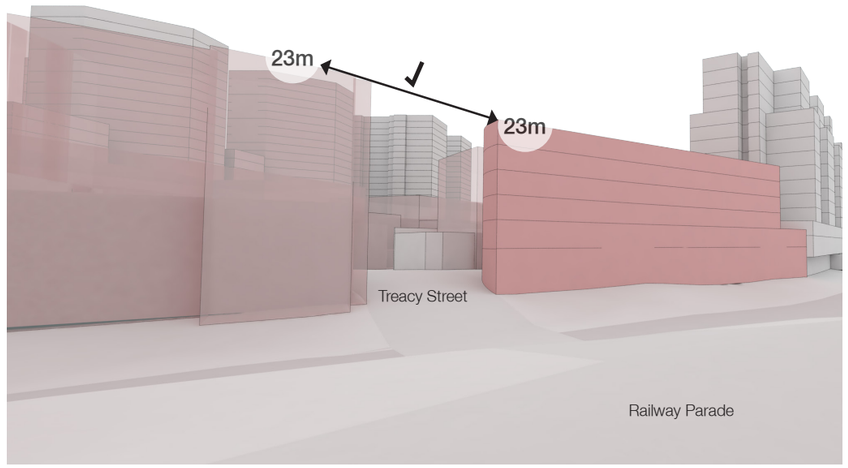
Proposed 40m Height

Recommended LEP Height Control Envelope

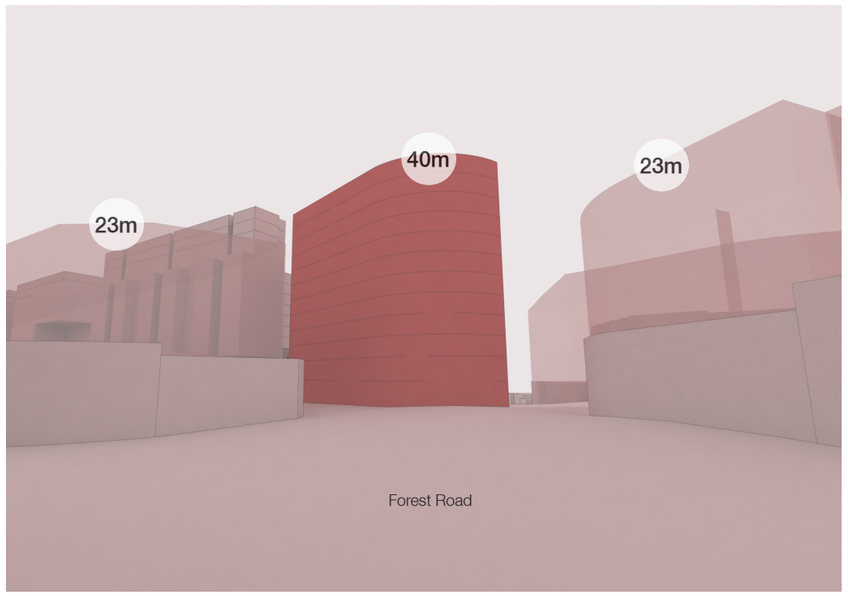
Street View from Forest Road - Potential 23m Envelope



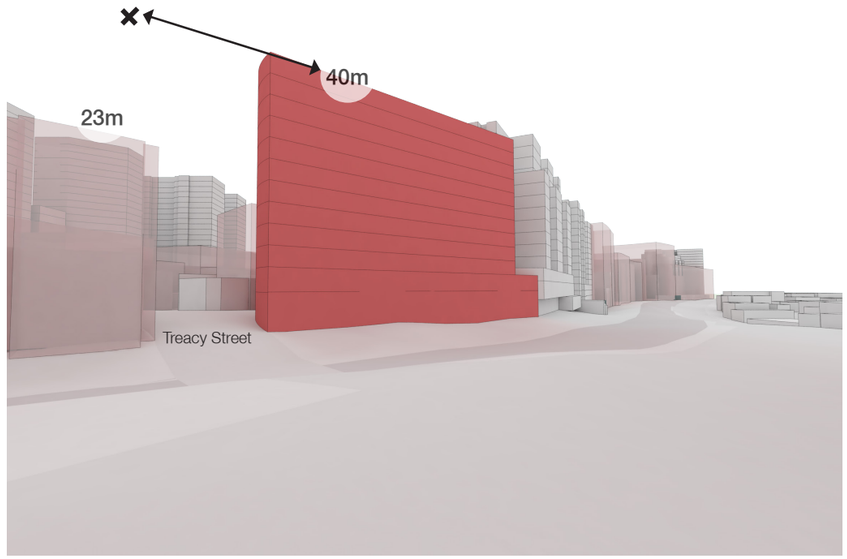
Street View from Railway Parade at Ormonde Parade - Potential 23m Envelope



Street View from Forest Road - Potential 40m Envelope



Street View from Railway Parade at Ormonde Parade - Potential 40m Envelope



FSR Testing

The diagrams opposite show potential massing outcomes within a 23m and 40m envelope, modelled to test the FSR that would result from both.

As the site is located within the B4 Mixed Use zone, the scheme includes one level of retail at ground, one level of commercial with residential above.

The following efficiencies were applied to calculate an approximate Gross Floor Area:

- Retail - 65% efficiency
- Commercial - 90% efficiency
- Residential - 75% efficiency

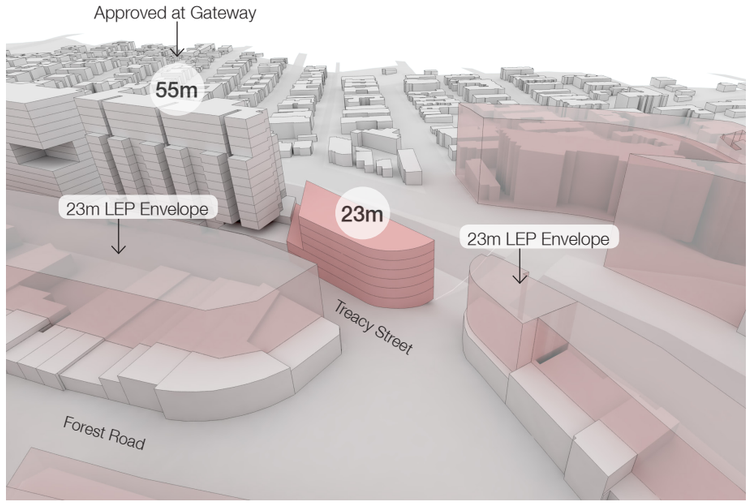
The testing indicates that the existing FSR control of 3:1 can be achieved within a 23m envelope, while a 40m height will require a significant FSR increase.

Height	GFA	FSR Tested*
23m	3,650m^2	3.4:1
40m	6,926m^2	6.5:1

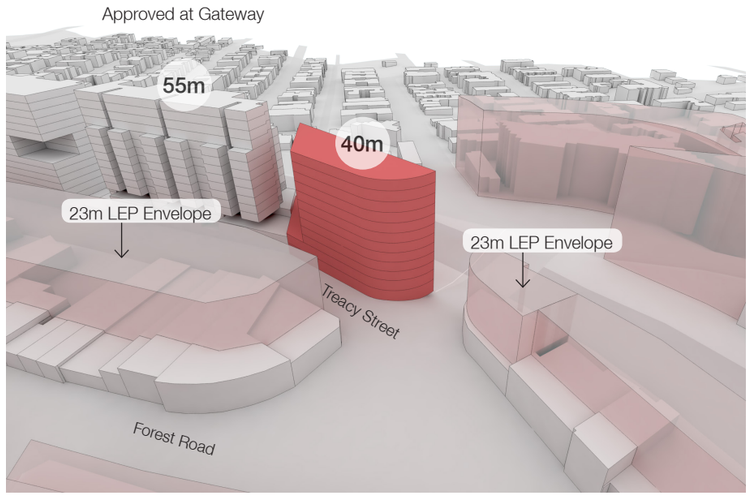
*Site Area: 1,059m^2

Recommended 23m Height
Proposed 40m Height
Recommended LEP Height Control Envelope

Potential Built Form within 23m Envelope



Potential Built Form within 40m Envelope



Final Recommendations

- Retain recommended 23m height and FSR of 3:1.

2.4 Site 4: Corner of Forest Road and Treacy Street

Site Location

Issues identified for further investigation

Height and FSR mismatch:

- Height reduced from 45m to 23m.
- Provide rationale for why FSR should be reduced from 5:1 to 3:1.
- Does FSR and height match?

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

Built Form Recommendations - UD Strategy (p. 107)

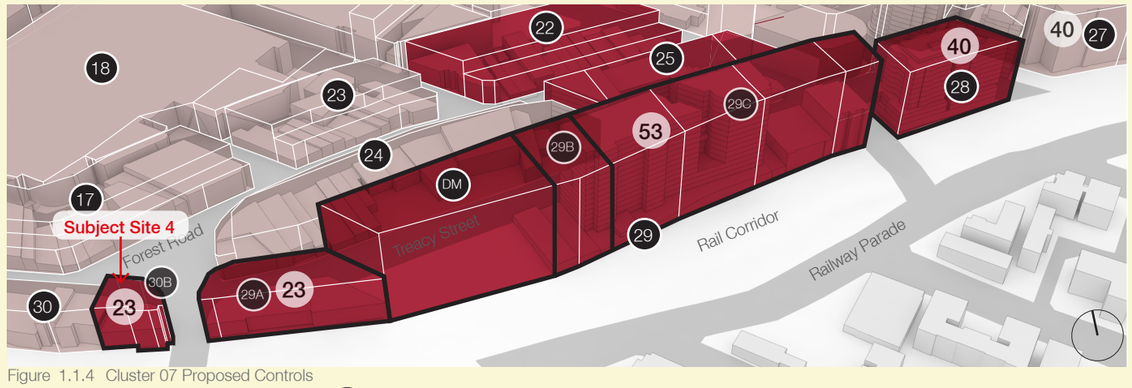


Figure 1.1.4 Cluster 07 Proposed Controls

00 DCP Blocks 00 Recommended Height Controls (m)

Recommended Controls - Cluster 07

Block 28:

i. Amend the LEP to increase the height of Block 28 from 23m to 40m to ensure consistency with the surrounding development.

Block 29:

ii. Amend the LEP to increase the height of sub-blocks 29B and 29C (including Deferred Matter site) from 15m-23m to 53m to ensure consistency with the recently approved and/or constructed development. This additional height allows for views to the Sydney CBD and Botany Bay to be captured and will compensate for the loss in amenity from being in close proximity to the railway line.

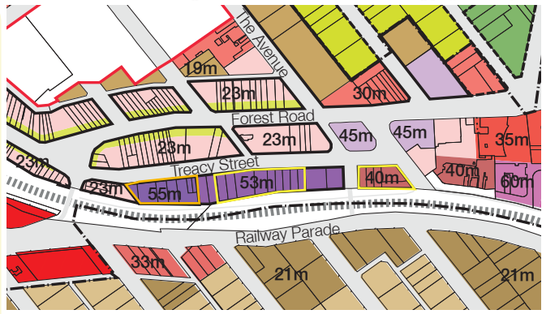
iii. Amend the LEP to increase the height of sub-block 29A from 15m to 23m to create a transition to the Forest Road walking street and to mark the threshold of the entrance over the rail corridor, into the heart of the City Centre.

Block 30:

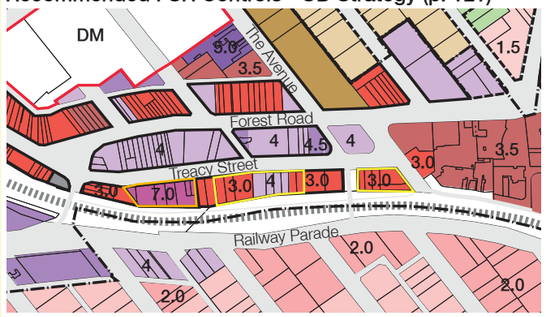
iv. Amend the LEP to reduce the height of sub-block 30B from 45m to 23m to ensure a consistent building height with adjoining blocks and to mark the threshold of the entrance into the heart of the City Centre.

v. Amend the LEP to reduce the FSR for sub-block 30B from 5:1 to 3:1 to ensure that the yield corresponds with the proposed height in Recommendation (xxxii) and to ensure a future good built form outcome.

Recommended Height Controls - UD Strategy (p. 120)



Recommended FSR Controls - UD Strategy (p. 121)



Approved DAs along Treacy Street

Deferred Matter - Approved at Gateway

Blocks with Proposed New Height Control within the City Centre

Recommended FSR change to 3:1

NOTE: The diagrams above and opposite represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site	Existing LEP Controls		Recommended LEP Controls		
	Height	FSR	Height	FSR	
28	23m Overall	4:1	40m Overall	No Change	← Revised height recommendation: 49m and FSR 6:1 (Additional Investigation Study 2018).
29A	15m Overall	3:1	23m Overall	No Change	
DM, 29B & 29C	Varies 15m - 23m	3:1 - 4:1	53m Overall	No Change	← Revised height recommendation: 55m and FSR 7-7.3:1 (Additional Investigation Study 2018).
30B	45m Overall	5:1	23m Overall	Reduce FSR to correspond with height - 3:1 is recommended.	

Site Investigation

FSR Testing

The diagram opposite shows a potential massing outcome within a 23m envelope, modelled to test the FSR that would result from the new height control.

The testing undertaken within the current 45m envelope indicates that this height achieves an FSR of 7.3:1, which far exceeds the current 3:1 FSR control.

As the site is located within the B3 Commercial Core zone, the scheme includes one level of retail at ground plus commercial above.

The following efficiencies were applied to calculate an approximate Gross Floor Area:

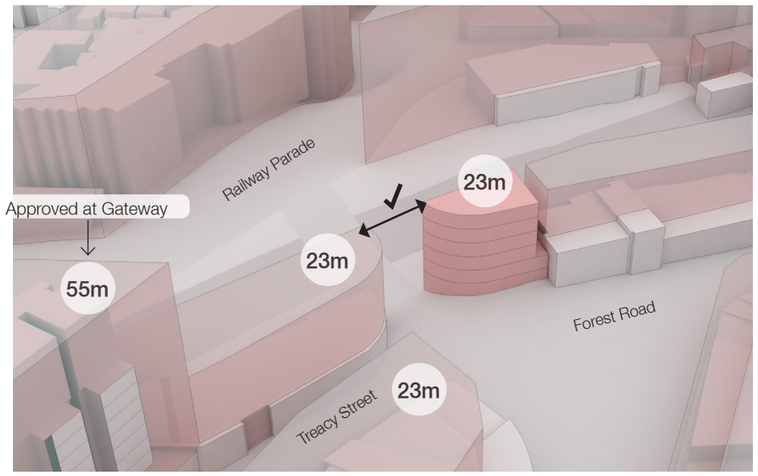
- Retail - 65% efficiency
- Commercial - 90% efficiency

The FSR testing indicated that an FSR of 4:1 is sufficient to achieve a viable built form outcome within the recommended height envelope of 23m.

Maximum Height	GFA	FSR
23m	1,242.9m^2	4:1
45m	2,273m^2	7.3:1

*Site Area: 311m^2

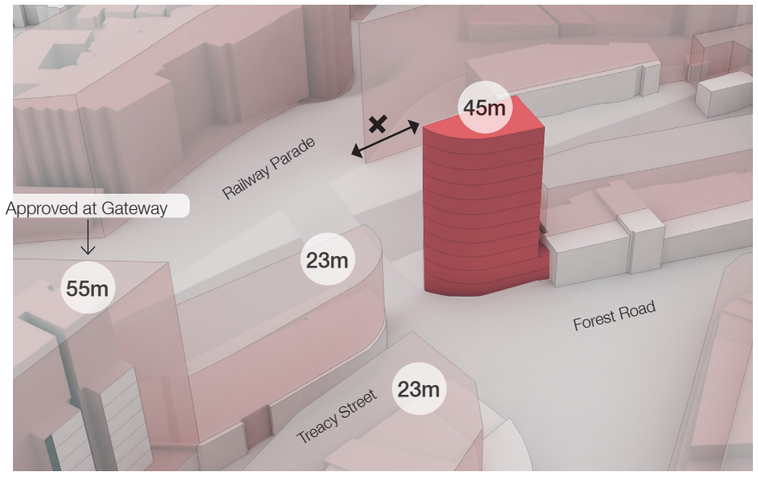
Potential Built Form within 23m Envelope



Recommended 23m Height

Recommended LEP Height Control Envelope

Potential Built Form within 45m Envelope



Current 45m Height

Recommended LEP Height Control Envelope

Height Rationale

The location of this site at the intersection of Treacy Street and Forest Road is significant as it marks a key threshold leading south across the railway line. The impact of the additional height would create a poor outcome for the legibility of this intersection, in which a 45m building on the site would appear out of context with the surrounding built form.

The site also marks the transition into the Forest Road High Street, which is denoted by built form of a finer grain and heights generally of a more human scale.

Due to the small site area, a larger development is considered inappropriate as it is unlikely to provide a footprint size that is sufficient for servicing and increased setback requirements. This is evident in the built form modelling exercise undertaken for the FSR testing section opposite.

Final Recommendations

- Amend FSR control from 3:1 to 4:1, to reflect new height control.
- Retain recommended reduced height control of 23m.

2.5 Site 5: Forest Road South, Adjacent to Train Station

Site Location

Issues identified for further investigation

- Height reduced from 60m to 45m, adjoining heights 23m.
- FSR remains at 6:1.
- Explain rationale for height reduction - does FSR match?

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

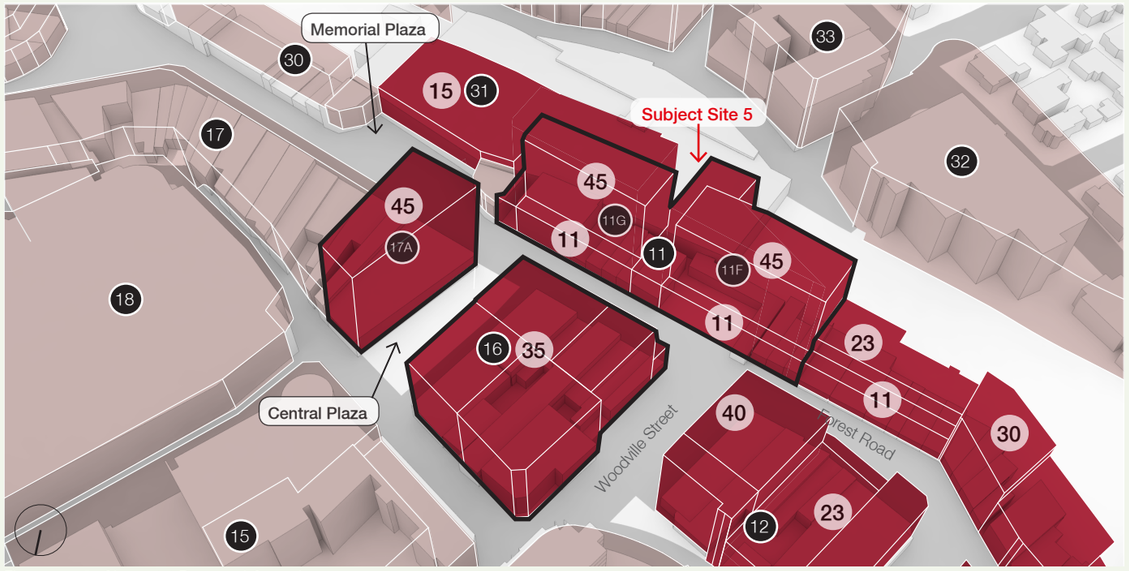


Figure 1.1.5 Cluster 03 Proposed Controls

00 DCP Blocks

00 Recommended Height Controls (m)

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Recommended Controls - Cluster 03

Block 11:

i. Reduce the street wall height for sub blocks 11F & 11G to 11m, with an average depth of 6m, in keeping with the street wall height established along Forest Road.

ii. Amend the LEP to reduce the height for sub blocks 11F & 11G from 60m to 45m to create a built form consistent with the surrounding development. It should be noted that the narrow block depth and servicing to these sites does not facilitate large developments.

Block 16:

iii. Reduce the street wall height for sub blocks 16F & 16B to 11m, with an average depth of 8m, in keeping with the street wall height established along Forest Road.

iv. Amend the LEP to rationalise the overall height for sub blocks 16A – 16C from 15m – 45m to 35m and retain the FSR as existing in Hurstville LEP 2012.

- Note: A pre-Planning Proposal meeting has been held which proposes a height of 70m and FSR of 13.3:1 – Concept reviewed by SJB

Block 17:

v. Amend the LEP to reduce the height for sub-block 17A from 60m to 45m to appropriately frame the Hurstville Central Plaza and to ensure that any future building does not overshadow Forest Road and the Hurstville Central Plaza (future open space).

- Note: At the time of finalising the Urban Design Strategy, a Development Application was under consideration for a 60m building which is compliant with the current HLEP 2012 height provisions for this site.

vi. Amend the LEP to reduce the FSR for sub-block 17A from 9:1 to 6:1 to ensure that the yield corresponds with the proposed height in Recommendation (x) and to ensure a future good built form outcome.

Site Investigation

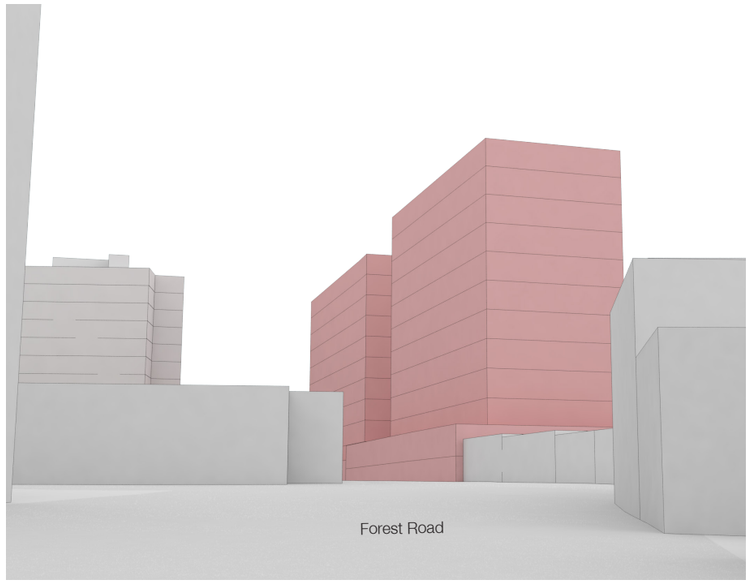
Height Rationale

- The recommendation for a reduction in height from 60m to 45m is based on the built form testing carried out as part of the study undertaken for the Hurstville City Centre Urban Design Strategy. The testing indicated that a 45m maximum height was sufficient to achieve the FSR for these sites.
- A 45m maximum envelope is recommended as it is more consistent with the scale of built form within the surrounding context. This is demonstrated in the view analysis opposite, which compares the outcome of a 45m height with a 60m height, as experienced from Forest Road.
- The view study indicates that the additional bulk and scale of a 60m height envelope causes the sites to dominate the streetscape and is unsympathetic to the surrounding built form.
- The preservation of the fine grain character and providing a high quality public realm along Forest Road are key principles that have informed the built form section of the Strategy. It is considered that a 45m envelope on these sites will facilitate a good built form outcome for potential future development, while ensuring that the existing fine grain character of Forest Road is retained.
- It is also noted that the narrow block depth and servicing to these sites does not facilitate large developments.

Recommended 45m Height

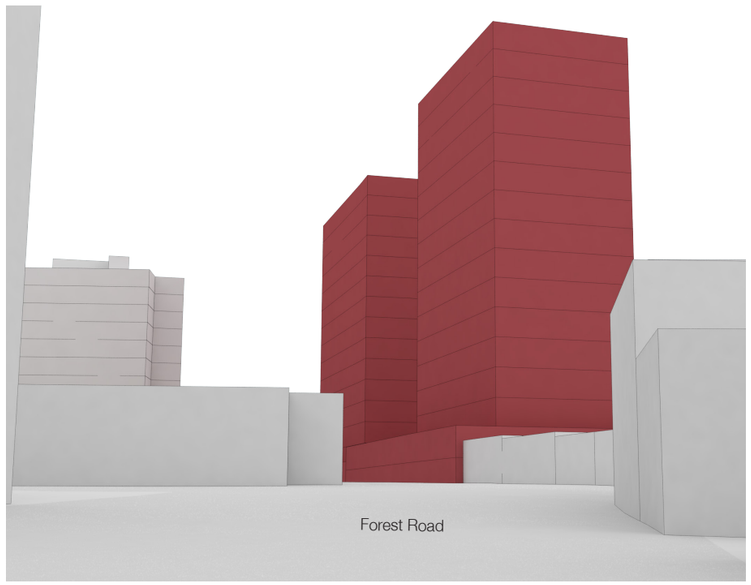
Current 60m Height Control

Potential 45m Envelope - View from Forest Road at Macmahon Street

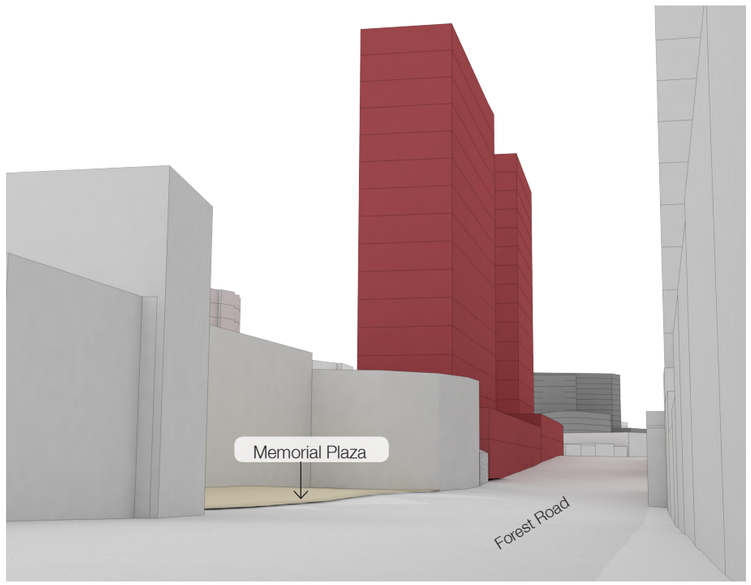


Potential 45m Envelope - View from Forest Road at Treacy Street

Potential 60m Envelope - View from Forest Road at Macmahon Street



Potential 60m Envelope - View from Forest Road at Treacy Street



Site Investigation

FSR Testing

The diagrams opposite show a potential massing outcome within a 45m envelope, recommended in the Strategy and the current 60m LEP height control. The sites were modelled to compare the FSR that would result from the different height controls.

The current FSR control of 6:1 is recommended to be retained for the sites situated at the centre of the commercial core. The location of the sites adjacent to the train station also supports a higher density approach, in order to facilitate transport oriented development. Greater scale is also considered appropriate at this location on the south side of Forest Road, as there is minimal impact on overshadowing and views.

A minimum floor plate area of 600m^2 (specified in the Hurstville DCP) was applied to the 60m height scenario to test whether a similar FSR could be achieved at a greater height within a smaller building footprint.

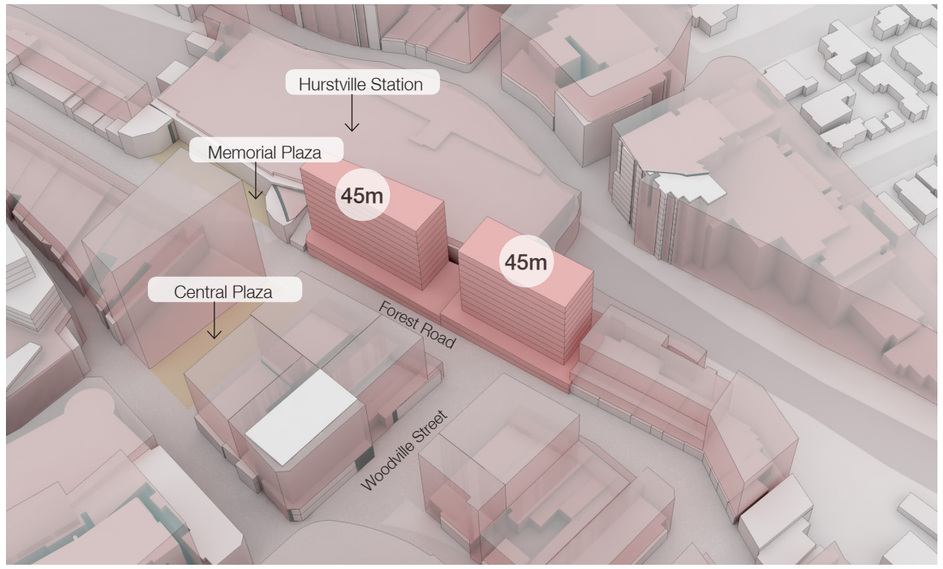
As the sites are located within the B3 Commercial Core zone, the scheme includes one level of retail at ground plus commercial above. The sites are modelled to include an 11m street wall with floors above setback an average of 6m.

The following efficiencies were applied to calculate an approximate Gross Floor Area:

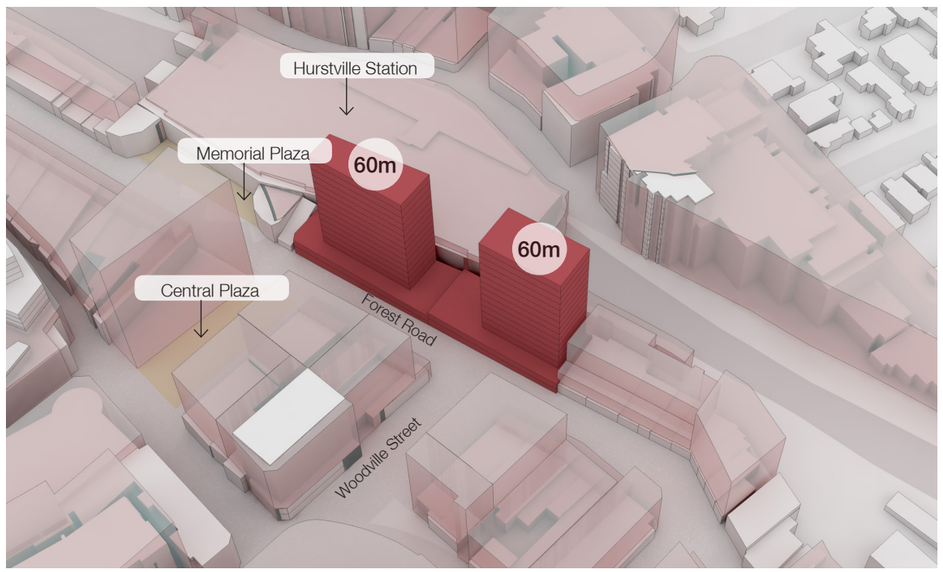
- Retail - 65% efficiency
- Commercial - 90% efficiency

The testing indicates that the existing FSR control of 6:1 can be achieved with both a 45m and 60m height. However, the 60m height generates smaller building footprints, for which it will be difficult to achieve viable commercial floorplates.

Potential Built Form within 45m Envelope



Potential Built Form within 60m Envelope



Site	Site Area	Maximum Height	GFA	FSR
11F	1,552m^2	45m	9,581m^2	6:1
11G	1,440m^2	45m	8,716m^2	6:1
11F	1,552m^2	60m	9,851.5m^2	6:1
11G	1,440m^2	60m	9,639.5m^2	7:1

Recommended 45m Height
Proposed 60m Height
Recommended LEP Height Control Envelope

Final Recommendations

- Retain current FSR control of 6:1 for both sites.
- Retain recommendation to reduce height to improve visual bulk and scale, as experienced from Forest Road and given that 6:1 is still achievable within a 45m envelope.

2.6 Site 6: Forest Road, West of Station

Site Location

Issues identified for further investigation

- Heights in this block vary between 23m and 30m
- Rationale on why FSR remains 3:1 - Does 23m and 3:1 match?

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

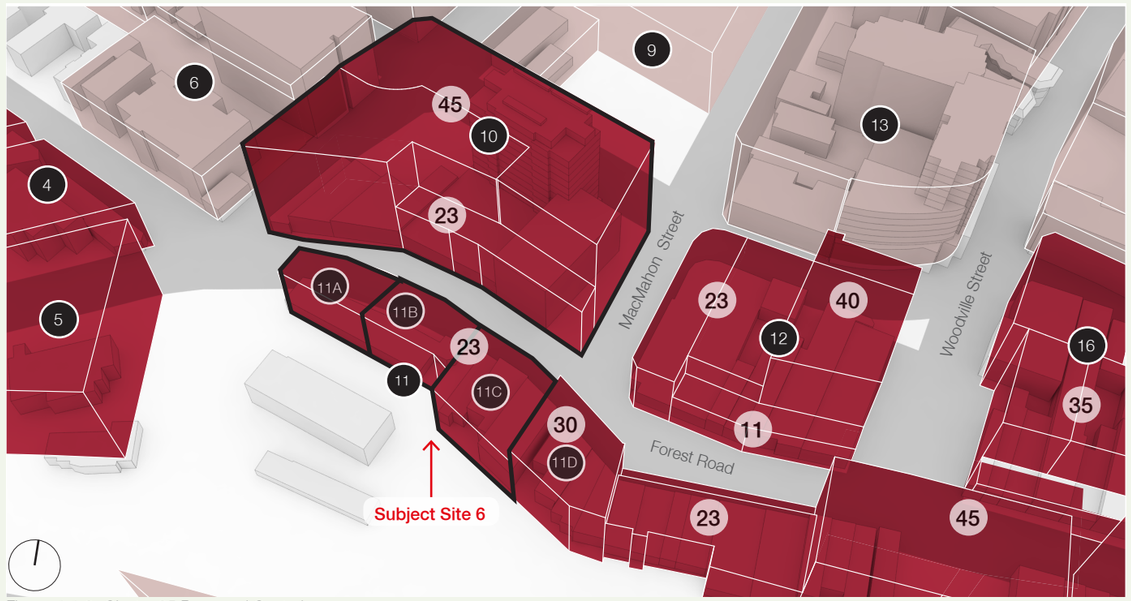


Figure 1.1.6 Cluster 05 Proposed Controls

00 DCP Blocks 00 Recommended Height Controls (m)

Recommended Controls - Cluster 05

Block 10

i. Increase the street wall height along Forest Road for Block 10 from 15m to 23m, with an average depth of 8m, to ensure that the FSR can be achieved.

ii. Amend the LEP to rationalise the height of Block 10 from 15m-45m to 45m.

Block 11

iii. Amend the LEP to reduce the height of sub-block 11A from 40m to 23m to ensure a consistent street wall along Forest Road and to achieve consistency in height with Blocks 11B and 11C.

iv. Retain the existing height of 23m for sub-block 11B to ensure a consistent street wall along Forest Road.

v. Amend the LEP to increase the height of sub-block 11C from 15m to 23m to ensure a consistent street wall along Forest Road.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Height Rationale

- Sub-blocks 11A-11C have a recommended height of 23m, to create a consistent scale of built form along this stretch of Forest Road.
- Testing of potential massing on the sites has indicated that a 23m height achieves the current FSR control of 3:1, prescribed for the site in the Hurstville LEP 2012.
- The recommendation to retain the 30m height on sub-block 11D, is intended to create an urban marker at this site, which frames the western end of the Forest Road High Street. The road alignment, which bends at this location, also ensures that the additional height does not dominate views from the streetscape. Furthermore, any impact on the public domain is considered to be minimised by the site's location to the south of Forest Road and will be further mitigated by setback requirements prescribed within the LEP and DCP.

Site Investigation

FSR Testing

The diagram opposite shows a potential massing outcome within a 23m envelope for sub-block 11C and 11B, modelled to test the FSR's that would result from the new height control on the sites.

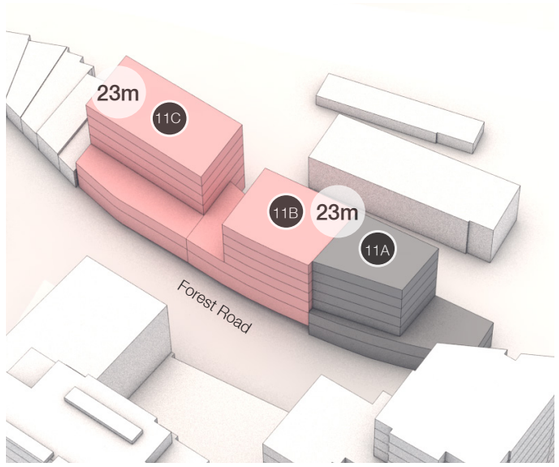
As the sites are located within the B4 Mixed Use zone, the schemes includes one level of retail at ground, one level of commercial and residential setback above. Sub-block 11C is modelled to include an 11m street wall with floors above setback an average of 6m. A potential footprint for the residential component has been informed by ADG and SEPP65 requirements to ensure solar access can be achieved.

The following efficiencies were applied to calculate an approximate Gross Floor Area:

- Retail - 65% efficiency
- Commercial - 90% efficiency
- Residential - 75% efficiency

The testing indicates that the existing FSR controls can be achieved within the proposed 23m envelope for both 11C and 11B.

Potential Built Form within Recommended Envelope:



Site	Site Area	Maximum Height	GFA	FSR
11C	830m^2	23m	2,652.8m^2	3:1
11B	525m^2	23m	1,881.6m^2	3.6:1

Final Recommendations

- Retain current FSR control of 3:1 on sub-block 11C.
- Retain current FSR control of 3.6:1 on sub-block 11B.
- Retain current recommended height controls within this area.

2.7 Site 7: Forest Road, West end of High Street

Site Location

Issues identified for further investigation

- Building height reduced from 40m to 23m - Rationale on reduction of height.

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

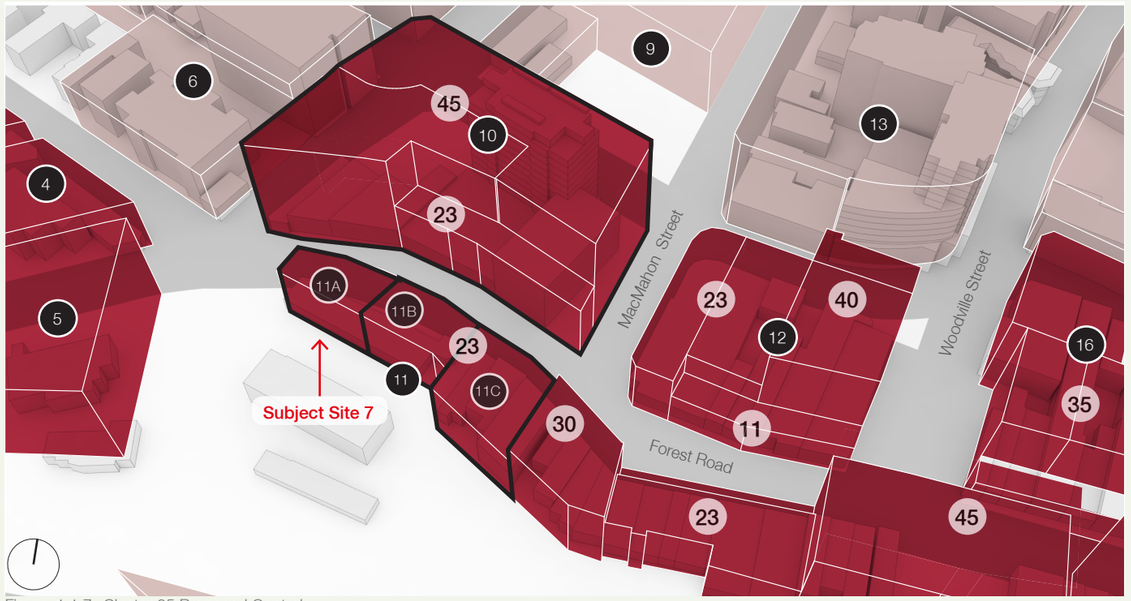


Figure 1.1.7 Cluster 05 Proposed Controls

00 DCP Blocks (00) Recommended Height Controls (m)

Recommended Controls - Cluster 05

Block 10

i. Increase the street wall height along Forest Road for Block 10 from 15m to 23m, with an average depth of 8m, to ensure that the FSR can be achieved.
ii. Amend the LEP to rationalise the height of Block 10 from 15m-45m to 45m.

Block 11

iii. Amend the LEP to reduce the height of sub-block 11A from 40m to 23m to ensure a consistent street wall along Forest Road and to achieve consistency in height with Blocks 11B and 11C.
iv. Retain the existing height of 23m for sub-block 11B to ensure a consistent street wall along Forest Road.
v. Amend the LEP to increase the height of sub-block 11C from 15m to 23m to ensure a consistent street wall along Forest Road.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site Investigation

FSR Testing

The diagram below shows a potential massing outcome within a 23m and 40m envelope on sub-block 11A, modelled to test the FSR that would result from the new height control on the subject site.

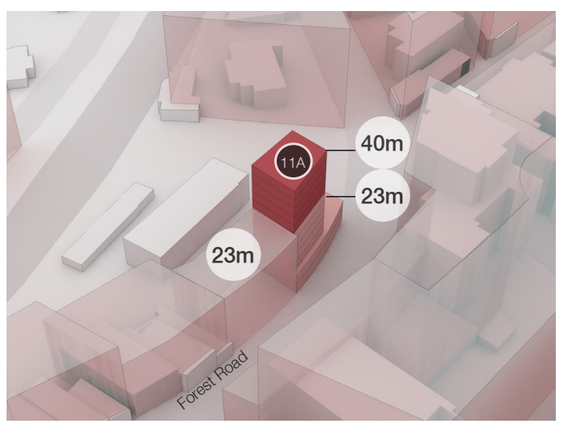
The results show that a 23m envelope achieves the current FSR control of 3.6:1 while the 40m height requires significantly more GFA.

As the sites are located within the B4 Mixed Use zone, the scheme includes one level of retail at ground plus residential above. A commercial floor has been excluded from this scenario as the DCP required minimum 600m^2 commercial footprint cannot be achieved on the small site.

The following efficiencies were applied to calculate an approximate Gross Floor Area:

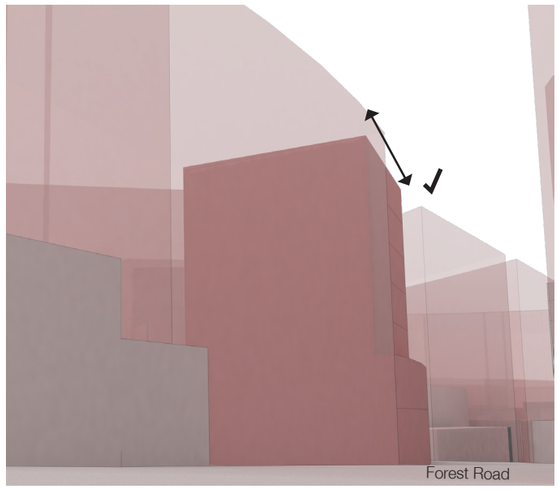
- Retail - 65% efficiency
- Residential - 75% efficiency

Site	Site Area	Maximum Height	GFA	FSR
11A	451m^2	23m	1,592m^2	3.5-3.6:1
11A	451m^2	40m	2,552m^2	5.7:1

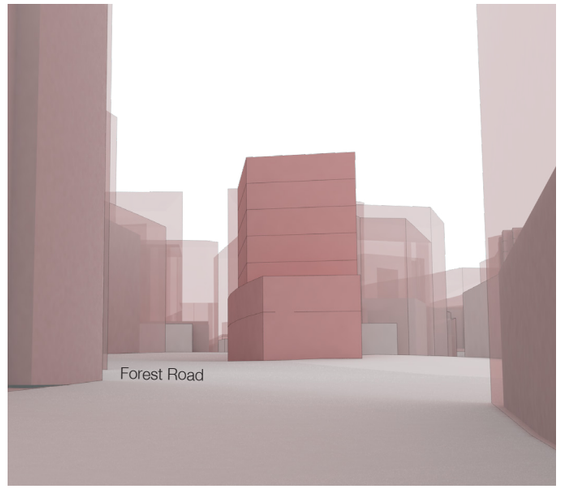


View Analysis

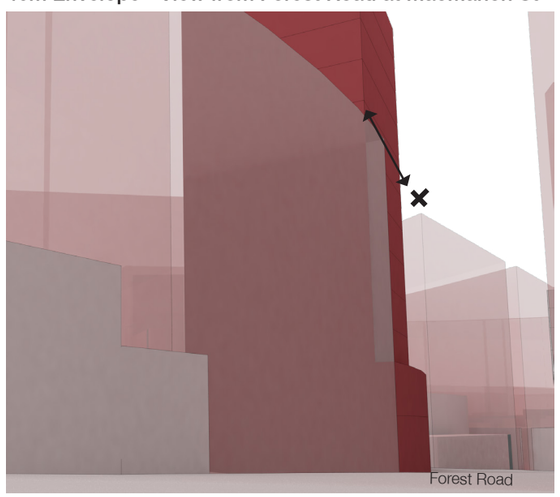
23m Envelope - View from Forest Road at MacMahon St



23m Envelope - View from Forest Road at Queens Road



40m Envelope - View from Forest Road at MacMahon St



40m Envelope - View from Forest Road at Queens Road

Recommended 3m Height

Proposed 40m Height

Recommended LEP Height Control Envelope

Height Rationale for Sub-block 11A

- The recommendation for the height to be reduced from 40m to 23m on sub-block 11A is considered to be the most appropriate response to the surrounding context.
- The recommended 23m height is consistent with adjacent sites, creating a sense of uniformity in relation to scale and bulk along the block. This is shown through the view analysis opposite which highlights how a 40m height appears to be disproportionate within the existing context.
- Due to a small footprint, larger developments are considered not viable on the site, as demonstrated through the FSR testing conducted opposite.

Final Recommendations

- Retain recommendation for a height reduction from 40m to 23m on sub-block 11A.
- Retain current FSR control of 3:6:1.

2.8 Site 8: Forest Road North, Western Bookend

Site Location

Issues identified for further investigation

- Height variations on site – 40m, 60m 15m (Why 15m?)
- Reduce height to ensure interface with adjoining lower scale residential

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

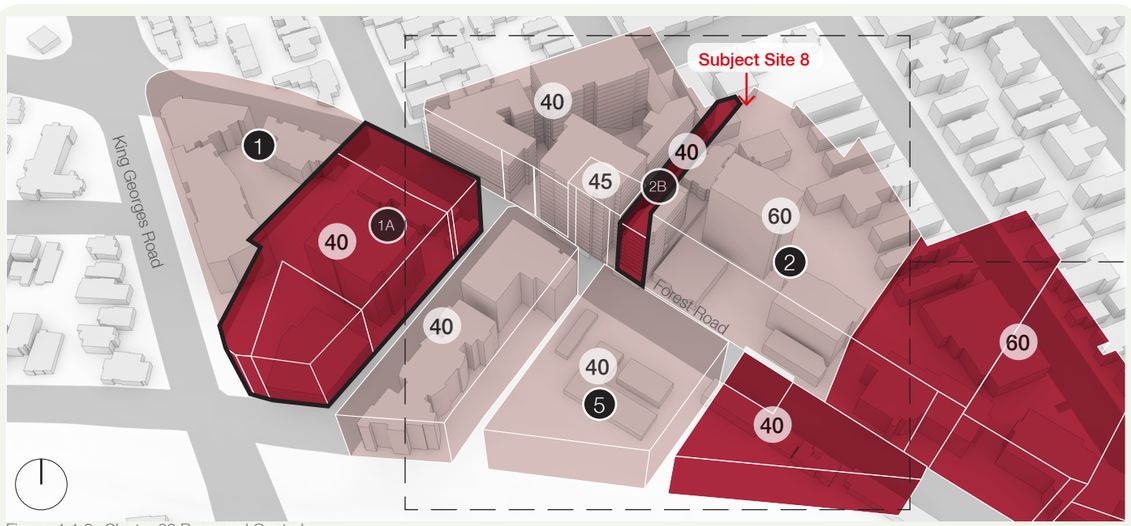


Figure 1.1.8 Cluster 08 Proposed Controls

00 DCP Blocks

00 Recommended Height Controls (m)

Recommended Controls - Cluster 08

Block 1:

i. Amend the LEP to increase the height of sub-block 1A from 23m – 30m to 40m to match the heights of the adjacent sites in the Eastern Bookend.
   - Note: It is also recommended that the height on the remainder of the block is increased to create a transition to the Forest Road walking street and to mark the threshold of the entrance over the rail corridor, into the heart of the City Centre.

Block 2 :

ii. Amend the LEP to increase the overall height for sub block 2B from 23m to 40m to match the heights on the neighbouring blocks and to provide an appropriate transition from the 60m height at the Western Bookend.

Revised Recommendation Based on Approved DA

Block 2 :

i. Amend the LEP to increase the overall height for sub block 2B from 23m to 40m for the half oriented to Forest Road, to match the heights on the neighbouring blocks and to provide an appropriate transition from the 60m height at the Western Bookend. A 15m height is recommended for the northern portion, to create a sensitive transition to the adjacent residential area.

NOTE: The diagrams above and opposite represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site Investigation

Sub-block 2B: 15m-40m Height Rationale

- The height recommendations for sub-block 2B have been amended to reflect the approved DA on the site (see views opposite), which has recently undergone a court ruling. The scheme proposes a step down in height form 40m to 15m to the north. This is considered an appropriate built form response as it creates transition that is sympathetic to the low scale residential area to the north.
- Sub-block 2B is constrained by existing recent residential developments either side. Furthermore being a small, narrow site, it is unlikely that adequate separation through setbacks would be achieved. Therefore, additional height above 40m would result in a poor interface with adjacent properties, impacting on views and overshadowing the apartments to the east.

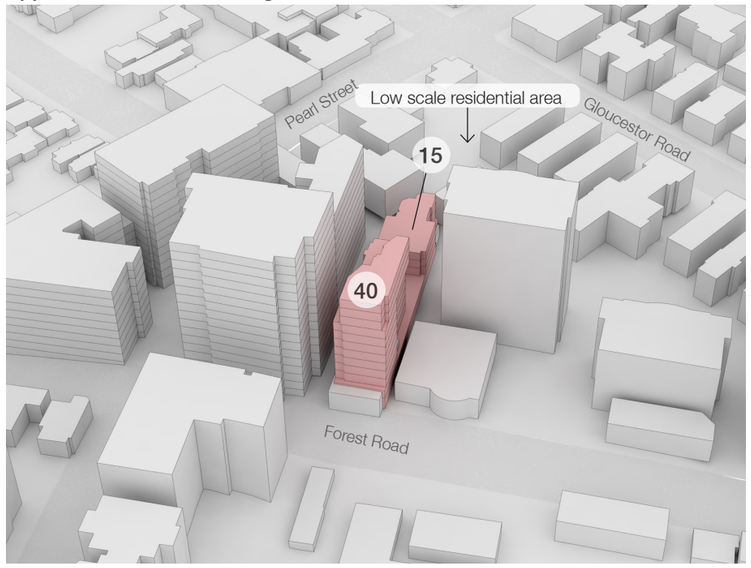
60m Block adjacent to the east: Height Rationale

- A 60m height has been retained on this site as the larger area can facilitate a better built form outcome, allowing for generous setbacks and separation between buildings.
- The 60m is consistent with sites of a similar size within the surrounding area, including the one adjacent further to the east.
- Furthermore, there is minimal risk of significant overshadowing/solar access impact caused by height on this site particularly as the area to the south is not currently developed for residential use.

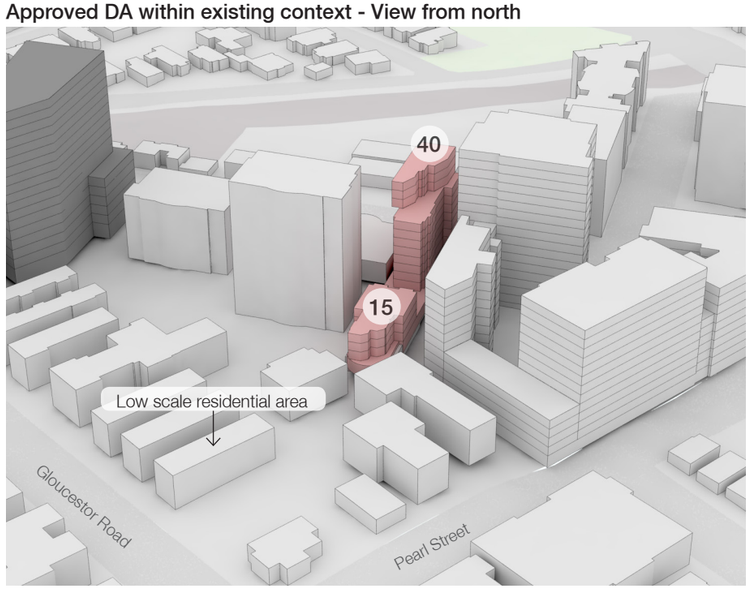
Approved DA Massing

Planning Proposal Massing

Approved DA within existing context - View from south



Approved DA within existing context - View from north

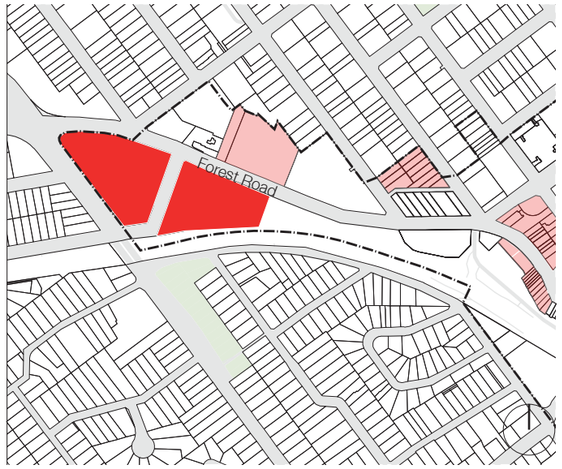


Final Recommendations

- Retain recommendation for a height transition from 40m to 15m across sub-block 2B.
- Retain existing height control of 60m on the block adjacent to the east.

2.9 Site 9: Forest Road South, Western Bookend

Site Location



Issues identified for further investigation

- Height increased from 23m and 30m to 40
- Height decreased from 45m to 40m –Why?
- No change in corresponding FSRs - Do the heights and FSRs match?
- Preliminary concept for 43 Bridge St Hurstville (Sub-block 1A) proposes a height increase to 55-70m and FSR 6.5-7.5:1.

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

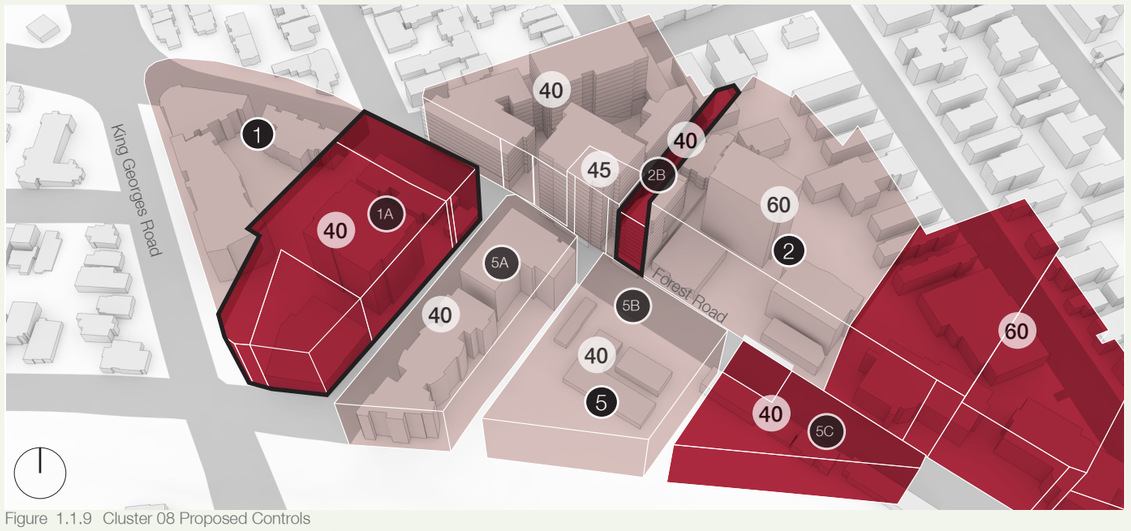


Figure 1.1.9 Cluster 08 Proposed Controls

00 DCP Blocks

00 Recommended Height Controls (m)

Recommended Controls - Cluster 08

Block 1:

i. Amend the LEP to increase the height of sub-block 1A from 23m – 30m to 40m to match the heights of the adjacent sites in the Eastern Bookend.
   - Note: It is also recommended that the height on the remainder of the block is increased to create a transition to the Forest Road walking street and to mark the threshold of the entrance over the rail corridor, into the heart of the City Centre.

Block 2 :

ii. Amend the LEP to increase the overall height for sub block 2B from 23m to 40m to match the heights on the neighbouring blocks and to provide an appropriate transition from the 60m height at the Western Bookend.

Height Rationale

Block 1

- The overall increase in height on this block is considered appropriate, given that it is located within the area identified as the 'western bookend' in the Strategy, characterised by a uplift through residential development.
- Furthermore, additional height in this location is considered to have minimal impact, in relation to overshadowing and views as the sites are large, allowing for generous setbacks, and are located a considerable distance from the residential area to the south.
- Height increased on sub-block 1A to better relate to scale of surrounding context.

Block 5

- Height has been rationalised across sub-block 5C to create a consistent scale across the site.

NOTE: The diagrams above and opposite represent the LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
1A	23m Street Wall 30m Overall	2.5:1 - 4:1	40m Overall	No Change
2B	23m Overall	3:1	40m Overall	No Change

Site	Existing LEP Controls		Recommended LEP Controls	
	Height	FSR	Height	FSR
2D	23m Overall	3:1	60m and 40m	No Change
3	40m Overall	5:1	40m Overall	No Change
4	23m Overall	3:1	40m Overall	No Change
5C	23m and 45m	4.5:1	40m Overall	No Change
5D	23m and 40m	4:1	40m Overall	No Change

Site Investigation

FSR Testing

The diagram below shows a potential massing outcome within the recommended 40m envelope and proposed 55-70m envelope for sub-block 1A. The proposed massing has been modelled to test the FSR that would result from both height controls.

The results show that a 40m envelope achieves an FSR control of 3.6:1, while the current FSR control is 4:1. However, given that this massing was estimated from the current concept proposal, the current 4:1 FSR is considered appropriate, allowing for some potential additional floor space or adjustment of efficiencies at this lower height.

The second diagram illustrates the proposed massing within a 55-75m envelope, which proposed an FSR increase to 6.5-7.5:1.

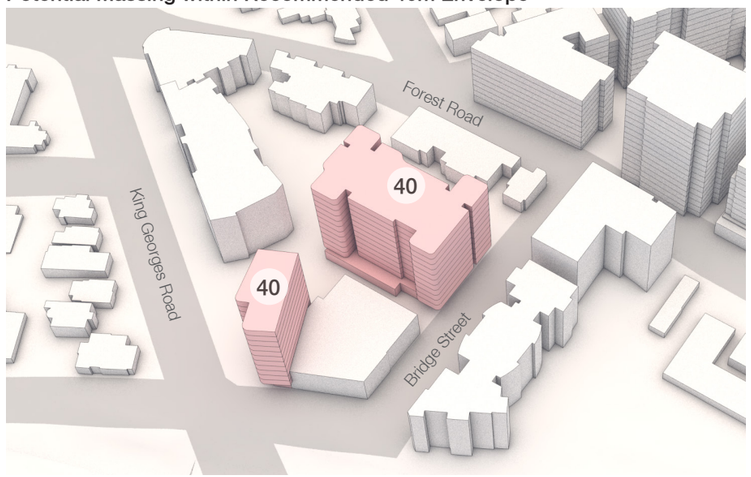
The following efficiencies were applied to calculate an approximate Gross Floor Area:

- Retail - 65% efficiency
- Residential - 75% efficiency

Site	Site Area	Maximum Height	GFA	FSR
1A	4,127m^2	40m	15,009m^2	3.6:1
1A	4,127m^2	55-70m	N/A	6.5-7.5:1

Controls Proposed within the *Urban Design Analysis & Concept Redevelopment Scheme - 43 Bridge Street Hurstville* (February 2018)

Potential Massing within Recommended 40m Envelope



Concept Massing within Proposed 55-70m Envelope

Assessment of Concept Proposal - 43 Bridge Street

View Analysis

The view study opposite compares the outcome of a potential development at 43 Bridge Street within a 40m height envelope (as recommended within the Strategy) and a 55-70m height envelope (proposed by the concept scheme dated February 2018).

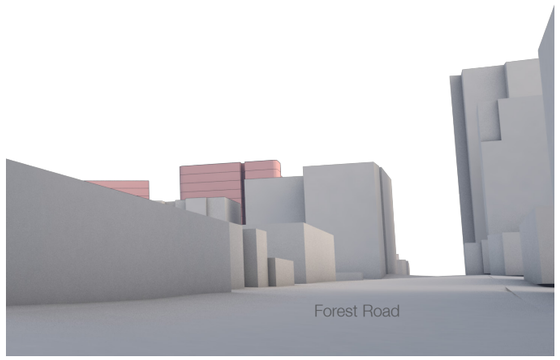
The views have been taken from the street at three key locations; along Forest Road east of the site, from Millett Street within the residential area to the north; and at the intersection of Forest Road and King Georges Road to the west of the site.

All three views demonstrate a significant impact caused by the proposed additional height, which appears out of context with the surrounding built form. Considering that most sites in the vicinity are either recently developed or currently undergoing development at a considerably lower height, the context is not expected to change in the near future.

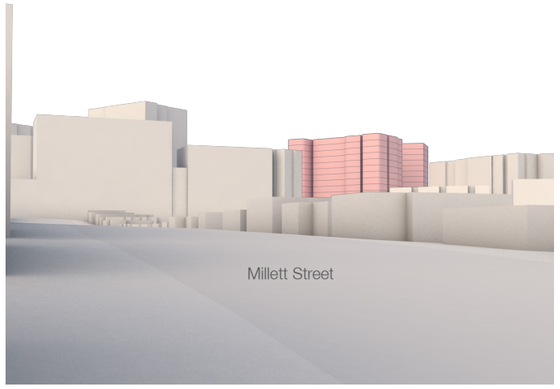
Recommended 40m Height

Proposed 55-70m Height

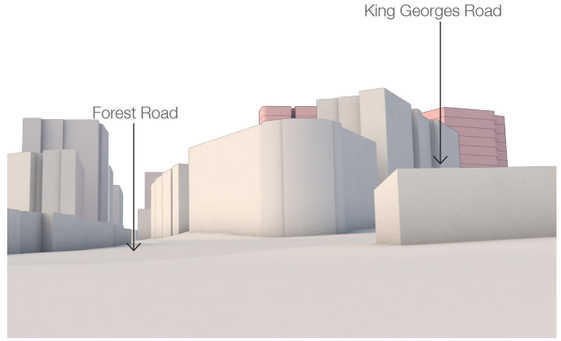
Recommended 40m Height - View from Forest Road East



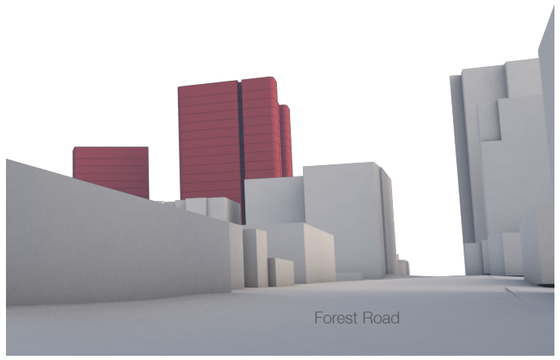
Recommended 40m Height - View from North at Millett Street



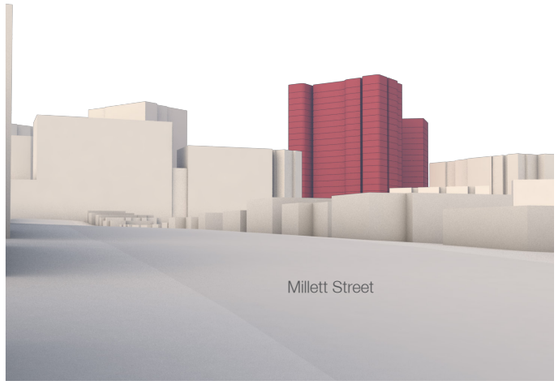
Recommended 40m Height - View from Forest Road at King Georges Road



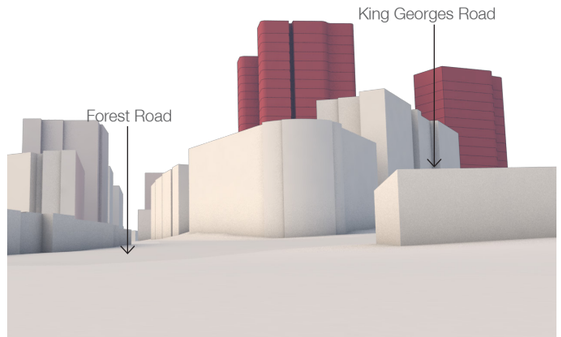
Proposed 55-70m Height - View from Forest Road East



Proposed 55-70m Height - View from North at Millett Street



Proposed 55-70m Height - View from Forest Road at King Georges Road



Assessment of Concept Proposal - 43 Bridge Street

Shadow Analysis

The diagrams opposite compare the shadows cast by the recommended 40m height (light pink) with the overshadowing created by the proposed 55-70m height (additional red).

The two shadows have been overlaid onto the one diagram to highlight the additional shadow caused by the proposed height increase on the site.

The railway corridor located between the site and the residential area to the south acts as a buffer for the majority of the additional shadow. However, the study indicates that there is additional overshadowing impact created by the 55-70m height, which primarily affects the residential buildings located to the south-west and Arrowsmith Park to the south-east.

The impact on the park is most significant between 1-3pm, at which the diagrams indicate that any height above 40m within the proposed massing is likely to cause some overshadowing.

Therefore, it is considered that the proposed scheme at 55-70m is unsuitable at this location, due to the significant additional impact created through overshadowing and views.

Shadow Cast by Recommended 40m Height

Additional Shadow Cast by Proposed 55-70m Height

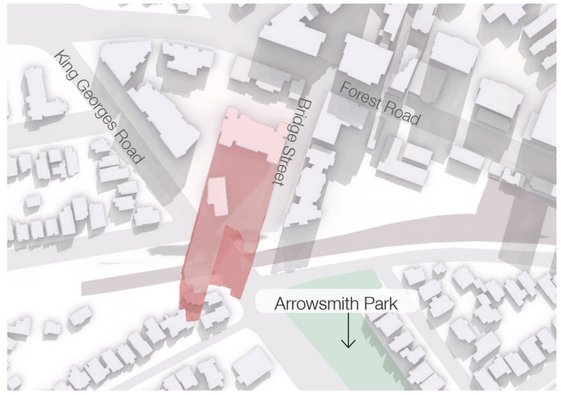
Final Recommendations

- Retain recommended height control of 40m across Block 1.
- Retain current FSR control of 4:1 on the site subject to current concept proposal.

9am

10am

11am

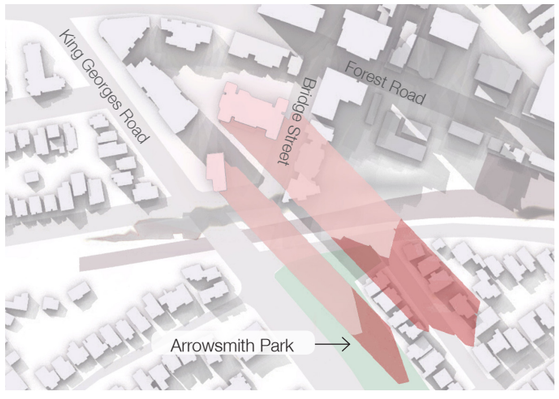


12pm

1pm

2pm

3pm



2.10 Site 10: Dora Street-Forest Road Block

Site Location

Issues identified for further investigation

- Height has been increased from 23m to 45m on part of the block?
- FSRs 3.5:1 to 6:1 – Do they work with heights of 45m and 23m street wall?

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

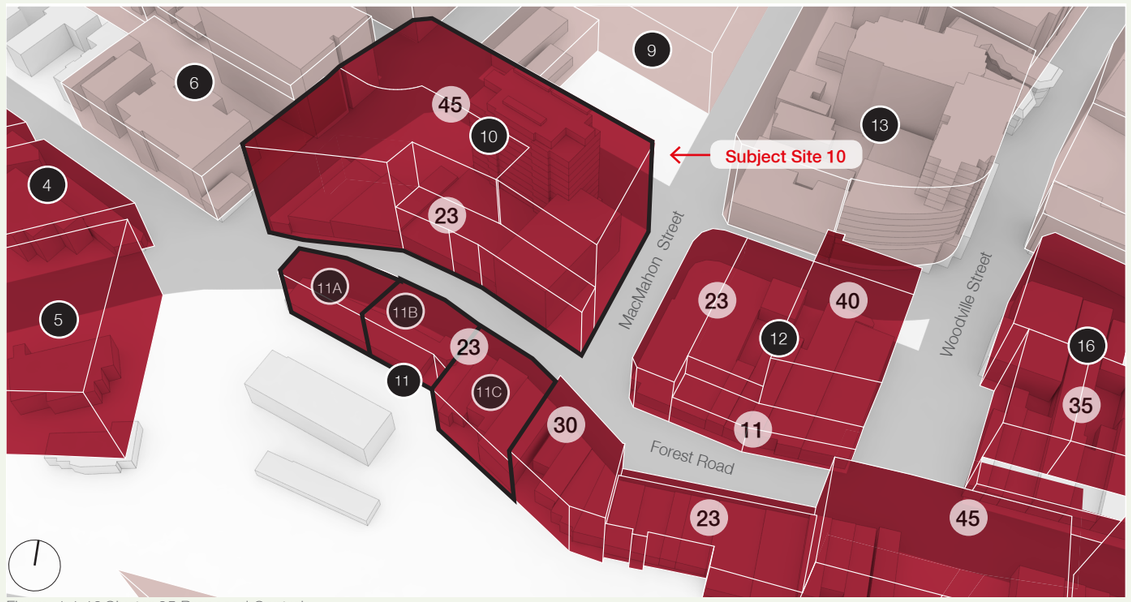


Figure 1.1.10 Cluster 05 Proposed Controls

00 DCP Blocks 00 Recommended Height Controls (m)

Recommended Controls - Cluster 05

Block 10

i. Increase the street wall height along Forest Road for Block 10 from 15m to 23m, with an average depth of 8m, to ensure that the FSR can be achieved.
ii. Amend the LEP to rationalise the height of Block 10 from 15m-and 45m to 45m.

Block 11

iii. Amend the LEP to reduce the height of sub-block 11A from 40m to 23m to ensure a consistent street wall along Forest Road and to achieve consistency in height with Blocks 11B and 11C.
iv. Retain the existing height of 23m for sub-block 11B to ensure a consistent street wall along Forest Road.
v. Amend the LEP to increase the height of sub-block 11C from 15m to 23m to ensure a consistent street wall along Forest Road.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

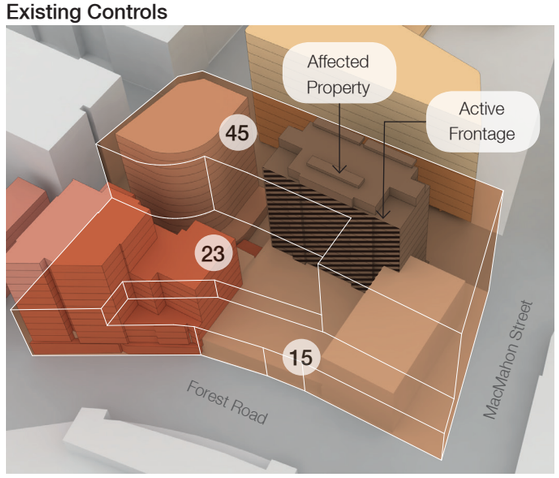
Height Rationale

- Uplift of certain lots is recommended to rationalise height across the block to 45m with a partial 23m street wall.
- Height consistency across the block will assist in creating a better outcome for potential future developments, allowing for easier amalgamation and flexibility to produce viable floor plates.
- The corner of Forest Road and Queens Road is 45m to the boundary to match the approved DA on the site. A focus of height at this corner is intended to create an urban marker, which frames the busy intersection and denotes the transition between character areas.
- The recommended 23m street wall on the remaining part of the block will help to mitigate any impact on Forest Road.
- Due to the constraints imposed by recent and future development across the block, a 23m streetwall has been applied as oppose to the typical 11m. This is to facilitate a good built form outcome for future development on the opportunity site, shown with potential massing in the FSR Testing opposite. Additionally, a lower street wall is considered to be less critical along this stretch of Forest Road, which is characterised by larger lots and is outside of the active commercial core.

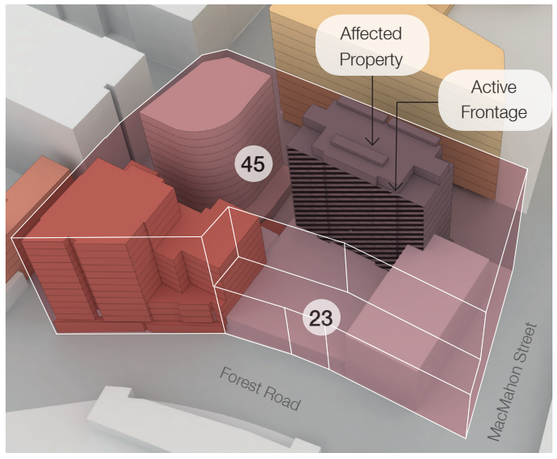
Assessment of Impact on Existing Context

- Future development is restricted by active frontage on the south facade of existing development.
- The approval of any future development should consider the impact on the existing context and is subject to the controls outlined in the ADG, SEPP65 and DCP.

Existing Controls



Recommended Controls



Existing LEP Height Controls
Recommended LEP Height Controls
Existing Active Frontage
Approved DA
Planning Proposal
Recent Development

FSR Testing

The diagram opposite shows a potential massing outcome within a 23m streetwall + 45m envelope, modelled to test the FSR that would result from the new height control on sub-block 10A.

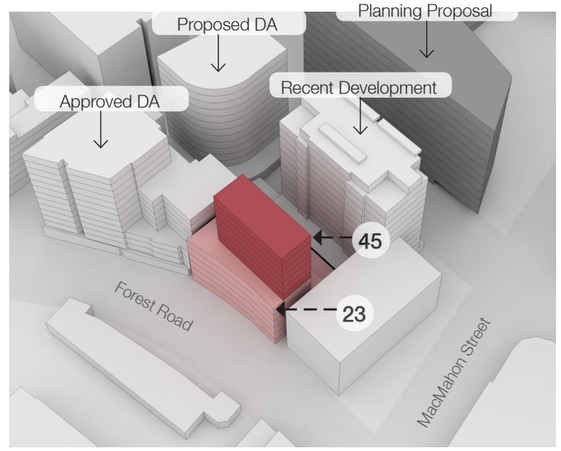
The FSRs have been found for 2 scenarios; one with only the commercial and retail floors up to 23m and the second with residential floors up to 45m above. Due to the proximity of surrounding and existing development, it is unlikely that the second option with residential can be achieved in compliance with solar access and separation requirements prescribed by the NSW Apartment Design Guide. Further setbacks from adjacent sites would result in a floorplate that is not viable and the facade along Forest Road is oriented to the south, meaning that solar access will be difficult to achieve.

The current FSR ranges from 3.5-6:1 on the sub-block, equating to an average of 4.3:1. The GFA testing through the potential massing shown below indicates that an FSR of 3.5:1 is appropriate, given the constrained nature of the site.

The following efficiencies were applied to calculate an approximate Gross Floor Area:

- Retail - 65% efficiency
- Commercial - 90% efficiency
- Residential - 75% efficiency

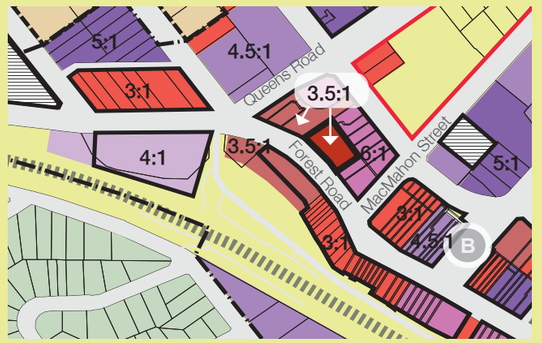
Site	Site Area	Maximum Height	GFA	FSR
10A	821m²	23m	3,054m²	3.5:1
10A	821m²	23m - 45m	4,390m²	5:1



Massing within 23m Envelope
Additional Residential Floors within 45m Envelope

Final Recommendations

- Retain existing recommendations for a 23-45m height across the site.
- Amend LEP to prescribe an FSR of 3.5:1 on the area highlighted below.



2.11 Site 11: MacMahon Street- Forest Road Block

Site Location

Issues identified for further investigation

- Rationale for a mix of heights
- Height increases from 15m to 23m and 15 to 40m – Do the FSRs of 3:1 and 4.5:1 match?
- Why is the street wall in the City Centre 11m and 23m? Is it linked to the building height?

Excerpts from the Draft Hurstville Urban Design Strategy, prepared by SJB 2017-2018

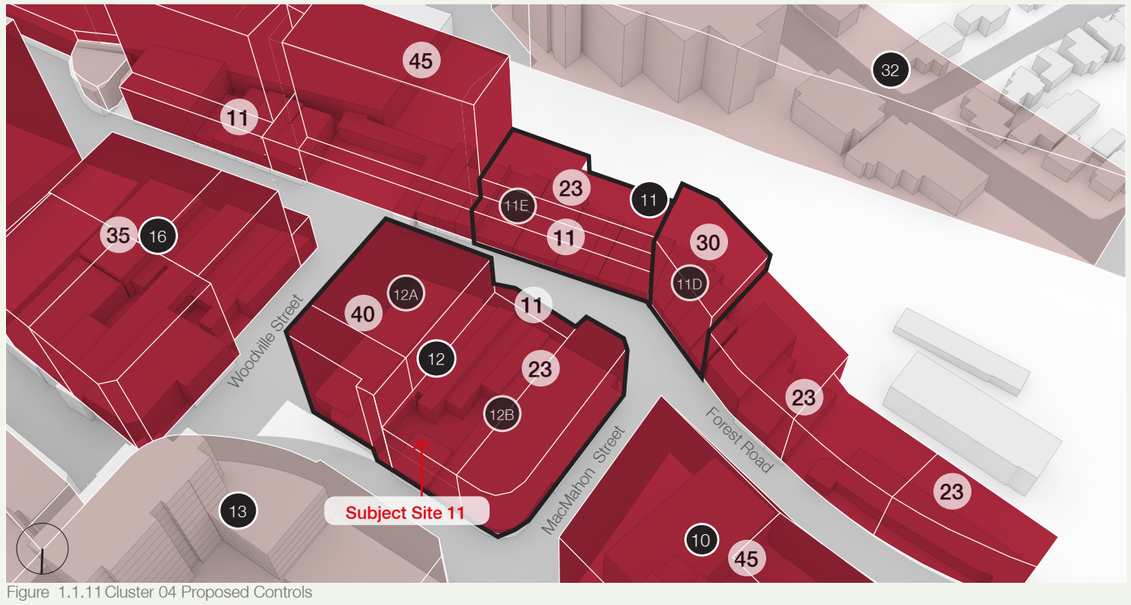


Figure 1.1.11 Cluster 04 Proposed Controls

Recommended Controls - Cluster 04

Block 11

i. Apply a street wall height for sub block 11E of 11m, with an average depth of 6m, in keeping with the street wall height established along Forest Road.
ii. Amend the LEP to increase the height for sub block 11E from 15m to 23m.
iii. Retain the existing 30m height for sub-block 11D to create an urban marker, as the heritage building terminates the view corridors along both MacMahon Street and Forest Road.

Block 12:

iv. Apply a street wall height along Forest Road for sub block 12A to 11m, with an average depth of 8m, in keeping with the street wall height established along Forest Road.
v. Amend the LEP to increase the height of sub-block 12A from 15m to 40m to ensure consistent built form outcomes across the block and to ensure that future development frames the bus interchange in Woodville Street.
vi. Amend the LEP to increase the height of sub-block 12B from 15m to 23m across the site to ensure consistent built form outcomes to Forest Road.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Site Investigation

Height Rationale

- Buildings within 23m envelope are heritage listed and include The Ritz sports bar/cafe.
- An informal plaza area with seating/trees and landscaping is located directly across MacMahon Street.
- Uplift of certain lots is recommended to rationalise height across the block.
- Height consistency across the block will assist in creating a better outcome for potential future redevelopments, allowing for easier amalgamation and flexibility with floor plates.

11m Street Wall Height

- The recommended 11m storey street wall will help to mitigate any impact on Forest Road.
- 11m has been prescribed, as oppose to the 23m street wall, as the subject area is located further within the Centre's core along the primary portion of the Forest Road High Street.
- Additionally, an 11m street wall is considered more appropriate on this block as overall heights and FSRs are slightly lower than the adjacent block.
- A 23m height was initially proposed to the boundary along the western edge of the block in order to frame this corner and transition to the increase in height across MacMahon Street. However, upon further analysis it is recommended that this control be amended to create a consistent 11m street wall across the block.
- Note that the potential massing shown in the diagram within the recommended envelope (opposite), includes a setback along MacMahon Street to continue the 11m street wall. This is recommended for any future development on the site, to be articulated as a setback control within the future Hurstville DCP.

FSR Testing

The diagrams opposite compare a potential massing outcome within the recommended and existing height controls for the block.

The results of the built form testing within the current height controls demonstrate the current LEP heights are inconsistent with the permissible FSR controls.

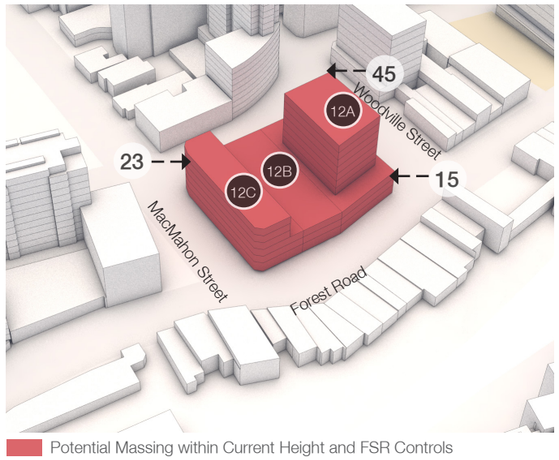
The testing indicates that an FSR of 6:1 is appropriate for the site increased to 40m, while the remainder of the block reaches an FSR of 3.5:1 at a maximum height of 23m. Due to the existing heritage items located across the 23m portion of the block, an FSR of 3:1 is recommended, to allow for heritage curtilage.

The following efficiencies were applied to calculate an approximate Gross Floor Area - the block is located within the B3 Commercial Core zone:

- Retail - 65% efficiency
- Commercial - 90% efficiency

Potential Built Form within Current Envelope:

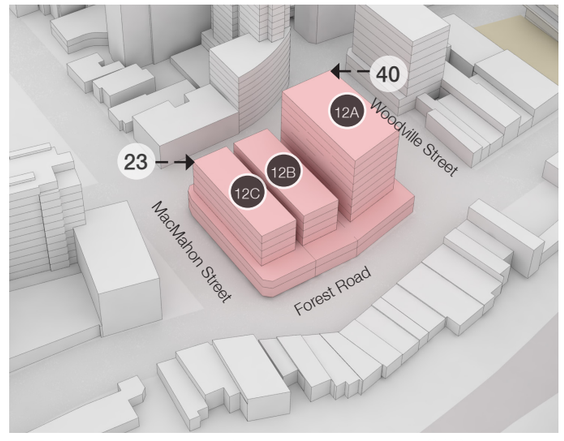
Site	Site Area	Existing HOB	GFA	FSR from Testing	Existing FSR
12A	1,849m²	15m-40m	8,182m²	5.5:1	4.5:1
12B	963m²	15m	2,281m²	2.4:1	3:1
12C	1,082m²	11m-23m	4,566m²	4.2:1	3:1



Potential Massing within Current Height and FSR Controls

Potential Built Form within Recommended Envelope:

Site	Site Area	Maximum Height	GFA	FSR
12A	1,849m²	11m-40m	8,730m²	6:1
12B	963m²	11m-23m	3,642m²	3.5:1
12C	1,082m²	11m-23m	3,776m²	3.5:1



Potential Massing within Recommended Height and FSR Controls

Final Recommendations

- Retain existing recommendations for a 23-40m height across the site. Amend height control at western end of the block with 23m to the boundary, to create a consistent 11m street wall.
- Amend FSR control on sub-block 12A from 4.5:1 to 6:1, to match increased height control.
- Retain existing FSR control of 3:1 on the remainder of the block.

2.12 Site 12: Crofts Avenue - Forest Road

Site Location

Issues identified for further investigation

- Height on the whole block made 35m
- Height reduced from 45m to 35m – Rationale for not increasing heights as requested by the submission from applicant.
- FSRs 3.5:1, 3:1 and 5:1 – Do they work with the height?

Excerpts from the Draft Hurstville Urban Design Strategy, prepared by SJB 2017-2018

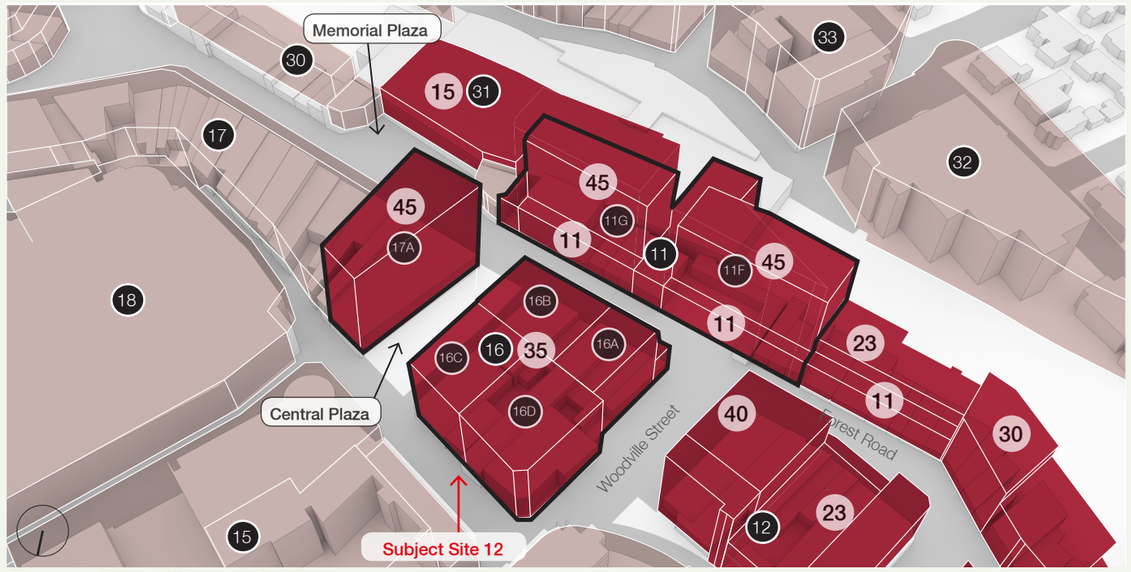


Figure 1.1.12 Cluster 03 Proposed Controls

00 DCP Blocks

00 Recommended Height Controls (m)

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Recommended Controls - Cluster 03

Block 11:

i. Reduce the street wall height for sub blocks 11F & 11G to 11m, with an average depth of 6m, in keeping with the street wall height established along Forest Road.

ii. Amend the LEP to reduce the height for sub blocks 11F & 11G from 60m to 45m to create a built form consistent with the surrounding development. It should be noted that the narrow block depth and servicing to these sites does not facilitate large developments.

Block 16:

iii. Reduce the street wall height for sub blocks 16F & 16B to 11m, with an average depth of 8m, in keeping with the street wall height established along Forest Road.

iv. Amend the LEP to rationalise the overall height for sub blocks 16A – 16C from 15m – 45m to 35m and retain the FSR as existing in Hurstville LEP 2012.

- Note: A pre-Planning Proposal meeting has been held which proposes a height of 70m and FSR of 13.3:1 – Concept reviewed by SJB

Block 17:

v. Amend the LEP to reduce the height for sub-block 17A from 60m to 45m to appropriately frame the Hurstville Central Plaza and to ensure that any future building does not overshadow Forest Road and the Hurstville Central Plaza (future open space).

- Note: At the time of finalising the Urban Design Strategy, a Development Application was under consideration for a 60m building which is compliant with the current HLEP 2012 height provisions for this site.

vi. Amend the LEP to reduce the FSR for sub-block 17A from 9:1 to 6:1 to ensure that the yield corresponds with the proposed height in Recommendation (x) and to ensure a future good built form outcome.

Height Rationale

- The rationale behind the height recommendation for this block is to create consistency across the sites. 35m was chosen as that is the height of the approved DA and ensures
- The proposed increase in height would be disproportionate to the scale within the surrounding context and is therefore considered inappropriate for the site.

Site Investigation

Shadow Analysis

The shadow analysis below compares the existing height controls with those recommended in the Strategy for block 16.

The study shows that the height permitted in the current controls of up to 45m creates significant further overshadowing of both the proposed Central Plaza and Existing Memorial Park.

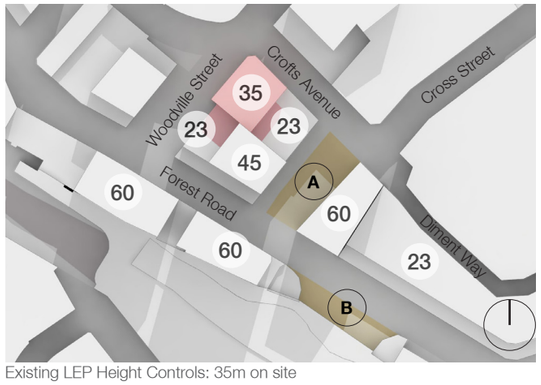
Therefore, it is recommended that a consistent 35m height with 11m street wall be applied across the block, as proposed in the Strategy.

A Proposed Central Plaza

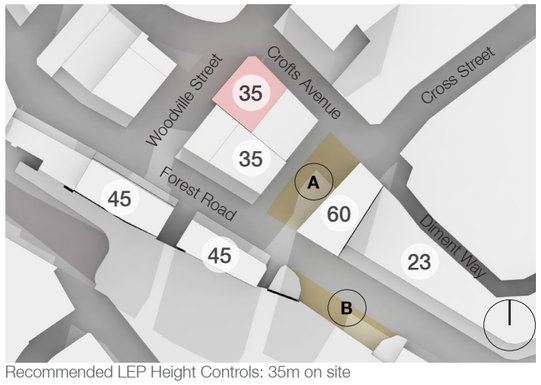
B Existing Memorial Plaza

9-11 Crofts Avenue - Site with submission for additional height (up to 70m).

11am

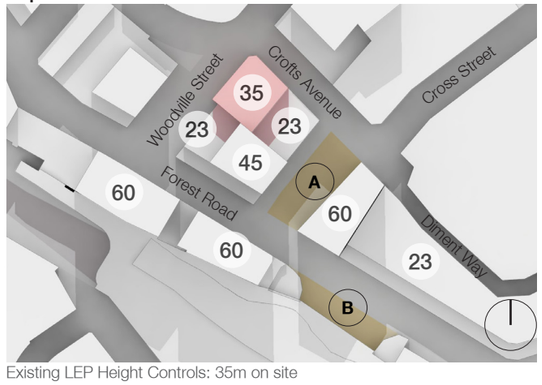


Existing LEP Height Controls: 35m on site

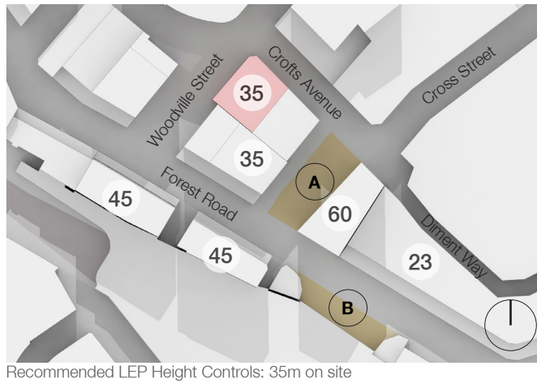


Recommended LEP Height Controls: 35m on site

12pm

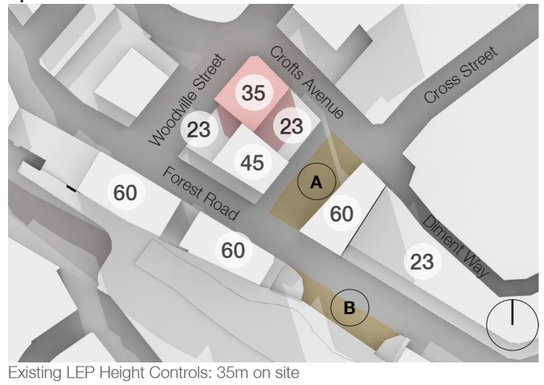


Existing LEP Height Controls: 35m on site

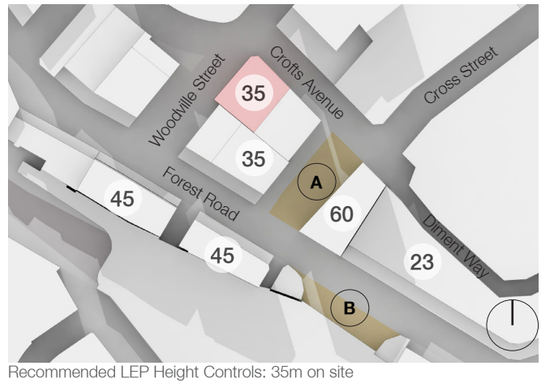


Recommended LEP Height Controls: 35m on site

1pm

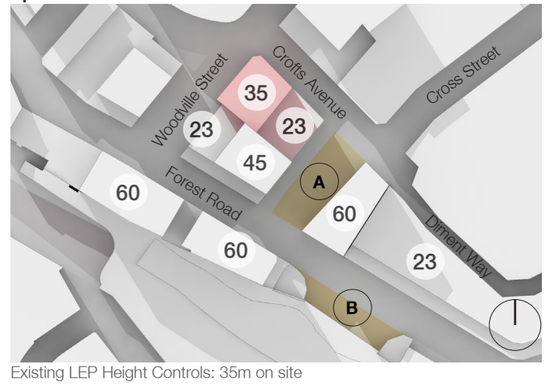


Existing LEP Height Controls: 35m on site

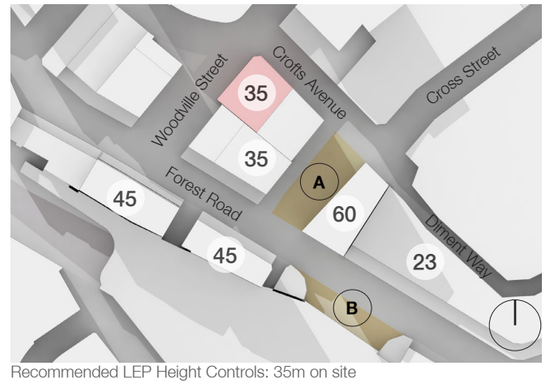


Recommended LEP Height Controls: 35m on site

2pm



Existing LEP Height Controls: 35m on site



Recommended LEP Height Controls: 35m on site

Site Investigation

FSR Testing

The diagrams opposite compare a potential massing outcome within the recommended and existing height controls for the block.

The results of the built form testing within the current height controls demonstrate the current LEP heights are inconsistent with the permissible FSR controls.

The testing indicates that an FSR of 5:1 is appropriate for the sites including that of the DA, which is also approved for an FSR of 5:1.

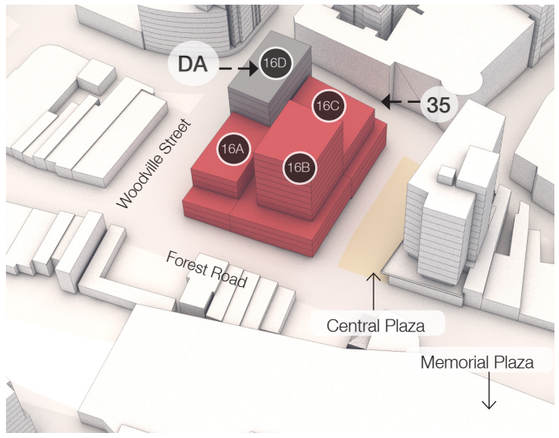
Both the ground floor and first floor have been assigned treated as retail. This is considered appropriate to the prime location of the block, at the heart of the Commercial Core bounded by active pedestrian streets on all sides. The following efficiencies were applied to calculate an approximate Gross Floor Area:

- Retail - 65% efficiency
- Commercial - 90% efficiency

Note that the potential massing shown in the diagram within the recommended envelope (opposite), includes a setback along Diment Way to continue the 11m street wall. This is recommended for any future development on the site, to be articulated as a setback control within the future Hurstville DCP.

Potential Built Form within Current Envelope:

Site	Site Area	Existing HOB	GFA	FSR from Testing	Existing FSR
16A	1,010m²	15m-23m	3,256m²	4.6:1	3:1
16B	909m²	15m-45m	7,802m²	6.5:1	5:1
16C	1,167m²	15m-23m	4,786m²	4:1	3:1

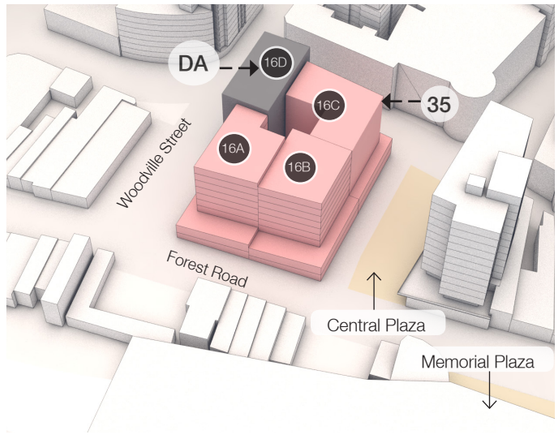


Potential Massing within Current Height and FSR Controls

Approved DA

Potential Built Form within Recommended Envelope:

Site	Site Area	Maximum Height	GFA	FSR
16A	1,010m²	11m-35m	5,109m²	5:1
16B	909m²	11m-35m	4,953m²	5:1
16C	1,167m²	11m-35m	6,015m²	5:1



Potential Massing within Recommended Height and FSR Controls

Approved DA

Final Recommendations

- Retain existing height controls within the block identified as Site 12.
- Amend FSR controls to reflect new height controls: 5:1 across the block.

2.13 Site 13: Woodville Street - Crofts Avenue - Cross Street

Site Location

Recommended Height Controls - UD Strategy (p. 120)

Issues identified for further investigation

- Why retain at 19m when adjoining sites are 30m and 55m?

Height Rationale

- An investigation into the height controls in this area wasn't explored because sites were identified with constraints that would make them unlikely to redevelop. In addition, when examined in detail, the existing height controls were considered appropriate given the particular character, use and context of the sites.
- Uplift was considered inappropriate for the site with a 19m height control, primarily as it is too narrow to to achieve a good outcome at a higher scale. The existing building is also heritage listed and is appropriately scaled for the streetscape.
- 19m creates a more human scale along Crofts Avenue, which is considered a secondary street for activity located between the bus interchange and Westfield shopping centre.
- 19m is more sympathetic to active retail oriented to Crofts Avenue along this portion and less so further towards Diment Way.
- This portion of Crofts Avenue is denoted by wider footpaths and street trees, which would be compromised with uplift on the 19m site.

Final Recommendations

- Retain existing height controls within the block identified as Site 13.

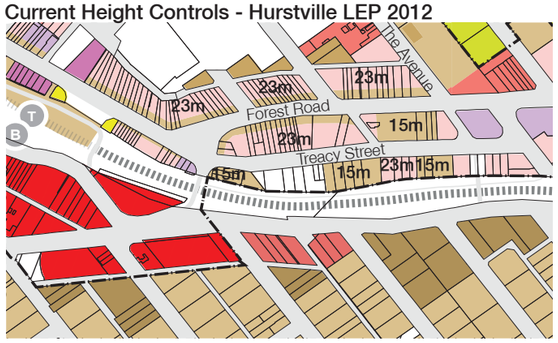
2.14 Site 14: Forest Road East - Treacy Street

Site Location

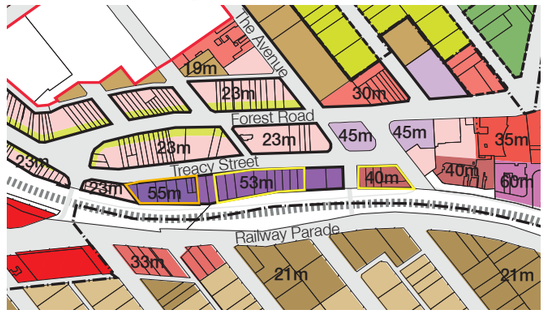
Issues identified for further investigation

- Rationale for 23m height and not higher transitioning to the eastern bookend?
- Why not 40m similar to western transition?
- 23m height and a mix of FSRs of 4.5:1, 4:1, 3:1 and 3.6:1 – Do they work with a height of 23m?

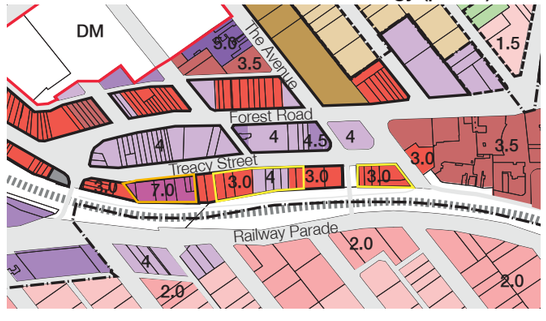
Current Height Controls - Hurstville LEP 2012



Recommended Height Controls - UD Strategy (p. 120)



Recommended FSR Controls - UD Strategy (p. 121)



Approved DAs along Treacy Street

Deferred Matter - Approved at Gateway

Blocks with Proposed New Height Control within the City Centre

Recommended FSR change to 3:1

Height Rationale

- Lower heights are recommended at this end due to the different character, denoted by finer grain retail and higher level of activity along this portion of the Forest Road High Street.
- The 11m street wall/23m overall height creates a more human scale and ensures that a good level of amenity is retained along the streetscape.
- Development approved along Treacy Street will create a predominantly residential strip. Therefore, height to the north should be restricted in order to minimise overshadowing along Treacy Street.

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

Block 23 illustrated below is the only block within Site 14 with a significant change in height.

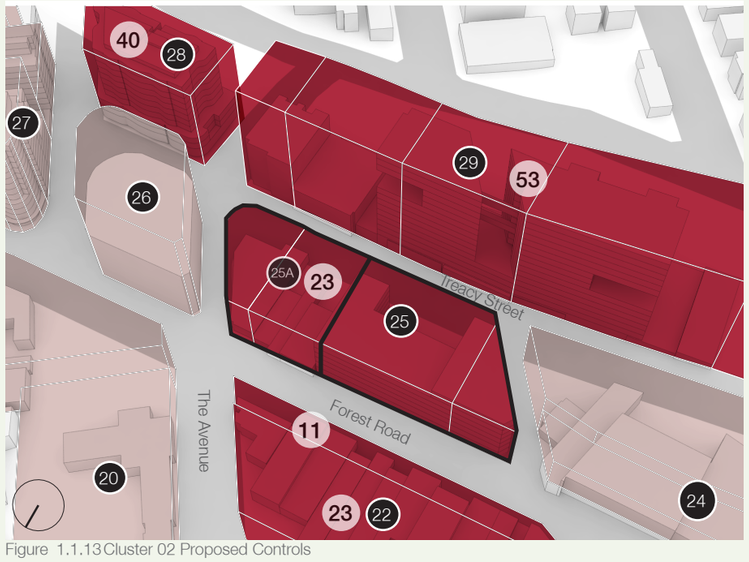


Figure 1.1.13 Cluster 02 Proposed Controls

00 DCP Blocks

00 Recommended Height Controls (m)

Recommended Controls - Cluster 02

Block 25

i. Amend the LEP to increase the height from 15m to 23m to be consistent across Block 25. This will assist to facilitate the consolidation of the blocks from Nos 117 to 123-125 Forest Road and create a more consistent built form.

ii. Amend the DCP to include site amalgamation provisions for Block 25 to prevent isolation of adjoining lots.

iii. Amend the DCP to include requirements to provide breaks in the built form, to ensure that the fine grain quality is retained along the street wall.

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

FSR Testing

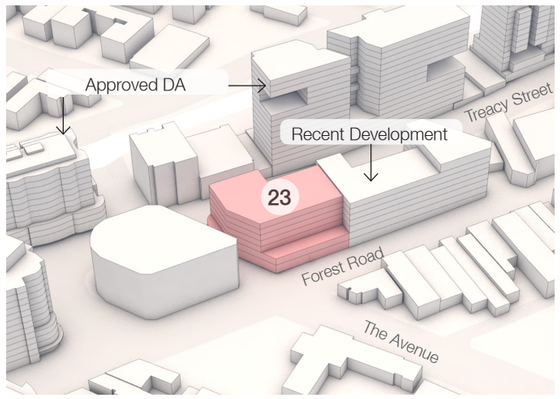
The diagram below shows a potential massing outcome within the recommended height controls sub-block 25A. The remainder of the block consists of a recent development and has therefore not been tested.

The existing FSR ranges from 4-4.5:1, with an average of 4.2:1. The testing indicates that an FSR of 4:1 is appropriate for the site.

The following efficiencies were applied to calculate an approximate Gross Floor Area - the block is located within the B3 Commercial Core zone:

- Retail - 65% efficiency
- Commercial - 90% efficiency
- Residential - 75% efficiency

Site	Site Area	Maximum Height	GFA	FSR
25A	1,585m^2	23m	6,418m^2	4:1



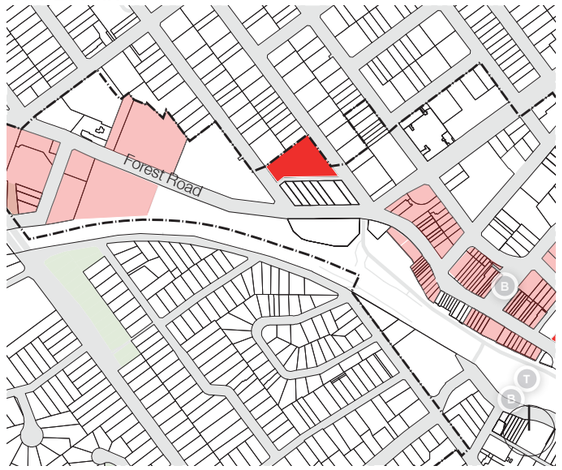
Potential Massing within Recommended Heights and FSR Controls

Final Recommendations

- Amend FSR control on sub-block 25A to be a consistent 4:1 across the site.
- Retain existing FSR controls across remaining sites identified as part of site 14, given that overall height controls have not changed

2.15 Site 15: Gloucestor Road Car Park

Site Location



Issues identified for further investigation

- Is the existing height compatible with the FSR of 5:1?

Excerpts from the Draft Hurstville Urban Design Strategy, as exhibited 27 September - 10 November 2017

Figure 1.1.14 Cluster 06 Proposed Controls

00 DCP Blocks

00 Recommended Height Controls (m)

NOTE: The above diagram represents the recommended LEP Height of Building Control as an extrusion of the amalgamated lot boundary and not a reflection of the compliant building envelope.

Recommended Controls - Cluster 06

Block 2:

i. Amend the LEP to increase the height of sub-block 2D from 23m to 60m at the western end of the site, stepping down to 40m at the eastern end.

Block 3:

ii. Retain the existing height of 40m for Block 3 but undertake further analysis to ensure an appropriate residential transition to future development to the north of the site.

Block 4:

iii. Amend the LEP to increase the height of Block 4 from 23m to 40m to ensure consistency with the surrounding development. Retain existing FSR.

Block 5:

iv. Amend the LEP to rationalise the overall height for sub block 5C from 23m – 45m to 40m to ensure consistency with development to the north of Forest Road and to ensure a more appropriate built form outcome.
   - Note: Any redevelopment of this site should ensure that access to the railway line is maintained.

v. Amend the LEP to rationalise the overall height for sub block 5D from 23m – 40m to 40m to ensure consistency with development to the north of Forest Road, achieve the development yield (existing FSR) and to ensure a more appropriate built form outcome.

vi. For sub block 5D allow an adequate envelope to create an urban marker building and terminate the views along Forest Road and Queens Road.

FSR Testing

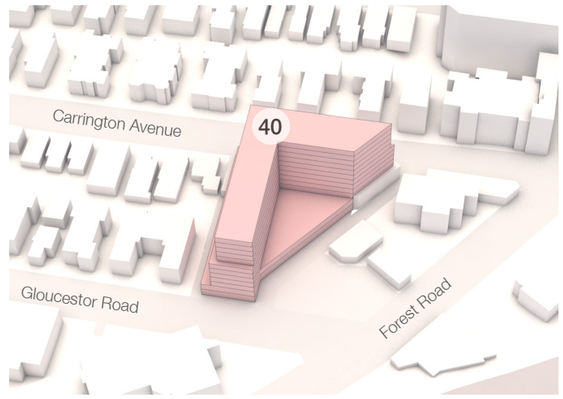
The diagram below shows a potential massing outcome within the existing 40m height control for block 3.

The following efficiencies were applied to calculate an approximate Gross Floor Area:

- Retail - 65% efficiency
- Commercial - 90% efficiency
- Residential - 75% efficiency

The results of the testing indicated that the existing FSR control of 5:1 can be achieved within the current 40m height envelope.

Site	Site Area	Maximum Height	GFA	FSR
3	3,924m²	40m	18,689m²	5:1



Potential Massing within Recommended Heights and FSR Controls

Final Recommendations

- Retain current height control of 40m.
- Retain current FSR control of 5:1.

Summary

3

3.1 Summary of Investigation and Final Recommendations

	Site	Issues Identified for Investigation	Final Recommendations
1	1-5 Treacy Street	· Proposed height 40m. · Explain rationale; given adjoining sites are 53m and 45m.	· Amend recommended height control from 40m to 49m, excluding lift overrun. · Amend FSR to 6:1 to match new height control.
2	Treacy Street	Height and FSR mismatch: · Proposed height is 53m but FSR remains at 3:1. · DA site on Treacy Street has FSR of 4.5:1 and Planning Proposal at Treacy Street Car Park has 7:1 FSR.	· Amend height control from 53m to 55m across the block. · Amend FSR control to 7:1 across the block.
3	Treacy Street Corner (183 Treacy Street)	· Proposed height is 23m. · Adjoining height is 53m (Car park PP) to east and 23m to west. · Transition issue - consider increasing height to 40m. · Does FSR work with height of 23m or 40m?	· Retain recommended 23m height and FSR of 3:1.
4	Corner Forest Road & Treacy Street (185 Treacy Street)	Height and FSR mismatch: · Height reduced from 45m to 23m. · FSR reduced from 5:1 to 3:1. · Does FSR and height match?	· Amend FSR control from 3:1 to 4:1, to reflect new height control.
5	Forest Road South (Adjacent to Station)	· Height reduced from 60m to 45m, adjoining heights 23m. · FSR remains at 6:1. · Explain rationale for height reduction - does FSR match?	· Retain current FSR control of 6:1 for both sites. · Retain recommendation to reduce height to improve visual bulk and scale, as experienced from Forest Road and given that 6:1 is still achievable within a 45m envelope.
6	Forest Road South (West of Station)	· Heights in this block vary between 23m and 30m · Rationale on why FSR remains 3:1 - Does 23m and 3:1 match?	· Retain current FSR control of 3:1 on sub-block 11C. · Retain current FSR control of 3.6:1 on sub-block 11B. · Retain current recommended height controls within this area.
7	Forest Road South (West end of high street)	· Building height reduced from 40m to 23m - Rationale on reduction of height.	· Retain recommendation for a height reduction from 40m to 23m on sub-block 11A. · Retain current FSR control of 3:6:1.
8	Forest Road North, Western Bookend	· Height variations on site – 40m, 60m 15m (Why 15m?) · Reduce height to ensure interface with adjoining lower scale residential	· Retain recommendation for a height transition from 40m to 15m across sub-block 2B. · Retain existing height control of 60m on the block adjacent to the east.
9	Forest Road South, Western Bookend	· Height increased from 23m and 30m to 40 · Height decreased from 45m to 40m –Why? · No change in corresponding FSRs - Do the heights and FSRs match? · Preliminary concept for 43 Bridge St Hurstville (Sub-block 1A) proposes a height increase to 55-70m and FSR 6.5-7.5:1.	· Retain recommended height and FSR controls across Block 1.
10	Dora Street - Forest Road Block	· Height has been increased from 23m to 45m on part of the block? · FSRs 3.5:1 to 6:1 – Do they work with heights of 45m and 23m street wall?	· Retain existing recommendations for a 23-45m height across the site. · Amend LEP to prescribe an FSR of 3.5:1 on the area highlighted below.

Summary

11	MacMahon Street - Forest Road Block	· Rationale for a mix of heights · Height increases from 15m to 23m and 15 to 40m – Do the FSRs of 3:1 and 4.5:1 match? · Why is the street wall in the City Centre 11m and 23m? Is it linked to the building height?	· Retain existing recommendations for a 23-40m height across the site. Amend height control at western end of the block with 23m to the boundary, to create a consistent 11m street wall. · Amend FSR control on sub-block 12A from 4.5:1 to 6:1, to match increased height control. · Retain existing FSR control of 3:1 on the remainder of the block.
12	Crofts Avenue - Forest Road Block	· Height on the whole block made 35m · Height reduced from 45m to 35m – Rationale for not increasing heights as requested by the submission from applicant. · FSRs 3.5:1, 3:1 and 5:1 – Do they work with the height?	· Retain existing height controls within the block identified as Site 12. · Amend FSR controls to reflect new height controls: 16A-C and DA site (16D) with FSR 5:1.
13	Woodville Street - Crofts Avenue - Cross Street	· Why retain at 19m when adjoining sites are 30m and 55m?	· Retain existing height controls within the block identified as Site 13.
14	Blocks along Forest Road East and Treacy Street	· Rationale for 23m height and not higher transitioning to the eastern bookend? · Why not 40m similar to western transition? · 23m height and a mix of FSRs of 4.5:1, 4:1, 3:1 and 3.6:1 – Do they work with a height of 23m?	· Amend FSR control on sub-block 25A to be a consistent 4:1 across the site. · Retain existing FSR controls across remaining sites identified as part of site 14, given that overall height controls have not changed
15	Gloucestor Road Car Park	· Is the existing height compatible with the FSR of 5:1?	· Retain current height control of 40m. · Retain current FSR control of 5:1.

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