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**URBIS**

# **STATEMENT OF ENVIRONMENTAL EFFECTS**

Westfield Hurstville  
3 Cross Street, Hurstville

Prepared for  
**SCENTRE GROUP**  
20 October 2020

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# 1. INTRODUCTION

## 1.1. OVERVIEW

This Statement of Environmental Effects (**SEE**) has been prepared by Urbis on behalf of Scentre Group Ltd (**the Applicant**), in support of a development application (**DA**) for alterations and additions to the existing entertainment and leisure precinct (**ELP**) atop the Westfield Hurstville Shopping Centre.

Westfield Hurstville is located at 3 Cross Street, Hurstville and is legally described as Lot 1 in DP808463 and Lots 1 and 2 in DP610827. Lot 1 in DP808463 and Lot 2 in DP610827 are co-owned by Scentre Group and DEXUS Wholesale Property Group and Lot 1 in DP610827 is Council owned land.

Scentre Group have successfully delivered a range of ELP's across Australia and New Zealand in response to changing consumer trends and needs. The existing ELP (approved in 2014), was one of the first ELP's delivered by Scentre Group.

Hurstville is evolving as a Strategic Centre and Westfield plays an important role in contributing to the life and activity of the City Centre. Commensurate with this, Scentre Group seeks to revitalise the existing ELP with a rooftop garden, laneway style food hall, destination restaurants, recreational facilities and additional entertainment and leisure-based activities.

The proposal positively responds to the *Draft Hurstville Place Strategy* (Place Strategy) which seeks to establish Hurstville as an inviting and vibrant destination, celebrated as the 'Heart of the City' and the cultural capital of the South. The Westfield shopping centre plays an important role in contributing to the wider city centre, as it is a popular shopping destination and meeting place for locals and the ELP precinct has the ability to be the only aggregation of restaurants and entertainment uses in South Sydney.

The Place Strategy is underpinned by twelve key priority projects specific to the Hurstville CBD area. These include, creating a bustling night-time economy, a connected walkable centre, a green and open Hurstville, a transformed Civic precinct, opportunities for expressions of culture, place making and activation to create a vibrant and safe Hurstville.

The proposed new ELP and associated works directly respond to these priority projects by creating a stronger night-time economy through the diversification of food, drink, entertainment and leisure premises and provision of late/outdoor trading, activation of existing pedestrian and active travel routes with landscaping and public art, improvements to signage and wayfinding, provision of a community green space and innovative greening installations such as planters and green overhang, opportunities for expressions of culture through a public art installation and opportunities to host community events in the community green space, contributing to the overall liveliness, vibrancy and sense of place in the City Centre.

## 1.2. DEVELOPMENT SUMMARY

In summary, the development comprises:

- Demolition of part of the existing ELP and associated roof plant;
- Minor demolition works to stairs along northern façade (level 3) and conversion of retail façade to glazing;
- Removal of 69 car spaces;
- Construction and associated use of a new ELP split over levels 3, 4 and 5 (new level) comprising:
  - Level 3 & 4 – recreation facility;
  - Level 4 – food and drink premise (eat street);
  - Level 5 – food and drink premise (destination restaurant / anchor tenant); and
  - Level 5 – community green space to be used for a variety of leisure based activities
- Relocation of cooling towers and plant;
- New lifts, services and storage areas (including new street-facing lobby and lift core along Park Road);

- Modifications to the existing pedestrian accessway along the northern boundary adjoining the childcare centre;
- Upgrades to the existing childcare centre, including replacement of fence and awning and construction of a new entry portal;
- Façade upgrades to Cross Street, between Park Road and Humphreys Lane, including provision for public art;
- Site landscaping including construction of a new rooftop garden, alfresco dining area and integrated planters; and,
- New building and business identification signage zones.

### 1.3. PLANNING SUMMARY

The site is identified as a deferred matter from the *Hurstville Local Environmental Plan 2012* and therefore is subject to the *Hurstville Local Environmental Plan 1994 (HLEP 1994)*.

Pursuant to HLEP 1994, the site is zoned 3(b) City Centre Business. The proposed uses within the ELP comprise food and drink premises and a recreation facility, which are permissible with consent in the 3(b) zone.

The HLEP 1994 is not a standard instrument and therefore does not contain development standards pertaining to building height or FSR. Building envelope controls are contained within the *Hurstville Development Control Plan 2013 (HDCP 2012) No. 2 (Amendment 5)* – Hurstville City Centre. Specifically, the site is located within Blocks 18A and 19A as defined in HDCP 2012.

### 1.4. REPORT STRUCTURE

This SEE identifies the site and surrounding locality, describes the proposed development and provides an assessment against the relevant matters for consideration, pursuant to Section 4.15 of the *Environmental Planning and Assessment Act 1979 (the EP&A Act)*.

This report is structured, as outlined below:

- **Section 1:** Introduction
- **Section 2:** Site and Surrounding Locality
- **Section 3:** Background
- **Section 4:** Proposed Development
- **Section 5:** Statutory Planning Framework
- **Section 6:** Key Planning Considerations
- **Section 7:** Section 4.15 Assessment
- **Section 8:** Conclusion

### 1.5. SUPPORTING DOCUMENTATION

This SEE should be read in conjunction with the following architectural plans and specialist reports:

Table 1: Supporting Documentation

Document Title	Consultant	Appendix
Survey Plan	Scentre Group	Appendix A
Pre-DA Minutes	Council	Appendix B



<b>Document Title</b>	<b>Consultant</b>	<b>Appendix</b>
Legal Advice	Minter Ellison	Appendix C
Recreation facility concept plan	Scentre Group	Appendix D
Architectural Plans	Scentre Group	Appendix E
GFA Plans	Scentre Group	Appendix F
Architectural Design Statement	Scentre Group	Appendix G
Social Impact Assessment	Urbis	Appendix H
Economic Impact Assessment	Urbis	Appendix I
Access and Wayfinding Plans	Scentre Group	Appendix J
Westfield Centre Management Letter	Scentre Group	Appendix K
Noise Impact Assessment	WSP	Appendix L
View Impact Study	Scentre Group	Appendix M
Traffic and Parking Assessment	SLR Consulting	Appendix N
Civil Report	Enstruct	Appendix O
Ecologically Sustainable Development Report	Scentre Group	Appendix P
Construction Quality and Environmental Management Plan	Scentre Group	Appendix Q
Waste Management Plan	WSP	Appendix R
Access Report	Morris Goding Access Consulting	Appendix S
Landscape Plans and Report	Arcadia	Appendix T
DCP Compliance Assessment	Urbis	Appendix U
Streetscape Analysis	Urbis	Appendix V
Pedestrian Wind Environment Study	Windtech	Appendix W
Structural Statement	Enstruct	Appendix X
BCA Assessment	Steve Watson & Partners	Appendix Y
Fire Engineering DA Statement	Fire Engineering Professionals	Appendix Z
QS Report	Scentre Group	Appendix AA

## 2. SITE AND SURROUNDING LOCALITY

### 2.1. THE LOCALITY

Westfield Hurstville is located in the Hurstville City Centre, approximately 20km south-west of the Sydney CBD. The site is located within the Georges River Local Government Area (LGA). Hurstville City Centre is identified as a Metropolitan Centre in the Greater Sydney Region Plan and is considered a 'gateway' to Sydney's south.

Westfield Hurstville is one of the largest shopping centres in south-west Sydney. The centre caters to a trade area population in excess of 373,000 residents. Other significant retail centres are located at Eastgardens (10km to the north-east), Burwood (9km to the north) and Bankstown (8km to the north-west).

Figure 1: Site and surrounding context



Source: Nearmap

### 2.2. THE SITE

#### 2.2.1. Ownership Structure

The site is commonly known as 3 Cross Street, Hurstville and is legally described as Lot 1 in DP808463 and Lots 1 and 2 in DP610827. Lot 1 DP808463 and Lot 2 DP610827 are co-owned by Scentre Group and DEXUS Wholesale Property Group, and Lot 1 DP610827 is owned by Council (refer to **Figure 2**). The shopping centre spans across Park Road which runs in an east-west direction through the site. The site has a combined area of approximately 32,335m<sup>2</sup>.

A long-term deed of agreement, established in 1987, exists between Council and Scentre Group. The lease agreement permits Scentre Group to construct within a stratum lot above Park Road and for the purpose of vehicular access and retail floor space.

The existing ELP (including pavilions, outdoor dining, children's play areas and amenities) is developed within Lot 1 in DP808463 and within the stratum lot over Park Road (**Figure 3**).

The proposed ELP, whilst located in a similar manner, will include works within Lot 1 in DP808463, within the stratum lot over Park Road, within Lot 2 in DP610827 and works within Lot 1 in DP610827, being Council owned land.

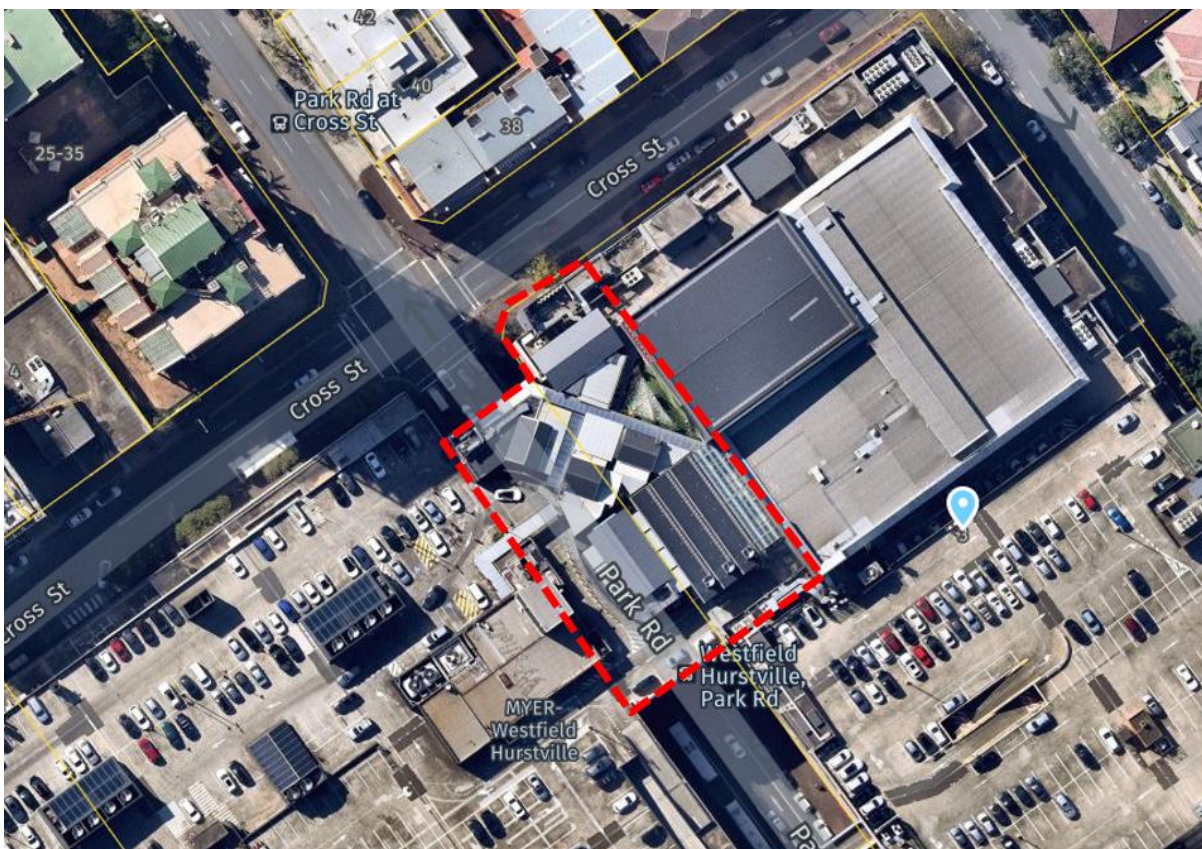


Figure 2: Westfield Hurstville Land Ownership



Source: Urbis

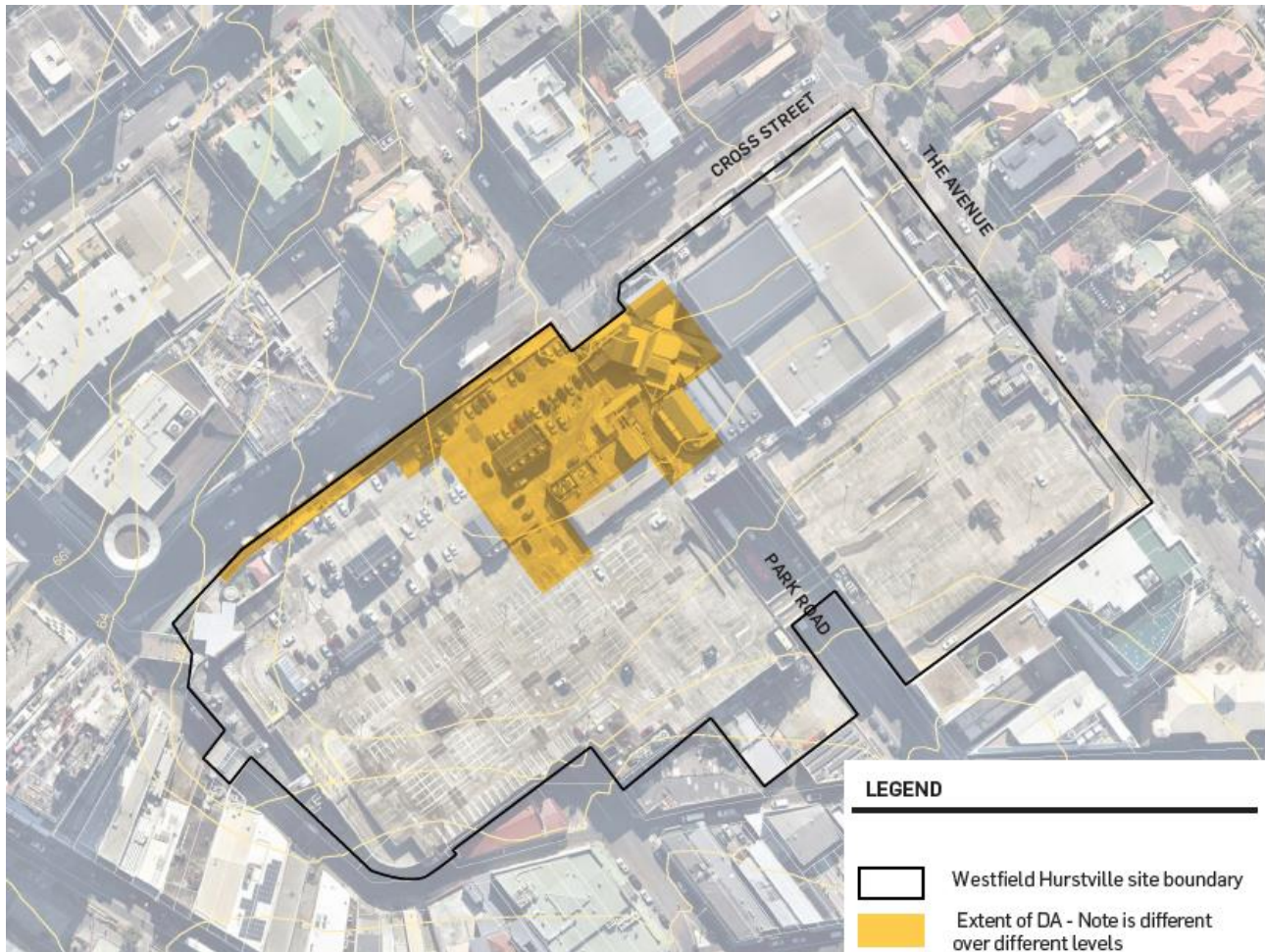
Figure 3: Location of existing ELP, including development within stratum over Park Road



Source: Nearmap



Figure 4: Location of proposed ELP and site improvement works



Source: Urbis

## 2.2.2. Key Features

The key features of the site are summarised below:

- The site is wholly occupied by Westfield Shopping Centre, which varies in height across the site however is predominately five levels with a maximum height of 35.7m (RL 91.7) measured to the top of the existing cinema complex;
- The site is bound by Cross Street, The Avenue, Rose Street and Crofts Avenue. Park Road bi-sects the site in an east-west direction;
- Vehicle access to the site is available at various locations via Cross Street, Park Road, The Avenue and Rose Street;
- The site is readily accessible from the Hurstville train station via the Forest Road pedestrian connection or via the pedestrian ramp from Crofts Avenue; and
- The site contains no vegetation, but noting street trees planting along the perimeter of the site.

Figure 5: Site photographs



Picture 1 The proposed location of the ELP as viewed from Cross Street, showing the stairs to be demolished



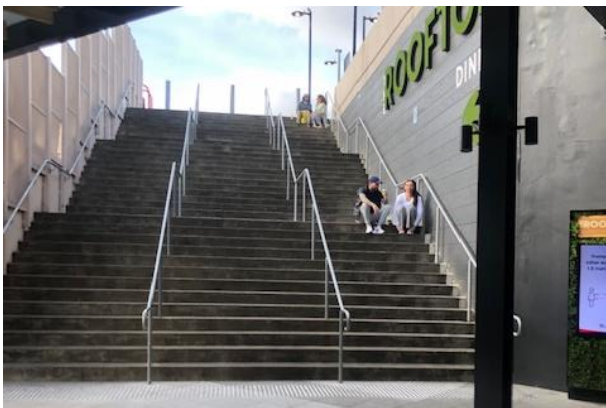
Picture 2 The location of proposed level 3 pedestrian access along the northern façade and the ELP



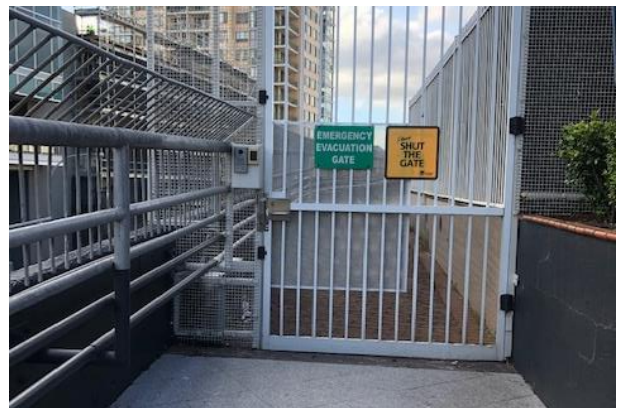
Picture 3 The existing rooftop carpark and entrance to the ELP.



Picture 4 The existing pathway along the northern boundary, as viewed from the ramp



Picture 5 Stairs to the existing ELP and rooftop parking



Picture 6 The existing northern accessway adjoining the childcare centre.





Picture 7 The existing taxi rank on the corner of Cross Street and Humphreys Lane and the pedestrian stairs beyond

*Source: Urbis*

## **2.3. SURROUNDING LAND USE**

Westfield Hurstville is located in Hurstville City Centre which comprises a mix of residential, commercial and retail land uses (see **Figure 6**).

Forest Road is the main street running parallel to the railway line. It is a traditional shopping street lined with two to three storey buildings with ground floor retail uses and commercial above. The City Centre also comprises a number of mixed-use developments and multi-storey residential towers that have been built along the railway line.

The immediate area is currently undergoing a period of urban renewal, with a number of planned, approved and recently constructed developments occurring within the immediate site context. In particular, Council recently completed the \$1.2 million construction of Hurstville Central Plaza, the \$45 million refurbishment and expansion of Club Central is under construction, which includes a 9 storey, 125 room hotel and function centre with a roof top bar and terrace area and the 14 storey commercial tower at 282 Forest Road, which is targeted for completion in March 2021.

Council are also seeking to relocate the existing taxi rank from the southern side of Cross Street to the northern side, outside Club Central. These works are expected to be completed by end of 2021 and will see the removal of the detracting taxi rank and provide improved opportunities for the Westfield Shopping Centre to activate and contribute to the changing streetscape.

### **2.3.1. North**

To the north of the site at 23 Park Road is a mixed use development with a three storey commercial podium and multi-storey residential flat building above. Also to the north at the intersection of Cross Street and Park Road is a six storey mixed-use development with residential apartments above. To the north-west is Club Central, which includes the new 9 storey hotel at 6-8 Cross Street,

### **2.3.2. East**

To the east of the site is The Avenue, which comprises a mix of low to medium residential land uses including a combination of residential flat buildings and detached dwellings that have been converted to commercial uses.

### **2.3.3. South**

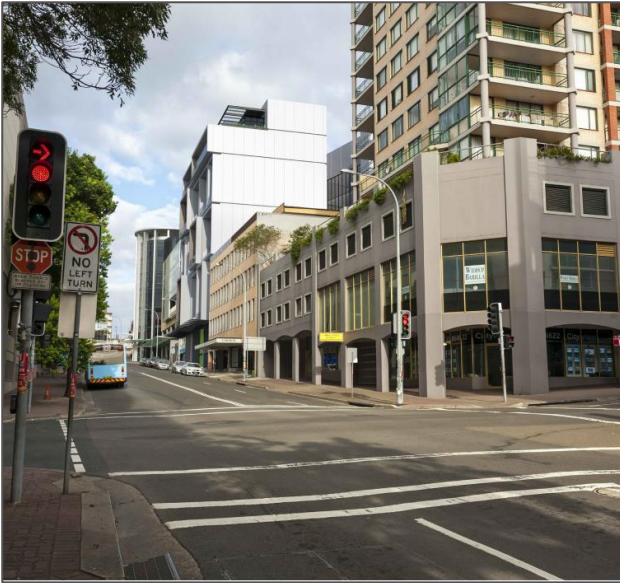
To the south and west of the site is Humphrey's Lane; a service road providing rear lane vehicular access to the retail and commercial tenancies fronting Forest Road.

Forest Road which is the main retail shopping strip, characterised by two to three storey retail shops fronting the street. Further to the south is the railway line and Treacy Street which is predominantly lined with medium density development of three storeys.

### **2.3.4. West**

To the west of the site is the recently constructed Hurstville Central Plaza which is adjoined by 282 Forest Road, a 14 storey commercial tower (under construction).

Figure 6: Photographs of Surrounding Development



Picture 8: Cross Street as viewed from the north showing the varied built form

Source: Crawford Architects



Picture 9 Development to the north along Cross Street, including Club Central which is under construction

Source: Crawford Architects



Picture 10: Central Plaza and 282 Forest Road (under construction) to the west of the site

Source: JBL



Picture 11 Development to the north-east along Cross Street, opposite the proposed ELP



## 2.4. PEDESTRIAN AND TRANSPORT NETWORK

### 2.4.1. Pedestrian Network

The site is well connected to the surrounding area for pedestrians and cyclists. Key pedestrian access points to the shopping centre are provided on Cross Street, Rose Street, Park Road and Forest Road. It is anticipated that the majority of pedestrian traffic accessing the ELP from the external network will utilise the existing pedestrian access on Cross Street and Forest Road.

Pedestrian access to the site from the surrounding network is illustrated in Figure 7.

### 2.4.2. Vehicular Access

The existing Westfield Hurstville shopping centre is serviced via several driveway crossovers located on the following streets:

- Park Road – direct access to Level 1, 2 and 3.
- Cross Street – direct access to Level 2.
- The Avenue – direct access to Level 1, 2 and 3.
- Rose Street – direct access to Level 3, 4 and 5.

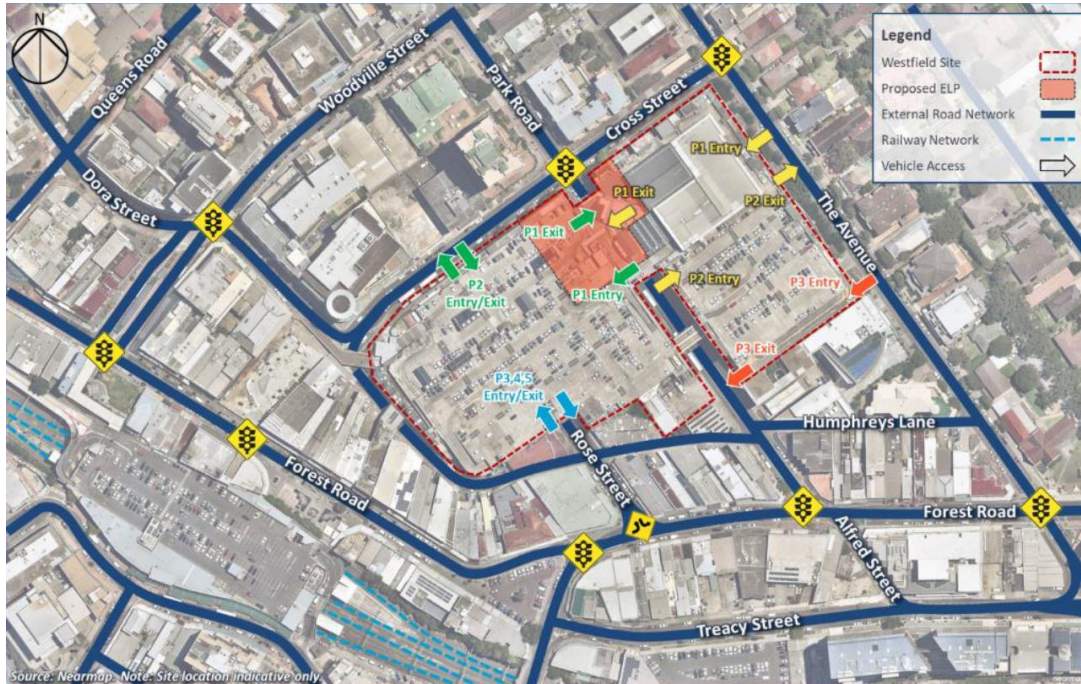
In the context of the proposed ELP, these access locations are illustrated in Figure 8. Whilst there are a number of internal ramps and overpasses that interconnect the various carparking levels and provide indirect vehicle access to the rooftop, the most direct vehicle access to the proposed ELP is provided at the Rose Street crossover.

Upon entering off Rose Street, two ramps lead directly to the P5 (blue) rooftop carparking level, leading to the proposed drop-off / pick-up zone and customer and employee parking areas. Similarly, the ELP can be accessed via the P3 entry on The Avenue along the eastern frontage.

Figure 7: Existing pedestrian access



Figure 8: Existing vehicle access



Source: SLR Consulting

### 2.4.3. Transport Network

The site is well serviced by public transport including both buses and trains.

#### Heavy Rail

The site is located approximately 250m walking distance from Hurstville Train Station. Hurstville Station is located on the Illawarra line and is currently served by Sydney Trains T4 line services, connecting the site to Cronulla and Bondi Junction, and NSW TrainLink South Coast line services.

#### Bus

The site is located 100m walking distance from Hurstville bus interchange which operates the following bus services:

- Route 450 – Strathfield Station
- Route 452 – Beverly Hills Station
- Route 455 – Kingsgrove Station
- Route 940 – Bankstown Interchange
- Route 945 – Bankstown Central
- Route M91 – Parramatta Station

## 3. BACKGROUND

### 3.1. PROJECT HISTORY

By way of background, in July 2015, Amendment 3 to HLEP 2012 was gazetted and provided new planning controls over the majority of the Hurstville Town Centre. Concurrently Amendment 6 to Development Control Plan (DCP) 2 also took effect. The Westfield Hurstville site together with a limited number of other sites (Council owned) were however “deferred” from the HLEP 2012 and from Amendment 6 to DCP 2. Statutory planning controls including zoning continue to be applied under HLEP 1994, and key development standards, notably height and FSR remain in DCP 2.

In July 2016, Scentre Group and DEXUS Wholesale Property Group (the proponent) submitted a Planning Proposal which sought to introduce a new suite of planning controls for the site to facilitate its staged transformation into a high quality mixed use development. This Planning Proposal was prepared in parallel with council’s Planning Proposal’s for the other sites which were deferred from the HLEP 2012.

The intended outcome of the Planning Proposal included:

- Apply a B4 Mixed Use zoning across the site;
- Introduce a maximum building height of 138m AHD; and,
- Introduce a maximum floor space ratio of 5:53:1.

The proponent actively collaborated with council on the planning proposal from 2016 until August 2019, when at the request of council, the proponent withdrew the Planning Proposal. Following the withdrawal of the Planning Proposal, council progressed their harmonisation LEP (LEP 2020), which sought to:

- Apply a B3 Commercial Core zoning across the site;
- Introduce a maximum building height of 19m; and,
- Introduce a maximum FSR of 2:1.

Council, in their report to the Local Planning Panel (LPP001-20, 6 February 2020, pg 25) stated that the application of these controls would not *“inhibit the proposed growth of Westfield Hurstville, such as the expansion of the rooftop terrace.”*

Given the existing non-compliances with the height and FSR, council acknowledged that the expansion of the ELP would require substantial variations to newly adopted development standards.

On 10 March 2020, the Department of Planning, Industry and Environment (DPIE) issued the Gateway Determination for the harmonisation LEP. The DPIE determined that there was insufficient information to enable assessment of the sites rezoning and conditioned that the Westfield site remain a deferred matter. The DPIE encouraged council to pursue rezoning of this site as part of a future planning proposal.

As communicated with council, the applicant is seeking to work with council to prepare a new site-specific planning proposal that brings the site in line with the standard instrument whilst also enabling a high quality mixed-use development outcome that reflects the vision for Hurstville as the heart of the city centre.

This medium-long term vision includes substantial site upgrades and public domain improvements commensurate with the revitalisation of the site. These works will form part of the stage 2 site redevelopment and will be developed in collaboration with council. It is intended that the site-specific planning proposal will align with council’s planning proposal for LEP 2022.

Whilst Scentre Group have a broader vision for the site, this application seeks consent for the construction of and associated use of a ELP only (stage 1 works) and associated façade and pedestrian improvements, within the context of the scope of works.

## 3.2. PRE-LODGEEMENT DISCUSSIONS

The DA was the subject of a pre-lodgement meeting with Georges River Council on 2<sup>nd</sup> July 2020. This meeting was attended by the Applicant's project team and Council officers to discuss key planning and design considerations. The Pre-DA package was also referred to GMU for urban design advice.

Since the formal Pre-DA meeting, the Applicant has also meet with Council' strategic planning team, the Children's services manager and had informal discussions with Council's planning officers and building services manager.

A summary of the matters discussed at the pre-lodgement meeting and our corresponding response is summarised below in Table 2.

Table 2 Pre-Lodgement Consultation Matters and Responses

Council Comment	Applicant Response
<p><b>1.0 Permissibility</b></p> <p>The proposal is considered to be permissible with Council consent with the exception of the proposed amusement centre component.</p> <p>Definition of amusement centre means a building or place used, or adapted for use, for the operation, playing or viewing of –</p> <p><i>billiards, pool or other like games (whether or not by use of coin operated tables or equipment), but only if tables or equipment for more than 3 such games is installed in the building or place, or</i></p> <p><i>(b) electrically or mechanically operated amusement devices, such as pinball machines and the like, but only if more than 3 such machines are installed in the building or place, or</i></p> <p><i>electronic appliances which are controlled or partly computer controlled and associated with one or more electronic screens operated by one or more players for amusement or recreation, but only if more than 3 such appliances are installed in the building or place,</i></p> <p><i>but does not include a building or place used for the primary purpose of providing general computer office and associated internet services and facilities.</i></p> <p>Definition of recreation facility means a building or place used exclusively for a sporting activity, or exercise or for a leisure activity, whether operated for the purpose of gain or not, but does not include a building or place elsewhere defined in this clause.</p> <p>It is understood that based on legal advice (only part provided) you are of the view that the</p>	<p>Noted.</p> <p>Minter Ellison have provided legal advice in relation to the correct characterisation of the land uses contained within the ELP, namely the recreation facility (a copy of this advice is provided at <b>Appendix C</b>).</p> <p>In summary, the proposed ELP comprises land uses, that in accordance with <i>Clause 5 Interpretation</i> of the HLEP 1994 are properly characterised as 'restaurants' and a 'recreation facility.' These land uses are permissible with consent within the 3(b) City Centre Business zone of which the site is located.</p> <p>The basis of this view is that the proposed use of any electronic or computerised games within the ELP as shown on the plan (being less than 10%), will be subordinate and ancillary to the dominant purpose of the 'recreation facility' tenancy. This conclusion is supported by the fact that the whole of use will be operated and used by patrons as a single development, will be the subject of a single tenancy and the relative area (being less than 10% of the overall tenancy) of which the amusement machines are located.</p> <p>Indicative floor plans are provided at <b>Appendix E</b> that indicate the exact area that will be used for electronic arcade games and demonstrates that the area is relatively a small portion of the ELP.</p>



Council Comment	Applicant Response
<p>proposed ELP use is for the purpose of 'recreation facility' having regard to activities across the ELP area as a whole and therefore your main argument is that it would be incorrect to characterise the proposed ELP use as being for an 'amusement centre' on the basis that a relatively small portion of the ELP area is intended to be used for electronic arcade games.</p> <p>The legal advice further states that the amusement centre is an ancillary use and therefore, the prohibited purpose is subsumed by the permissible purpose.</p> <p>Notwithstanding the above, it is considered that, based on the information provided as part of the pre – lodgement documentation, the proposed amusement centre component is not permissible within the 3(b) City Centre Business land use zone pursuant to the provisions of Hurstville Local Environmental plan 1994 (HLEP 1994) and is only permitted within Zone 4 (Light Industrial Zone).</p> <p>With a view to resolve this issue it is suggested that the statement of environmental effects submitted with the formal DA (backed by a site-specific legal opinion considering HLEP 1994) demonstrate that the proposed amusement centre component is permissible. In addition, floor plans should be provided indicating the exact area that will be used for electronic arcade games which may demonstrate that the area is relatively a small portion of the ELP.</p>	
<p><b>2.0 Clarification of proposed floor area</b></p> <p>Clarity is sought to the exact amount of proposed floor area. For instance in section 5.2 of the submitted planning report as part of the pre – lodgement documentation, a GFA of 2,526m<sup>2</sup> is indicated whereas in section 6.1 of planning report a GFA of 2,310m<sup>2</sup> is indicated.</p> <p>In this respect it is suggested that the following information be provided:</p> <ul style="list-style-type: none"> <li>Existing floor area of each level. Colour coded floor plans should be provided indicating car parking areas, commercial and retail areas, toilet facilities, loading areas and waste rooms. The</li> </ul>	<p>Existing floor plans of each level are included at <b>Appendix F</b>. The floor plans are colour coded indicating car parking areas, commercial and retail areas, toilet facilities, loading areas and waste rooms.</p> <p>Floor plans of the proposed development have also been prepared and included at <b>Appendix E</b>. It is proposed to increase the existing GFA from 77,280m<sup>2</sup> to 79,654m<sup>2</sup> (2,374m<sup>2</sup>).</p> <p>The existing and proposed floor area has been calculated in accordance with the definition for gross floor area as stipulated in HLEP 1994.</p>

Council Comment	Applicant Response
<p>floor area should be calculated based on definition contained in HLEP 1994;</p> <ul style="list-style-type: none"> <li>▪ Floor area of existing ELP to be demolished; and</li> <li>▪ Floor area of the proposed ELP.</li> <li>▪ The above information will assist to determine the required on site car parking and determine the overall F.S.R.</li> </ul>	
<p><b>3.0 Construction over Council road</b></p> <p>The statement of environmental effects is required to address clause 21 [of HLEP 1994]. Particularly as the road is uncoloured on the zoning map (not zoned) it is considered that a part 5 assessment will be required.</p> <p>Council's strategic property section has indicated that works over Council's land described as Lots 1 in DP816198 located at 3A Park Road, Hurstville (the air bridge), requires consent from Council as landowner.</p> <p>It is suggested that the applicant contact Mr Bernard Morabito - Head of Council's Strategic Property on ph. 93306153 to seek clarification in respect to owners consent and any other lease agreements that may be in place</p>	<p>Owners consent has been obtained from Council and included with this submission.</p> <p>Refer to Section 5.2.2 for discussion of Clause 21 of HLEP 1994.</p>
<p><b>4.0 Building height &amp; floor space ratio</b></p> <p>The maximum permitted building height for the subject site is 19.0m pursuant to HDCP 2013 controls. It is acknowledged that the existing built form ranges in height from 12.5m to 37.3m whilst the proposed height of the new works has a maximum height of approximately 32m.</p> <p>Similarly, the maximum permitted floor space ratio (FSR) for the site is 2.0:1 pursuant to HDCP 2013 controls. It is acknowledged that the existing floor space ratio for the site is 2.39:1 and the proposed FSR is 2.46:1. The proposed additional GFA is indicated to be 2,526m<sup>2</sup> resulting in an additional FSR of 0.07:1.</p> <p>Variation to development controls will only be considered where written justification for each variation request demonstrates why the development control is unreasonable or unnecessary and that the objectives of the development control have been achieved and that</p>	<p>The existing ELP is constructed to a maximum height of 27.65m however the shopping centre has a maximum height of 35.7m as measured to the top of the existing cinema complex. The shopping centre has an existing gross floor area of 77,280sqm.</p> <p>The proposed development includes a number of modulated building envelopes with varying height and scale. The maximum height of the additional works is 31.27m and is associated with the anchor tenant. This tenant is not readily visible from the public domain.</p> <p>The proposed development contributes an additional GFA of 2,374sqm. This translates to an increase in the approved FSR by 0.073, bringing the total site FSR to 2.46:1.</p> <p>Written justification for the departure from the HDCP 2012 building envelope controls is provided in Section 5.</p>

Council Comment	Applicant Response
<p>there are no adverse impacts arising from the non-compliance.</p> <p>Please note that any written variation request must:</p> <ul style="list-style-type: none"> <li>Identify the development control subject of the variation request;</li> <li>Identify the general and/or specific objectives of that control; and</li> <li>Demonstrate why compliance with the provisions of this DCP is unreasonable or unnecessary in the particular circumstances of the case.</li> </ul> <p>The fact that existing development, both on the subject site and in the vicinity of the site may not comply with one or more of the development controls does not necessarily mean that the development control is unreasonable or unnecessary when applied to future development.</p> <p>Please refer to urban design comments in section 15.0 of this letter. Council may use its discretion to consider a variation to the development controls only if it is satisfied that the proposed development has planning merit, appropriate urban design outcome and is consistent with the objectives of applicable planning instruments and development control plans.</p>	
<p><b>5.0 Active Street Frontage</b></p> <p>Westfield Shopping centre does not contribute positively to the streetscape or public life of the Town Centre for the reason that built form presents blank walls and pedestrian ramps to the street. One of the objectives of Town Centre North contained in section 3.3.23 of DCP is to remove the Westfield Shopping centre Ramp and to open up the Westfield Shopping centre and entertainment precinct to the street system and the rest of the town. Consideration should be given to improving street activation.</p>	<p>This DA relates to the revitalisation of the existing ELP only. Notwithstanding this, consideration has been given to activating the corner of Park Road and Cross Street, within the scope of the defined development works. As discussed with Council's public art co-ordinator and strategic planner, the following façade improvements are proposed:</p> <ul style="list-style-type: none"> <li>A public art zone on the northern façade at the ground plane fronting Cross Street and along the eastern façade of Park Street. Scentre Group will continue to work with Council to select and develop the public art strategy.</li> <li>The northern (Cross Street) and eastern (Park Street) facades will also be freshly painted.</li> <li>Activation of the northern façade by replacing existing cladding with new glazed shopfront for the L3 retail tenancy adjoining the new pedestrian accessway.</li> <li>Installing new paving and balustrade to the new pedestrian accessway along the northern boundary of L3. This will become a primary</li> </ul>

Council Comment	Applicant Response
	<p>pedestrian connection and will discourage pedestrians from accessing the ELP via the car park.</p> <ul style="list-style-type: none"> <li>▪ Creating a new lift lobby off Park Road and pedestrian accessway along the northern boundary of the site, activating both frontages and providing for improved pedestrian access.</li> </ul>
<p><b>6.0 Social impact assessment</b></p> <p>Submission of a social impact assessment which:</p> <ul style="list-style-type: none"> <li>▪ Investigates opportunities to maximise positive social impacts and identify negative social impacts with a view to develop mitigation or minimisation strategies and proposals;</li> <li>▪ Identifies cumulative social impacts, and the prevention or mitigation by the development of further exacerbation of existing negative impact; and</li> <li>▪ Identifies social impacts on special needs groups in the community in consultation with existing committees.</li> </ul>	<p>A Social Impact Assessment has been prepared by Urbis and is included at <b>Appendix H</b>. Refer to Section 7.3.</p>
<p><b>7.0 Economic impact assessment</b></p> <p>Submission of an economic impact assessment (EIA) which:</p> <ul style="list-style-type: none"> <li>▪ i. Identifies key economic impacts of the project—both positive and negative;</li> <li>▪ ii. Estimates the project's economic impacts and identify measures to manage any negative impacts and capture the economic opportunities generated by the proposal; and</li> <li>▪ iii. Identifies impact on local business and measures to manage any negative impacts.</li> </ul>	<p>An Economic Impact Assessment has been prepared by Urbis and included at <b>Appendix I</b>. Refer to Section 7.3.</p>
<p><b>8.0 Pedestrian circulation &amp; accessibility</b></p> <p>At present on the Hurstville side of the station, the majority of pedestrians move north through the existing internal routes directly towards Westfield Shopping centre. Figure 6 of page 26 contained in Section 3 of HDCP 2013 indicates that, a high percentage of pedestrian circulation is towards Cross Street originating from public transportation modes such as the railway station and bus interchange. Whilst there are multiple pedestrian entry and exit points to the shopping centre, it is considered that the primary pedestrian entry and exit to the proposed ELP is very likely to be via the pedestrian bridge along Crofts Avenue which is</p>	<p>Pedestrian movement and access plans have been prepared and included at <b>Appendix J</b>. The plans demonstrate how pedestrians currently, and will continue to, access the ELP from key destination points such as the railway entrance, public car parks, bus interchange, bus stops and taxi rank.</p> <p>The ELP can be accessed via:</p> <ul style="list-style-type: none"> <li>▪ Lift lobby at Park Road - New</li> <li>▪ Lift lobby from within the centre – upgraded</li> <li>▪ Escalators from within the centre</li> <li>▪ Pedestrian accessway along the northern boundary of the site (Level 3) - New</li> </ul>



Council Comment	Applicant Response
<p>considered (in its existing form) to have several issues relating to safety, pedestrian comfort, wayfinding and accessibility. Please also refer to sections 14.0 and 15.0 in this letter.</p> <p>In addition this section of Crofts Avenue is often busy with pedestrians and very difficult to access due to vehicle movements, gradients of footpath, width of foot path and the area having bus stops, taxi stops and delivery bays.</p> <p>In this instance a pedestrian circulation and accessibility study should be undertaken demonstrating:</p> <ul style="list-style-type: none"> <li>▪ Legible and accessible pedestrian circulation is available to the proposed ELP from destination points such as from railway entrances, public car parks, the bus interchange, bus stops and taxi ranks;</li> <li>▪ The availability of more than 1 legible and accessible entry and exit point to the proposed ELP to avoid pedestrian traffic and provide variety and choice of convince; and</li> <li>▪ The pedestrian path of travel/s to the proposed ELP provides adequate pedestrian amenity and well lit.</li> </ul>	<p>Morris Goding have audited all entry and exit points and have confirmed the design can achieve compliance.</p> <p>Appropriate wayfinding signage and lighting will be implemented along the pedestrian paths of travel to the ELP. See Section 6.7.</p>
<p><b>9.0 Community safety</b></p> <p>The pedestrian circulation and accessibility study shall also provide details as to how pedestrian paths will be well lit and reduced opportunities for concealment.</p> <p>It is not clear as to how the ELP will operate during after hours and which sections of the shopping centre including car parking will be open until 12 midnight. It is understood (from hours of operation displayed at the centre) that the centre is open until 6.00pm every day except Thursdays which is open until 9.00pm. How will, pedestrian and vehicular, access be provided to the ELP?</p> <p>The wayfinding assessment shall also include details as to how pedestrians can gain access to the ELP through the day particularly after hours up until 12 midnight.</p>	<p>Pedestrian movement and access plans have been prepared and included at <b>Appendix J</b>.</p> <p>Westfield Hurstville currently operates from 6.00am to 12.00am Monday to Sunday with all car parks, vertical transport and areas of the centre open and accessible to the public between these hours.</p> <p>Whilst individual tenancies have different trading hours, the existing ELP operates from 6am to 12 midnight Monday to Sunday. This is common across all centres that have entertainment precincts.</p> <p>The proposed ELP will operate in accordance with the existing hours. Refer to letter from Westfield Centre Management included at <b>Appendix K</b>.</p>

Council Comment	Applicant Response
<p><b>10.0 Amenity impact</b></p> <p>Acoustic impact - Impact to adjoining and nearby development particularly residential is required to be addressed. The submission of an acoustic report prepared by a qualified and experienced acoustic consultant is required to be submitted with the formal DA submission.</p> <p>View loss – need to demonstrate that residents in adjoining FRB do not experience view loss. Submission of a view impact study needs to be conducted to assess the extent of view loss to the units facing south above Level 5 due to the proposed increase in height.</p> <p>Details of proposed cooling towers - Consideration must be given to location and noise generated from the proposed cooling towers to the surrounding neighbouring properties to avoid visual and acoustic impact.</p>	<p>A Noise Impact Assessment has been prepared by WSP and included at <b>Appendix L</b>. Refer to Section 6.10.</p> <p>A View Impact Study has been undertaken and included at <b>Appendix M</b>. The View Impact Study assesses the extent of view loss to the units facing south at 25 Park Road, located opposite the ELP. Refer to discussion at Section 6.6.</p> <p>New plant is located to the south and south-east of the ELP, away from any residential tenancies. Any acoustic impacts associated with the plant will be assessed during the detailed design stages to ensure compliance with the noise criteria specified within the <i>Protection of the Environment Operations Act 1997</i> and the <i>Noise Policy for Industry (2017)</i> - <i>NSW EPA</i>. Where necessary, acoustic mitigation measures will be applied to the design. These are discussed in Section 6.10.</p>
<p><b>11.0 Site services</b></p> <p>It is suggested that site facilities are effectively integrated into the development and are unobtrusive and do not impact on street presentation. Details and location of the following be provided with the architectural plans:</p> <ul style="list-style-type: none"> <li>▪ Waste removal and recycling - Storage and Collection;</li> <li>▪ Fire Service and Emergency Vehicles;</li> <li>▪ Loading docks to service the expansion; and</li> <li>▪ Electrical Services (substation).</li> </ul>	<p>Refer to Architectural Plans at <b>Appendix E</b> and Waste Management Plan at <b>Appendix R</b>.</p>
<p><b>12.0 Traffic</b></p> <p>Submission of a detailed traffic and parking impact study outlining the parking demand that would result from the proposed development is required.</p> <p>The applicant will need to justify how the 60 car parking spaces that is proposed to be deleted is excess on-site parking spaces taking in consideration the parking demand of the existing traffic generating retail GFA as well as the additional proposed traffic generating use that will result from the proposed development.</p>	<p>A Traffic and Parking Impact Statement has been prepared by SLR Consulting and included at <b>Appendix N</b>. The report assesses the removal of 69 car spaces and confirms the proposal will still meet the minimum requirements of Council's DCP as the current supply is above the required minimum.</p>

Council Comment	Applicant Response
<p>Any changes to entrances or exits to the Westfield development will also need to be addressed in the traffic impact study.</p> <p>Please also note that the Hurstville City centre Transport Management and Accessibility Plan is required to be addressed. The plan can be accessed via the following link.</p>	<p>There will be no change to entrances or exits to the Westfield development.</p> <p>The Traffic and Parking Impact Statement addresses the Hurstville City centre Transport Management and Accessibility Plan. Refer to <b>Appendix N</b>.</p>
<p><b>12.1 Car Parking</b></p> <p>The Hurstville CBD already discounts the requirement for on site commercial car parking.</p> <p>The following parking rates apply:</p> <ul style="list-style-type: none"> <li>▪ Commercial 1/50 m2 (CBD only, 1/40 m2 elsewhere).</li> <li>▪ Retail 1/25 m2 (CBD only, 1/28 m2 elsewhere).</li> <li>▪ Restaurants 1/6 m2 dining/bar area.</li> </ul> <p>In the event the required-on site car parking cannot be provided Section 7.11 Contributions can be made to Council per deficient parking space. Current Indexed Contribution Rates June Quarter 2020 for non-residential development in Hurstville City Centre is \$56,381.87 per deficient parking space.</p> <p>Please note that section 7.11 contribution rates are subject to indexation. The contribution amount changes quarterly.</p> <p>Whilst Section 7.11 contributions can be made for deficient on site car parking spaces, the applicant will need to justify the deficiency by the submission of a detailed Traffic Impact Study addressing the impact of the development.</p>	<p>A Traffic Impact Statement has been prepared by SLR Consulting and included at <b>Appendix N</b>. Refer to discussion at Section 6.9.</p> <p>Council confirmed via email on 20<sup>th</sup> August 2020 that:</p> <p><i>The car parking rate is as per Hurstville DCP – Amendment 5 – Block 18A controls.</i></p> <p><i>Please note that the car parking controls do not have rates for restaurant use and as such the submitted traffic and car parking study must address the hero tenancy.</i></p> <p>The proposed car parking (2,671 spaces) complies with the HDCP 2012 requirements.</p>
<p><b>12.2 Proposed changes to taxi rank</b></p> <p>During the pre-lodgement phone conferee it was indicated that the existing taxi rank will be replaced with a pedestrian crossing along Cross Street. There will be a taxi rank across the road, outside the Hotel that is currently being built as part of the catholic club extension at 6 Cross Street Hurstville. Ideally pedestrians who exit Westfield at cross Street will be able to utilise the pedestrian crossing, to safely cross to the other side of Cross Street to</p>	<p>Noted.</p> <p>As per Council's email correspondence dated 20 August 2020, Council will not be constructing the pedestrian crossing until after the completion of the construction of the Hotel at 6 Cross Street Hurstville (anticipated not to occur prior to early 2021).</p> <p>Council provided a copy of the proposed pedestrian crossing as approved by the traffic committee. The shelters will be removed at the same time as the pedestrian crossing is constructed. The taxi rank</p>

Council Comment	Applicant Response
the taxi rank. In addition, the existing green shelters outside the taxi rank are also likely to be removed.	will be located directly outside the new Hotel at the same time the crossing is built.
<p><b>13.0 Environmental considerations</b></p> <p><u>13.1 Noise Control</u></p> <p>Consideration must be given to noise generated from the proposed use to the surrounding neighbouring properties. An acoustic assessment from a suitably qualified acoustic engineer/consultant is to be submitted with the DA to ensure the proposal complies with the Protection of the Environment Operations Act 1997 and Noise Policy for industry (2017) – NSW EPA.</p> <p>The assessment is to also consider hours of operation and noise generated from proposed plant/equipment used on site.</p>	<p>A Noise Impact Assessment has been prepared by WSP and included at <b>Appendix L</b>. The proposed development is assessed as being capable of complying with established environmental noise criteria. Refer to Section 6.10.</p>
<p><u>13.2 Cooling towers</u></p> <p>The Public Health Act 2010 requires that all cooling water systems are registered with their Council due to the potential risks associated with Legionnaires disease. It is proposed that existing cooling water towers will be relocated. This is to be detailed in the DA demonstrating compliance with the Public Health Act 2010, Public Health Regulation 2013 and Public Health Amendment (Legionella Control) Regulation 2018.</p> <p>In addition, noise generated from the new location of the cooling water towers must comply with the Protection of the Environment Operations Act 1997 and the Noise Policy for Industry (2017) - NSW EPA in relation to noise.</p>	<p>Noted.</p>
<p><u>13.3 Water pollution</u></p> <p>Any unclean water as a result of maintenance of the community garden needs to be appropriately disposed of such as not to result in water pollution. Information relating to the stormwater drainage details is to accompany the DA. Any polluted waters resulting from maintenance of the community garden needs to be disposed of to the sewer.</p> <p>If alternative water management and disposal options are proposed (i.e. where water is recycled, minimised or reused on the site), detailed plans</p>	<p>A Civil Report has been prepared by WSP and included at <b>Appendix O</b>. As per Council's request, any grey water will be disposed of into the sewer system.</p>

Council Comment	Applicant Response
and specifications of the water recycling system is to accompany the application.	
<p><u>13.4 Air pollution</u></p> <p>The use of the premises should not result in air pollution. In addition, the use of the premises must not cause odour or smoke emission, which is likely to impact negatively on neighbouring properties, particularly the nearby residents. This also includes odour from waste generated from the proposed use. All potential odour nuisance resulting from the use of the community garden must be addressed in the formal DA submission.</p>	<p>Air pollution is addressed in the Ecological Sustainable Development Report (ESD) included at <b>Appendix P</b> and Construction Environmental Management Plan included at <b>Appendix Q</b>. Refer to Section 6.18.</p>
<p><u>13.5 Waste management</u></p> <p>Detailed waste management plan demonstrating the provision of adequate waste storage facilities to house additional waste generated from the proposed use. Waste considered should include putrescible, general, recyclable and green waste.</p>	<p>A Waste Management Plan has been prepared by WSP and included at <b>Appendix R</b>. Refer to discussion at Section 6.11.</p>
<p><b>14.0 City Strategy and Innovation</b></p> <p>Council's vision for Hurstville is: <i>Hurstville plays to its own beat as a proud showcase of local culture for a growing yet connected community. The city is brought to life through authentic and creative places and is celebrated as a green, accessible and innovative city.</i></p> <p><u>14.1 Place Strategy</u></p> <p>A comprehensive Place Strategy has been developed, refer to link below – Council's desired outcomes includes:</p> <ul style="list-style-type: none"> <li>i. Being safe and easy to get around;</li> <li>ii. Celebrating diversity and being inclusive for everyone;</li> <li>iii. Becoming a destination for locals and visitors with a positive reputation;</li> <li>iv. Attracting investment and jobs with an innovation mindset;</li> <li>v. Being led by collaborative, strong relationships between key stakeholders;</li> </ul>	<p>The proposal is consistent with Council's Place Strategy for reasons explained below:</p> <ul style="list-style-type: none"> <li>▪ The proposal has sought to improve wayfinding throughout the site by improving signage at key destination points with clear, directional signage to the ELP.</li> <li>▪ As outlined in the Access Report prepared by Morris Goding Consulting (<b>Appendix S</b>), the proposed ELP has been designed to be accessible to everyone.</li> <li>▪ The proposal seeks to transform the existing ELP into a vibrant destination for locals and visitors to meet, socialise and enjoy the extended food and beverage retail offering. The community green space will be a hireable space that can host events and activate the area throughout the day and evening.</li> <li>▪ The proposed revitalisation of the existing ELP is seen as a catalyst for change that will transform the shopping centre by day and contribute to the night-time economy within Hurstville City Centre.</li> </ul>

Council Comment	Applicant Response
<p>vi. Being known for exciting events, activations and a thriving night-time economy; and</p> <p>vii. Promoting a high quality of life.</p> <p>Council has progressed this strategy to commence design work for the conversion of Palm Court Car Park to public open space with elements of play as well as a revitalized Forest Road Precinct to slow traffic and encourage pedestrian movement and places for people to rest.</p>	<p>The proposed ELP will positively complement the rooftop bar and dining precinct under construction at 6 Cross Street.</p>
<p><u>14.2 Strategy considerations</u></p> <p>With these investments from Council it is vital that the following is incorporated into the scheme:</p> <p>i. The development should be more outward focused supported by active street frontage to complement the overall revitalization of the CBD and complementing the vibrancy the roof top will create;</p> <p>ii. The entry/exit points to the proposed entertainment and leisure precinct (ELP) in its current form has several issues relating to safety, pedestrian comfort, wayfinding and accessibility, please also refer to section 15.0 of this letter. The entry from the pedestrian bridge along Crofts Avenue is through a flight of stairs that then opens onto to open air car park. To mitigate this consideration should be given to the provision of safe and accessible pathway lined with plants to access the entertainment precinct. The first impression from this entrance should be elevated to reflect the overall expected experience. This will assist Scentre Group meet the aspirations of improved connections.</p> <p>iii. The community garden is a great opportunity for residents and visitors to experience green open space in a CDB environment. The space should include small elements of play and be suitable as a hireable community activation space.</p>	<p>Noted.</p> <p>Consideration has been given to Council's strategic vision for Hurstville City Centre. As discussed at the Pre-DA meeting, the proposed scope of works is limited to the ELP only. Notwithstanding this, the following strategic initiatives have been implemented:</p> <ul style="list-style-type: none"> <li>▪ Upgrades to the northern façade fronting Cross Street and the eastern (internal) façade fronting Park Street, including public art zones;</li> <li>▪ Legible pedestrian entry and exit points, including a new pedestrian access way along the northern elevation and a new lift core direct from Park Street to the ELP;</li> <li>▪ Provision of a community green space on the rooftop, which can be used as a hireable space for community groups or enjoyed by members of the community.</li> </ul>
<p><b>15.0 Urban design</b></p> <p>The key urban design issues relate to bulk and massing, building appearance, accessibility and associated view impacts as summarised in the comments below.</p>	<p>Refer to Architectural Design Response included at <b>Appendix G</b> and Section 6.3. In response to these concerns, the proposed design has been amended as follows:</p> <ul style="list-style-type: none"> <li>▪ Setbacks – Initially constructed in mid 1970's and progressively developed over time, the centre has</li> </ul>

Council Comment	Applicant Response
<p><u>15.1 Bulk, scale and proportions</u></p> <p>The built form proportions are considerable and result in a visually dominant form that is not well integrated. The box-like architecture of the proposed additions on levels 4 and 5 adds to the perceived bulk. The effort in articulating the façade into two modules are noted, however, the insertion of a mass that is not well integrated but rather placed 'on top' of the unchanged centre below it is not ideal as seen in the Cross Street elevation. The horizontality of the massing in combination with its lack of integration to the existing building proportions exacerbates this.</p> <p>As seen in the perspective from Cross Street facing south, the proposal provides nil-setbacks to the street edge despite the setback alignment of the adjacent facade, further adding to the bulk. Additionally, the 4th level along Cross Street is partially cantilevered which adds to the monolithic appearance of the new part of the building. This monolithic building profile will be visible from several vantage points along Cross Street and Park Road due to the topography of the site.</p> <p>The existing shopping centre currently has a continuous secondary setback of approximately 4m along Cross Street. The proposal needs to maintain this setback and alignment to the west and this would assist in reducing the perceived bulk of the proposal from the public domain and it will also improve the streetscape presentation.</p> <p>The approach the applicant has taken is to envisage the extension as an alien form on top of the existing centre. We do not consider this is an appropriate approach. To extend the centre further the building needs to be considered as a whole and the applicant should look at facade improvements for this part of the building (at the very least extending to the ground level and along this part of the building) to create an integrated facade treatment that enables the extension to blend into a whole composition.</p> <p>The existing centre has a very poor facade presentation and fragmented massing due to the unrelated extensions and architectural approach of the building overtime. It is not appropriate to</p>	<p>a fragmented massing due to the unrelated extensions. The original 4m setback resulted in the new façade sitting flush with the existing façade which created an undesirable "patchwork" effect between the 'old' and the 'new' and highlighted the fragmentation of the existing façade. The proposed 2m cantilevered setback is a more desirable outcome as it reduces the perception of building bulk whilst creating a clear distinction between the new rooftop ELP and the existing centre.</p> <ul style="list-style-type: none"> <li>▪ Importantly, as illustrated by the surrounding site images and the streetscape analysis (<b>Appendix V</b>), the existing streetscape is undergoing change. The proposal responds to the emerging facade strategy along Cross Street by adopting a series of articulated boxes as massing elements.</li> <li>▪ Landscaping - Additional landscaping has been introduced to the existing rooftop and walkway, significantly increasing the "greening" of the façade. This, combined with the cascading foliage already proposed as part of the rooftop garden above, helps break up the bulk and scale highlighted by Council, and provide natural movement and articulation. Refer to landscape plans at <b>Appendix T</b>.</li> <li>▪ Artwork - After receiving councils pre-DA comments, Scentre Group and the project team arranged a meeting with Council's Strategy, Innovation and Economic Development Program Manager and Community and Cultural Development Manager to seek guidance on the selection of artists for the integration of artwork into both the new and existing façades. This application identifies zones for future public art to be installed. Locations close to the ground plane have been purposely selected to improve the streetscape presentation of the site when viewed from key pedestrian points. Scentre Group will continue to liaise with Council and collaborate with local artists.</li> <li>▪ Column articulation - To address concerns regarding horizontality and integration, the amended design has introduced elements which align with the existing column features below the ELP. This adds a new layer of texture to the façade, provides the desired integration and reduces the sense of horizontality.</li> <li>▪ The proposal will have a maximum height of between 26.79m to 31.27m, resulting in a maximum increase of 3.62m above the existing ELP (27.65m). Refer to Section 6.15.2.4 for</li> </ul>

Council Comment	Applicant Response
<p>continue that approach for any new works, particularly work that exacerbates existing noncompliance's.</p> <p>We note that the existing height control for the site (Hurstville DCP) is 19m. The existing shopping centre exceeds this height limit by approximately 6m and the proposal further exceeds it by approximately 10m, thus exacerbating the non compliance. To justify the increase in height, the applicant needs to provide additional information on the public domain improvements and greening of Cross Street.</p>	<p>further discussion on the proposed height variation.</p>
<p><u>15.2 Building appearance</u></p> <p>The variety of materials and colours used, as seen in the Cross Street elevation further fragments the elevation and does not relate to any existing materials. New and interesting materials can be considered but should be applied to more than just the new portion of the building. It is also a poor approach when only blank facades are proposed rather than seeking to activate the facades to the street edge to improve its relationship and response to the streetscape.</p> <p>The attempt to provide limited windows/openings of varying geometry is appreciated. However, the use of different geometries results in a façade that is not visually cohesive. The form of the massing also tends to lack imagination, presenting as a standard box form rather than looking at opportunities to develop a more dynamic and imaginative form that also extends to improve the building frontage to Cross Street</p>	<p>Refer to Architectural Design Response included at <b>Appendix G</b>.</p> <p>Scentre Group have deliberately used new and different materials to highlight the ELP as being a new addition to the shopping centre.</p> <p>The proposed design does not seek to replicate the existing pre-cast façade but rather seeks to revitalise the existing façade with new and contemporary materials that will align with future upgrades to the centre and set a high-quality precedent for future works.</p> <p>The proposal seeks to activate the corners of the ELP and focus attention to the glass stairs which seek to break down the bulk and scale of the extension. During the evening, the stairs will glow from internal illumination, highlighting the movement of those ascending the stairs, therefore improving the streetscape activation.</p> <p>The two main materials proposed comprise textured panel screening and aluminium panels with tapered and straight profiles. These materials were chosen to provide texture and depth into what would otherwise present as a two-dimensional façade. Due to its elevated position on a relatively narrow street, the façade will most typically be viewed from a distance and at acute angles. Introducing texture and depth to the external envelope will, through the use of light and shadow, provide variation in appearance throughout the day.</p>
<p><u>15.3 Access and wayfinding</u></p>	<p>The proposal seeks to improve legibility and access to the ELP by introducing new primary access</p>



Council Comment	Applicant Response
<p>The entry/exit points to the proposed entertainment and leisure precinct (ELP) in its current form has several issues relating to wayfinding and accessibility. The entry from the pedestrian bridge along Croffs Avenue is through a flight of stairs that then opens onto to open air car park. The walk from the landing of the stairs to the entry point of the proposed ELP is approximately 70m long within a car park devoid of any character, pathway or shading devices. The absence of a dedicated pedestrian pathway for the users during peak hours will lead to conflicts between vehicular and pedestrian movement resulting in safety issues. It also results in a diminished sense of direction and is not universally accessible.</p> <p>The proposed new lifts at the centre of the ELP do not have connectivity to the publicly accessible spaces of the shopping centre as it opens into the car park. There appears to be no straight forward and direct access from the shopping centre making it difficult for the users to locate the entry/exit point. This access point will therefore discourage awareness of the retail offering within the centre or from the public domain.</p> <p>Access from the escalators at the food court level leading up to the cinemas is not wheelchair accessible and wayfinding still remains an issue as this access point can only be identified once the user is at the food court level.</p> <p>The access routes need to be further explored and opportunities to open up and reconfigure the centre to improve legibility and wayfinding and universal accessibility need to be identified. More information on the visual permeability of the connection to ELP is required including measures to improve the wayfinding for the users when they are in the shopping centre.</p>	<p>routes to the ELP accompanied by clear wayfinding signage.</p> <p>A new pedestrian connection along the northern boundary of the site (adjoining the existing childcare) is proposed, providing direct access from the bus interchange to the ELP. A new lift lobby on Park Road is also proposed, connecting pedestrians at street level to the ELP above.</p>
<p><u>15.4 View impact analysis</u></p> <p>It is noted that a perspective image has been provided from the pedestrian bridge. However, this view is not sufficient to assess the visual impacts to the surroundings, given that there have been significant improvements to the public domain around the shopping centre with the future desired character of Cross Street aiming to support</p>	<p>A View Impact Analysis has been prepared by Scentre Group and included at <b>Appendix M</b>.</p> <p>The View Impact Study considers views from:</p> <ul style="list-style-type: none"> <li>▪ The Hurstville Central Plaza;</li> <li>▪ Street views along the northern footpath of Cross Street; and</li> </ul>

Council Comment	Applicant Response
<p>pedestrian activity. In addition to the view from the pedestrian bridge, we think that it is crucial to assess the proposal and its impacts from additional vantage points. These should include:</p> <ul style="list-style-type: none"> <li>▪ Views from the Hurstville plaza;</li> <li>▪ Street views along the northern footpath of Cross Street; and</li> <li>▪ Street views along the eastern footpath of Park Road and at the junction of Park Road and Woodville Street.</li> <li>▪ A view impact study also needs to be conducted for the units in the building located at Nos. 25-35 Park Road to assess the extent of view loss to the units facing south above Level 5 due to the proposed increase in height.</li> </ul>	<ul style="list-style-type: none"> <li>▪ Street views along the eastern footpath of Park Road and at the junction of Park Road and Woodville Street;</li> <li>▪ Units in the building located at Nos. 25-35 Park Road.</li> </ul> <p>Refer to Section 6.6 for further discussion.</p>
<p><u>15.5 Landscaping</u></p> <p>The applicant has not demonstrated how the proposed landscaping along the edges of the building facing Cross Street is going to be accessed and maintained.</p> <p>Additionally, there are no details provided for the landscaping works proposed on Level 5 (community green space).</p> <p>A detailed landscape plan should be provided to demonstrate the treatment, quality, maintenance as well as deep soil provisions of the landscaped areas.</p>	<p>A Landscape Design Report and Detailed Plans have been prepared by Arcadia and included at <b>Appendix T</b>. A Landscape Maintenance Plan is included in the Landscape Design Report.</p>
<p><b>15.6 Conclusion</b></p> <p>The proposed ELP needs to be a ‘jewel’ that seeks to improve the presentation to the street and the architectural expression of the existing shopping centre. However, as identified above there are several issues relating to the bulk and scale, accessibility and building appearance and the applicant should be given an opportunity to address the issues stated above before any consideration for approval.</p>	<p>Noted.</p> <p>The development has been further refined to address Council’s comments. The design has been amended to:</p> <ul style="list-style-type: none"> <li>▪ Respond to the emerging facade strategy of the Club Hurstville which adopts a series of articulated boxes as massing elements.</li> <li>▪ Extend the façade works to the ground plane along Cross Street rather than insert a mass on top of the existing ELP.</li> <li>▪ Identify significant areas of blank facade at ground level for public art installations in areas where people will interact the most.</li> <li>▪ Introduce landscaping and increased “greening” of the façade to soften the overall built form.</li> </ul>

Council Comment	Applicant Response
	<ul style="list-style-type: none"> <li>▪ Introduce vertical elements that align with the existing column features below to improve integration and reduce the sense of horizontality.</li> <li>▪ Introduce an element of light through the central glass stair, reinforcing the contribution of the ELP to the local night-time economy. This critical element helps break down bulk and scale, and at night will glow from internal illumination, highlighting the movement of those ascending the stair behind within, and thus adding to the facades' activation.</li> <li>▪ Incorporate a contemporary mix of materials and finishes to provide visual interest and further reduce the building mass.</li> </ul>

## 4. PROPOSED DEVELOPMENT

### 4.1. PROJECT VISION

Scentre Group have successfully delivered a range of entertainment and leisure precincts across Australia and New Zealand in response to changing consumer trends and needs. As the role of the traditional shopping centre evolves, Scentre Group is committed to ensuring Westfield Hurstville remains a 'living' centre that connects and enriches the community whilst offering an improved shopping, entertainment and leisure experience. The vision for the proposed alterations and additions is to revitalise the ELP to reflect the current and future anticipated market demand and positively contribute to the transforming nature of the Hurstville City Centre. The ELP precinct has the ability to be the only aggregation of restaurants and entertainment uses in South Sydney.

Westfield plays an important role in contributing to the life and activity Hurstville as a Strategic Centre. The proposed alterations and additions seek to enhance the ELP offering of Westfield so that it becomes more than just a shopping destination. The proposal demonstrates this through the creation of a rooftop garden, laneway style food hall, destination restaurants, recreational facilities and additional entertainment and leisure-based activities for the community.

The proposal seeks to respond directly to the draft *Hurstville Place Strategy* (the **Place Strategy**) which identifies twelve key priority projects for Hurstville CBD area. The following priority projects are of relevance to the proposal:

- *Planning for a healthy community;*
- *A bustling night-time economy;*
- *A connected and walkable centre;*
- *Create a green and open Hurstville;*
- *Expressing our culture;*
- *Enabling place making and activation to create a vibrant and safe Hurstville.*

The proposed ELP and associated works directly align with the outcomes sought by the Place Strategy. This includes:

- Provision of a transformable and hireable community open space that provides opportunities for community groups to gather. It is intended that this space would be hired for a range of low intensity uses that would support and encourage social connection, physical health and activity and mental wellbeing.
- Creating a bustling night-time economy through the diversification of food, drink, entertainment and leisure premises and provision of late night and outdoor / rooftop trading. The ELP will promote the local night time economy, will attract investment and will facilitate new employment and small business opportunities;
- Creating a connected walkable centre by improving accessibility and legibility to the ELP; activating existing pedestrian and active travel routes with landscaping and public art and improving signage and wayfinding;
- Incorporating a green outdoor roof terrace with a children's play area, enabling a space that caters to all people. The landscape design incorporates a variety of initiatives that will increase the 'greening' of the roof top, including small to medium trees, planters and green overhang;
- Providing opportunities for expressions of culture through public art installation and opportunities to host events in the community green space;
- Enabling placemaking and activation by attracting additional investment in the City Centre through the creation of jobs, provision of outdoor dining and increased opportunities to host community events in the community green space such as seasonal markets, yoga, fitness groups and performances, all of which will contribute to the liveliness, vibrancy and sense of place.

The intent of the ELP is to create a place that integrates with the broader Hurstville City Centre vision whilst creating a lifestyle destination precinct which can transition from day-to-night and can be enjoyed by all age groups.

## 4.2. OVERVIEW OF PROPOSED WORKS

This application specifically relates to the central portion of the rooftop, above the intersection of Cross Street and Park Road. In summary, the development comprises:

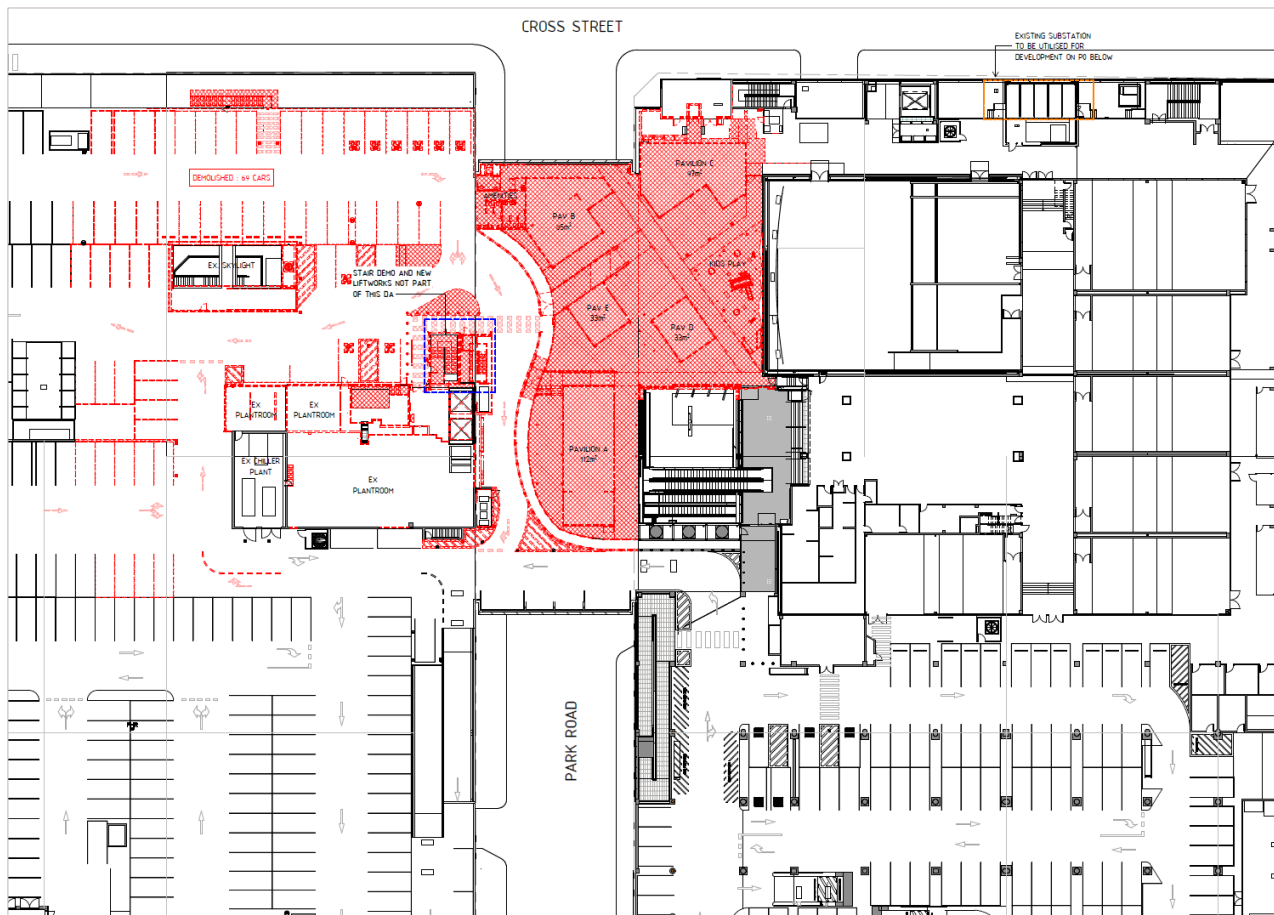
- Demolition of part of the existing ELP and associated roof plant;
- Minor demolition works to stairs along northern façade (level 3) and conversion of precast façade to glazing;
- Removal of 69 car spaces;
- Construction of and associated use of a new ELP split over levels 3, 4 and 5 (new level) comprising:
  - Level 3 & 4 – recreation facility; and,
  - Level 4 – food and drink premise (eat street);
  - Level 5 – food and drink premise (destination restaurant / anchor tenant); and
  - Level 5 – community green space to be used for a variety of leisure based activities
- Relocation of cooling towers and plant;
- New lifts, services and storage areas (including new street-facing lobby and lift core along Park Road);
- Modifications to the existing pedestrian accessway along the northern boundary adjoining the childcare centre;
- Upgrades to the existing childcare centre, including replacement of fence and awning and construction of a new entry portal;
- Façade upgrades to Cross Street, between Park Road and Humphrey's Lane, and to the southern side of Park Road, including provision for public art;
- Site landscaping including construction of a new rooftop garden, alfresco dining area and integrated planters; and
- New building and business identification signage zones.

Architectural plans prepared by Scentre Group are included at **Appendix E**. Various components of the proposed works are described in the following sections.

### 4.2.1. Demolition Works

The proposed works will require demolition of the existing ELP, cooling towers and various building services, minor demolition works along the northern façade at Park Road. The proposed demolition works are shown in detail within the architectural plans at **Appendix E** and Figure 9 below.

Figure 9: Proposed Demolition Works – Retail Level 4



Source: Scentre Group

#### 4.2.2. Level Three

The following works are proposed at level three:

- Upgrade existing stairs and pedestrian accessway at the corner of Cross Street/Crofts Avenue including lighting, signage, new paving and new balustrade;
- Install new glazed shopfront to façade of north-facing retail tenancies adjoining the pedestrian accessway;
- Upgrades to the existing childcare centre, including replacement of fence and awning and construction of a new entry portal;
- Construction of new stairs from Level 3 to Level 4;
- New landscaped planter along northern façade; and,
- Change of use of Tenancy 1/460/62 from retail to the lower level of the proposed recreation facility.

#### 4.2.3. Level Four

The following works are proposed at level four:

- Construction and use of a new ELP that incorporates:
  - 14 restaurants/food and beverage tenancies including one anchor restaurant (RO5) and a pavilion;

- Recreation facility;
- Replace existing skylight;
- New amenities;
- New lift access
- New plantrooms; and,
- New storerooms.

#### 4.2.4. Level Five (new level)

The following works and uses are proposed at level five:

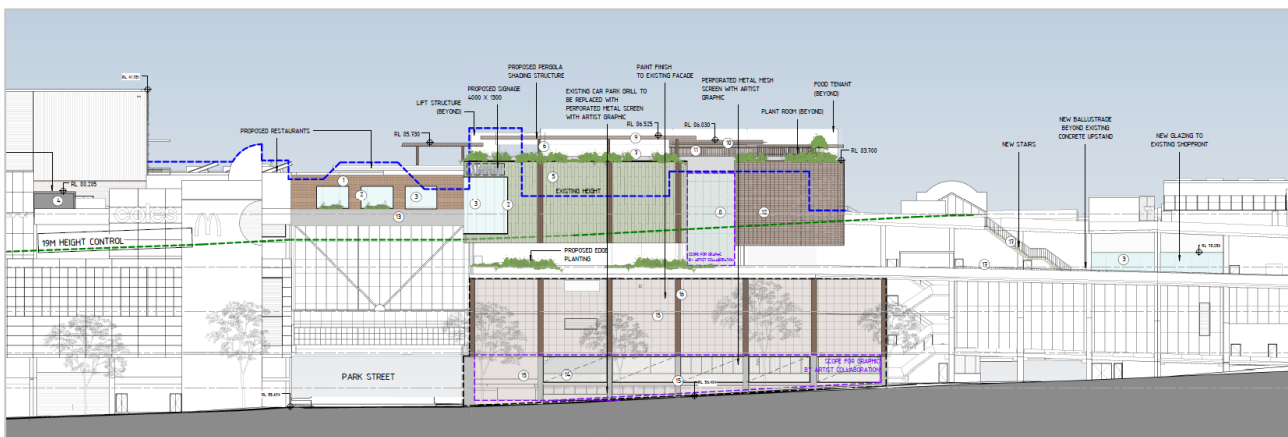
- Upper level of restaurant R05;
- New community green space, kids play area and community room; and
- Open pedestrian bridge providing equitable access between the lift core and the community green space.

### 4.3. BUILDING DESIGN AND FAÇADE

It is proposed to refurbish the building facades along Cross Street and Park Street to improve the streetscape presentation of the ELP when viewed from the public domain. Specifically, the following works are proposed:

- Replace the existing car park 'grill' on the northern elevation with a perforated metal screen and artist graphic (subject to detailed design);
- Repaint the existing façade;
- Repaint pre-cast mouldings;
- Construct new works with a mix of textured panel screening, insulated powder coated solid aluminium panels, face brick and glazing;
- Install a frosted/semi-opaque curtain wall glazing with frit pattern designed by artist.

Figure 10: Proposed Northern Elevation



Source: Scentre Group

### 4.4. HOURS OF OPERATION

The ELP will continue to operate in accordance with the existing operating hours. These are:

- Monday to Sunday – 6am to midnight.

The above hours are consistent with the trading hours of Westfield (see **Appendix K**).

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STATEMENT OF ENVIRONMENTAL EFFECTS - WESTFIELD HURSTVILLE -  
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The proposed community green space on level six is intended to be used to host a variety of activities and events such as yoga, pilates, performances, fitness groups, an outdoor cinema, seasonal markets and kids play.

It is intended that the space is constantly evolving with new uses however will remain activated from day through to the evening.

## 4.5. PATRON CAPACITY

The ELP will accommodate a maximum of 1,818 patrons, including:

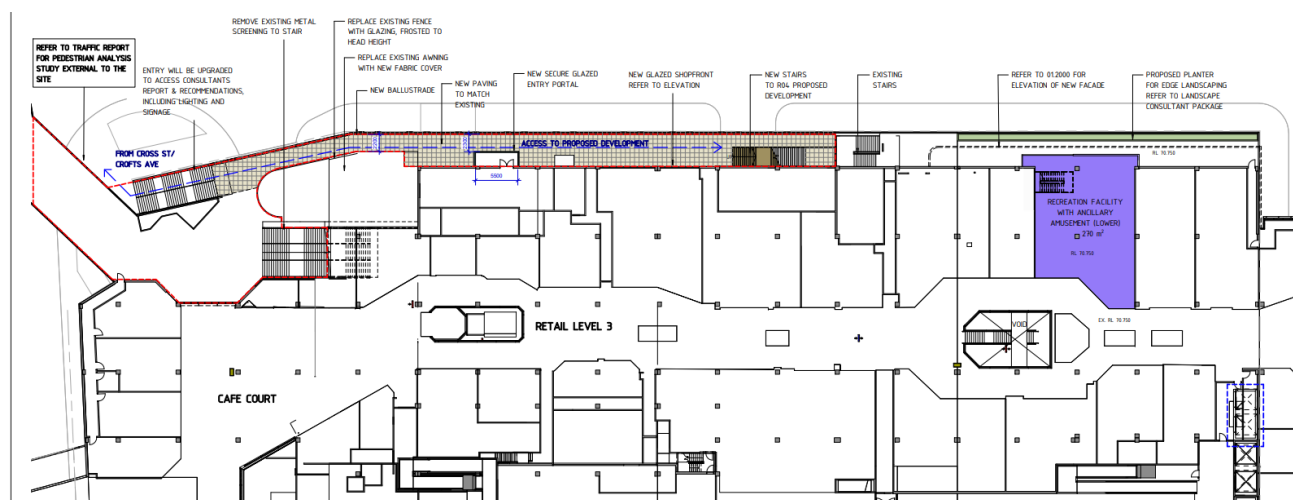
- eat street and community garden– 1,217 patrons
- destination restaurant – 317 patrons
- recreation facility – 284 patrons

## 4.6. ACCESS, PARKING AND LOADING

### 4.6.1. Pedestrian Access

A new pedestrian access point to the ELP is proposed along the northern boundary of the site via the existing pedestrian access way adjoining the childcare centre.

Figure 11: New pedestrian accessway along the northern edge of the ELP

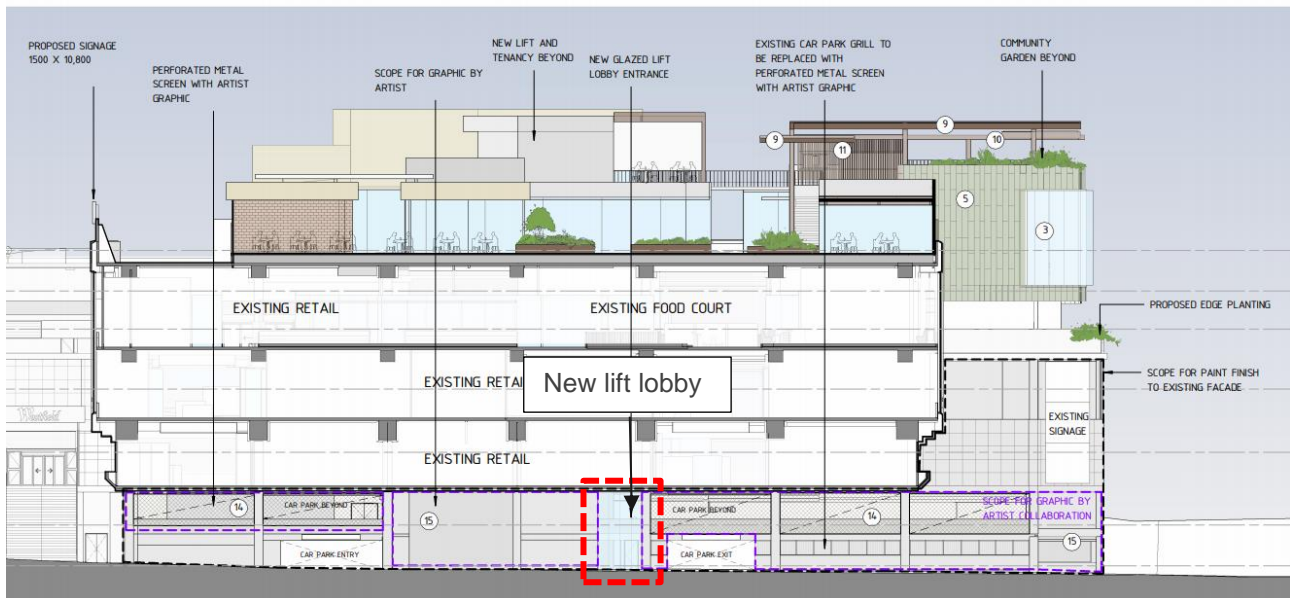


Source: Scentre Group

A new lift lobby is also proposed on Park Road through the extension of an existing internal passenger lift system. This new access will allow customers of the ELP (particularly those who are mobility impaired) to travel directly to Level 4 and Level 5 from street level.



Figure 12: Proposed lift lobby and façade upgrades to Park Street



Source: Scentre Group

#### 4.6.2. Vehicular Access

Car park access will be maintained from the existing access points on Park Road, Cross Street, The Avenue and Rose Street. No changes to existing vehicular access are proposed.

#### 4.6.3. Parking

Westfield Hurstville currently has a total of 2,746 car parking spaces. However, a separate DA was recently approved which resulted in the loss of 6 parking spaces (DA 21/09/2020). Based on this, the baseline (i.e. without the proposed development) parking supply is assumed to be 2,740 spaces.

It is proposed to demolish 69 parking spaces to accommodate the proposed expanded ELP, reducing the total parking provision on site to 2,671 spaces. A Traffic and Parking Report has been prepared by SLR Consulting and included at **Appendix N**.

#### 4.6.4. Service vehicle access and loading

The proposed ELP will utilise the existing Loading Dock 1 located at ground level on the corner of Cross Street for waste collection, deliveries and loading. Additional waste volumes generated through ELP operations are anticipated to modify existing collection arrangements as follows:

- Up to one additional garbage compactor collection undertaken per week.
- Up to two additional 660L recycling bins (i.e. up to 15 x 660L bins) serviced per collection.
- Up to one additional cardboard compactor collection undertaken per week.

In addition, a new food digester will be provided at Level P5 specifically in service of the ELP tenancies. The digester will have no impact on Loading Dock 1, given these units decompose organic matter into a product of just CO<sub>2</sub> and greywater. The existing waste drop off room at Level P5 will be repurposed as a digester storeroom, accessible by each of the ELP tenancies as required.

A Waste Management Plan has been prepared by WSP and included at **Appendix R**.

## 4.7. LIGHTING

It is proposed to integrate lighting into the landscape elements and carpark located within the proposed works zone. The following lighting zones are proposed:

- Driveway/lane lighting;
- Parking space lighting;
- Lighting for perimeter areas open to external; and
- Car park entry and exit lighting.

To avoid any disruption to the night sky, no light fitting will direct a light beam at any point in the sky. The detailed Lighting design will be documented to be fully compliant with the relevant Australian Standards.

## 4.8. SIGNAGE

This application seeks approval for the following signage zones:

- Northern elevation
  - 4000mm x 1300mm
- Eastern elevation
  - 3500mm x 2000mm
  - 2500mm x 3900mm
  - 7200mm x 800mm
- Southern elevation
  - 2600mm x 8500mm
  - 1500m x 10,800mm

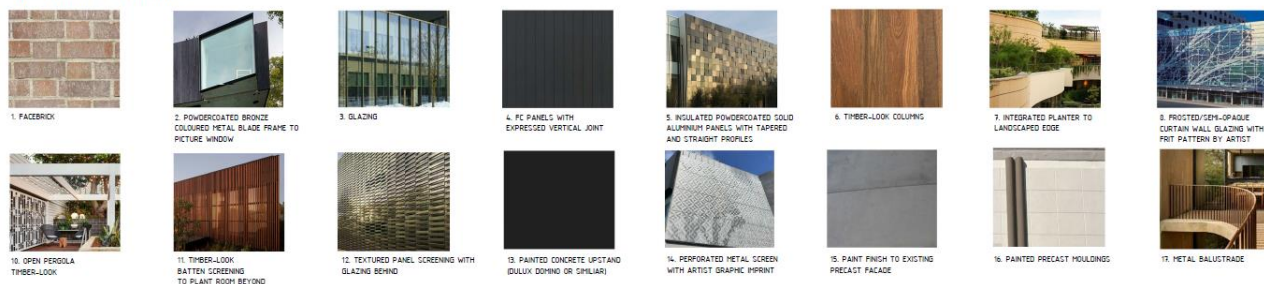
The above signage zones and dimensions are indicated on the elevations submitted within the Architectural Plans at **Appendix E**. The above signage zones will be for the purposes of business or building identification signage. The physical installation of the signage will be subject to separate development application.

## 4.9. MATERIALS AND FINISHES

A schedule of materials and finishes is included on elevations contained within the Architectural Plans provided at **Appendix E**. Materials include face brick, powder coated bronze colour metal blade framed windows, FC panels with expressed vertical joints, glazing insulated powder coated solid aluminium panels, timber-look columns, frosted/semi-opaque curtain wall glazing with frit pattern by artist, textured panel screening, painted concrete, perforated metal screening, metal balustrades and pre-cast mouldings. The colour palette is neutral comprising predominantly charcoal, bronze and timber tones.

Figure 13: Proposed Materials and Finishes

#### MATERIALS & FINISHES



Source: Scentre Group

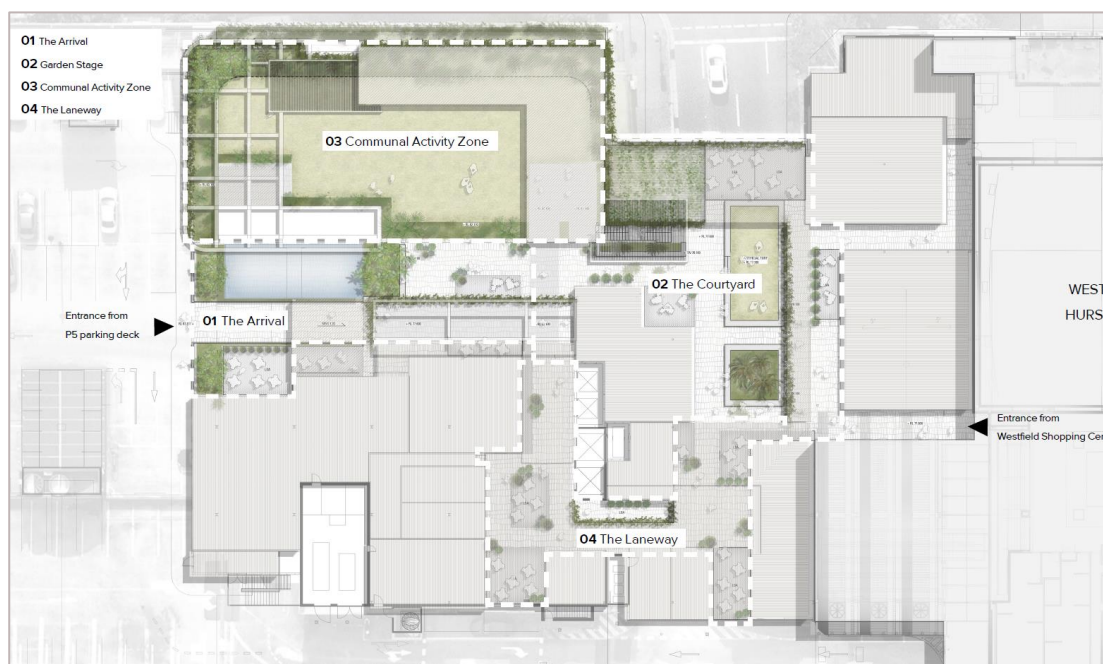
## 4.10. LANDSCAPING AND PUBLIC DOMAIN

A Landscape Design Report and detailed Landscape Plans have been prepared by Arcadia and included at **Appendix T**. The proposed landscape plan comprises four key zones including:

- 'The Arrival' – entry corridor connecting the ELP to the Level 4 carpark;
- 'The Courtyard' – central open space adjacent designed to promote gathering and family friendly enjoyment;
- 'Communal Activity Zone' – multi-functional green space which will have the ability to host a variety of seasonal events and activities such as markets, outdoor cinema, sport and fitness events.
- 'The Laneway' – landscaped laneway internal to the ELP.

Screening and weather protection are proposed throughout the outdoor dining areas to protect visitors and restaurant patrons from inclement weather. Integrated seating edges are also proposed along the perimeter of the 'community activity zone' to provide opportunities to sit and interact. Landscaping comprises a mix of green edges, green roofs, hanging gardens, artificial-turf and integrated planters along the perimeter of the rooftop terrace with soil depths ranging from 140mm to 1m.

Figure 14: Proposed Landscape Plan



Source: Arcadia

## 4.11. CONSTRUCTION

A Construction Quality and Environmental Management Plan has been prepared by Scentre Group and included at **Appendix Q**.

The following hours of work are proposed:

- Monday to Friday – 7am to 6pm
- Saturday – 8am to 1pm
- No work on Sundays or Public Holidays.

The redevelopment comprises two components being 'enabling works' and the 'main works.' It is expected that the project construction timeline for the works will be approximately nine months depending on weather and other factors such as impacts on existing tenants or access arrangements.

## 5. STATUTORY PLANNING ASSESSMENT

### 5.1. STATE ENVIRONMENTAL PLANNING POLICY

The following assessment has been structured in accordance with Section 4.15(1)(a) of the *Environmental Planning & Assessment Act 1979 (EP&A Act)*.

The proposed development has been assessed in accordance with the relevant state, regional and local planning policies, as follows:

- *The Greater Metropolitan Regional Environmental Plan (GMREP) No. 2 – Georges River Catchment*;
- *State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)*;
- *State Environmental Planning Policy No. 64 – Advertising and Signage*;
- *Hurstville Local Environmental plan 1994 (HLEP 1994)*; and,
- *Hurstville Development Control Plan 2013 No. 2 (Amendment 5) (HDCP 2012)*.

This SEE demonstrates that the proposed development is compliant with the relevant statutory planning policies and satisfies the objectives of the relevant provisions.

#### 5.1.1. The Greater Metropolitan Regional Environmental Plan (GMREP) No. 2 – Georges River Catchment

The site is located within the Georges River Catchment. Accordingly, the *Greater Metropolitan Regional Environmental Plan No. 2 – Georges River Catchment* applies to the proposal. The aim of the plan is to maintain and improve the water quality and river flows of the Georges River system by ensuring that the impacts of future land uses are considered in a regional context.

No additional hardstand areas are proposed on the ground area of the site and therefore there will be no increase to the total impervious area of the site. An assessment of stormwater and flooding impacts has been undertaken by Enstruct and included at **Appendix O**. The stormwater drainage from the proposed developments will be connected to the existing 150mm downpipes. Stormwater drainage will be modified to suit the new development and re-connect into the existing stormwater system installed in 2015.

#### 5.1.2. State Environmental Planning Policy (Infrastructure) 2007

*State Environmental Planning Policy (Infrastructure) 2007 (ISEPP)* applies to the whole State and seeks to facilitate the delivery of infrastructure across the State by improving regulatory certainty and efficiency. Schedule 3 of the ISEPP identifies development defined as ‘traffic generating.’

A Traffic and Parking Report has been prepared by SLR Consulting and included at **Appendix N**. Based on SLR’s review of Clause 104 and Schedule 3 of State Environmental Planning Policy (2007) and Schedule of Classified Roads Network, the proposed ELP expansion is not expected to require TfNSW (former RMS) concurrence. This determination has been made given the proposed development does not have access to and is not within 90m of a classified road (State Road) and the size of the proposed expansion does not trigger the criteria in Column 2 of Schedule 3.

#### 5.1.3. State Environmental Planning Policy No. 64 – Advertising and Signage

*State Environmental Planning Policy No 64 – Advertising and Signage (SEPP 64)* aims to ensure advertising and signage is compatible with the desired amenity and visual character of an area, provides effective communication in suitable locations and is of high-quality design and finish.

SEPP 64 applies to all signage, which can be displayed with or without development consent under an environmental planning instrument and is visible from any public place or public reserve. This DA seeks approval for six signage zones. Signage in these zones will be subject to a future detailed DA.

An assessment of the detailed signage plans will be undertaken against SEPP 64 Schedule 1 – Assessment Criteria.

## 5.2. HURSTVILLE LOCAL ENVIRONMENTAL PLAN 1994 (HLEP 1994)

The site is identified as a deferred matter from the HLEP 2012. The HLEP 1994 is therefore the applicable planning instrument for the site.

Further, the site remains a deferred matter from the *Draft Georges River Local Environmental Plan 2020* and therefore HLEP 1994 is the applicable local environmental plan.

### 5.2.1. Zoning, Permissibility and Objectives

Pursuant to the HLEP 1994, the site is zoned 3(b) City Centre Business.

Figure 15: Land Use zoning map (site depicted in red)



#### Permissibility

The 3(b) City Centre Business zone permits all development with consent, where that development is not expressly included in item 1 or 3:

##### 1 Without development consent

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

##### 2 Only with development consent

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

##### 3 Prohibited

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

**Assessment:** The proposed development includes the following two land uses:

- Food and drink premise; and
- Recreation facility.



Figure 16: Location of the proposed recreation facility (Retail Level 4)



Source: Scentre Group

It is noted that a minor portion of the recreation facility (approximately 10%) includes 'arcade games' and whilst commonly defined as an amusement centre, collectively, the proposed works are properly characterised as a 'recreation facility.'

Under the HLEP 1994, a recreation facility and amusement centre is defined as:

**recreation facility** means a building or place used exclusively for a sporting activity, or exercise or for a leisure activity, whether operated for the purpose of gain or not, but does not include a building or place elsewhere defined in this clause.

**amusement centre** means a building or place used, or adapted for use, for the operation, playing or viewing of—

- (a) billiards, pool or other like games (whether or not by use of coin operated tables or equipment), but only if tables or equipment for more than 3 such games is installed in the building or place, or
- (b) electrically or mechanically operated amusement devices, such as pinball machines and the like, but only if more than 3 such machines are installed in the building or place, or
- (c) electronic appliances which are controlled or partly computer controlled and associated with one or more electronic screens operated by one or more players for amusement or recreation, but only if more than 3 such appliances are installed in the building or place,

*but does not include a building or place used for the primary purpose of providing general computer office and associated internet services and facilities.*

As illustrated on the concept fit out plan (**Appendix D**), in addition to the minor area allocated for arcade games, the proposed tenancy includes the following leisure based activities:

- Bowling alley
- Dodgem track
- Climbing feature
- Bar area, function rooms
- Back of house

These uses form the dominant purpose of the tenancy. The 'amusement centre,' which comprises approximately 10% of the entire tenancy, is subordinate and ancillary to the overarching use of the tenancy as a 'recreation facility.'

As outlined in the legal advice prepared by Minter Ellison and submitted at **Appendix C**, there are numerous court cases which have considered the dominant and ancillary uses and the relevant principles have been established in relation to this. It has been determined, having regard to the relevant planning principles, that the amusement centre is subordinate and ancillary as the 'recreation facility' as it will be the subject of a single tenancy, the whole of use will be operated and used by patrons as a single development and the area relative to the amusement centre is approximately 10% and therefore considered minor.

## Objectives

The objectives of the 3(b) City Centre Business zone are as follows:

- a. *to designate sufficient areas of land to meet the projected needs of the Hurstville Town Centre as a multi-functional regional centre;*
- b. *to facilitate development of land within the Hurstville Town Centre for commercial, retail, residential and community purposes;*
- c. *to provide a single business zone for the Hurstville Town Centre as a subregional centre;*
- d. *to facilitate the implementation of a development control plan for the Hurstville Town Centre:*
  - (i) *by introducing appropriate floor space ratio controls,*
  - (ii) *by encouraging an economically viable retail core which is centrally located and in close proximity to public transport,*
  - (iii) *by enhancing employment opportunities and to service the needs of the local and regional community,*
  - (iv) *by encouraging and facilitating the use of public transport;*
  - (v) *by providing and enhancing pedestrian and public open space areas for shoppers and workers,*
  - (vi) *by maintaining and improving the environmental and aesthetic quality of the Hurstville Town Centre and its surrounds,*
  - (vii) *by ensuring adequate and accessible off-street car parking, and*
- e. *to improve traffic flow in and around the Hurstville Town Centre.*

**Assessment:** The proposal is consistent with the objectives of the 3(b) City Centre Business Zone as:

- The proposal will strengthen Hurstville Town Centre as a multi-regional centre by expanding and diversifying the existing food, beverage, entertainment and leisure offering. The ELP precinct has the ability to be the only aggregation of restaurants and entertainment uses in South Sydney;
- The proposal retains the existing retail land use and provides a mix of food, beverage and recreational land uses including restaurants, food stalls and an indoor recreation space;
- The proposal will provide additional tenancies which will create additional employment opportunities in the Hurstville City Centre;
- The proposal will further support the use of public transport given its proximity to Hurstville Train Station and bus interchange;



- The proposal will enhance pedestrian connections and accessibility to the ELP through wayfinding signage and refurbishment of the existing pedestrian link along the northern edge of the site;
- The proposal will enhance the environmental and aesthetic quality of the City Centre by refurbishing the northern façade of the ELP fronting Cross Street and improve street activation through the introduction of public artwork into the most prominent façade at street level.
- The proposal does not seek to change existing vehicular access to and from the site nor increase on-site parking. As discussed in the Traffic and Parking Report include at **Appendix N**, the change in traffic flows is negligible.

### 5.2.2. Clause 21 – Roads

Clause 21 of HLEP 1994 states:

- (1) A person may, with the consent of the council, carry out development on any part of a public road, or any other land shown uncoloured on the map, for any purpose which is permissible on land adjoining that road.*
- (2) Despite subclause (1), development of the land referred to in that subclause for the purposes of a public utility undertaking, or by the Roads and Traffic Authority for arterial road purposes, may be carried out without the consent of the council.*
- (3) Where any land shown uncoloured on the map is not under the ownership of the council, the owner of that land may, by notice in writing, require the council to acquire the land.*
- (4) On receipt of a notice referred to in subclause (3), the council shall acquire the land, unless the land might reasonably be required to be dedicated for public roads.*
- (5) The council may grant consent required by subclause (1), in respect of and which it does not own, only after it has considered—*
  - (a) the effects of the proposed development on the costs of acquisition,*
  - (b) the imminence of acquisition, and*
  - (c) the costs associated with the reinstatement of the land for the purpose for which it is to be acquired.*

**Assessment:** The Westfield Hurstville shopping centre extends across Park Road with an enclosed 'air bridge' connecting the eastern portion of the shopping centre to the west.

This portion of the site is shown as 'uncoloured' on the land use zoning map, and effectively is identified as unzoned land. In accordance with clause 21(1), development may be carried out, with the consent of council, for works that would otherwise be permissible on land adjoining the unzoned land.

The proposed ELP is permissible within the 3(b) zone. Council have reviewed the architectural plans and associated documentation prior to lodgement and have provided landowners consent for carrying out works within the airspace stratum.

### 5.2.3. Clause 13 - Floor Space Ratio

**Assessment:** The site is located within Zone No 3(b). This zone is not listed under Clause 13 of the HLEP 1994 and therefore the floor space ratio is subject to assessment under the relevant provisions of the DCP. Refer to Section 6.2 for further discussion.

### 5.2.4. Clause 15A - Building Height

**Assessment:** The site is located within Zone No 3(b). This zone is not listed under Clause 15A of the HLEP 1994 and therefore the building height is subject to assessment under the relevant provisions of the DCP. Refer to **Section 6.1** for further discussion.

### 5.2.5. Heritage

The site is not identified as a heritage item, however, is in the vicinity of a number of heritage items listed in Schedule 5 of the HLEP 2012. These items include:

- I118 – *Victory House*, 8 Crofts Avenue, Hurstville
- I162 - *Hurstville City Uniting Church*, 20-22 The Avenue, Hurstville
- I161 – *Lorne*, 18 The Avenue, Hurstville

None of the above heritage items have a direct interface with the ELP and the proposed development is considered to have no adverse impact on the heritage significance of the heritage listed properties in the vicinity.

Figure 17: Surrounding Heritage



Source: HLEP 2012

### 5.3. DRAFT ENVIRONMENTAL PLANNING INSTRUMENTS

No draft environmental planning instruments apply to the site. The site retains its “deferred matter” status under *Draft Georges River Local Environmental Plan 2020*.

### 5.4. HURSTVILLE DEVELOPMENT CONTROL PLAN 2013 NO. 2 (AMENDMENT 5) (HDCP 2012)

The relevant controls of Hurstville Development Control Plan 2013 No. 2 (**HDCP 2012**) are addressed in the Table of Compliance included at **Appendix U**. Key issues are discussed in Section 6 below.

## 6. KEY PLANNING CONSIDERATIONS

### 6.1. BUILDING HEIGHT

The HDCP 2012 identifies a maximum building height of 19m for the site. The existing shopping centre has variable building heights across the site, with a maximum height of 35.7m (RL 91.7) measured to the top of the existing cinema complex.

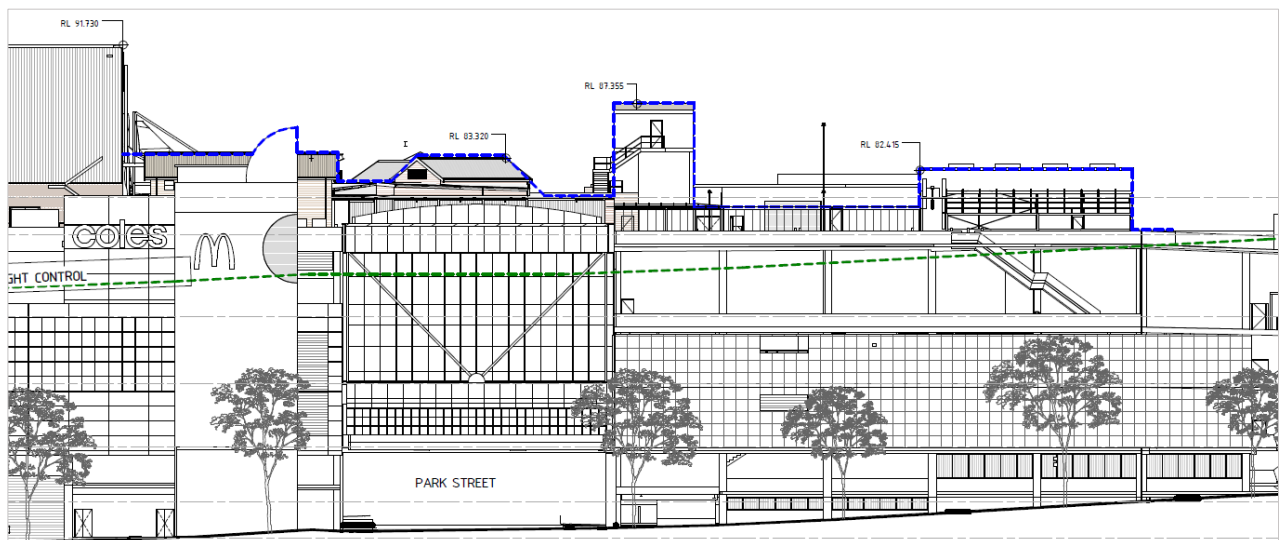
As identified in Figure 18 below, the existing ELP is constructed to a maximum height of 27.65m (RL83.32), being that portion located above Park Street. The existing stairs, lift core and plant, located to the south of Park Street, extend to a maximum height of 31.61m (RL87.35) and 25.62m (RL82.41), respectively.

The proposed ELP consist of various building forms, some of which are substantially set back from the any street frontage. In summary, the development proposes building heights as follows:

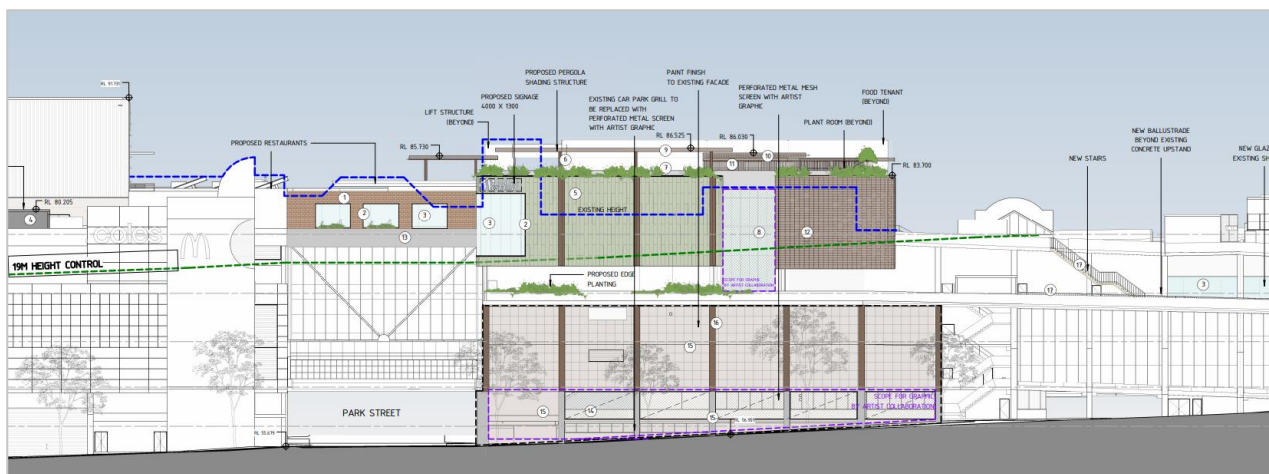
Table 3: Proposed building heights

Component	Proposed height	Extent of variation
Park Road restaurant (R03)	26.79m / RL82.43	7.79m
community green space	27.96m / RL83.7	8.96m
Pergola atop green space	29.64m / RL86.43	10.64m
Anchor tenant (R05)	31.27m / RL87.27	12.27m
Lift core	30.71m / RL86.45	11.71m

Figure 18: Existing and Proposed Development as viewed from Cross Street (Northern Elevation)



Picture 12 Existing Development



Picture 13 Proposed Development

Source: Scentre Group

As illustrated in Figure 18 above, the proposed built form along the Cross Street frontage is not dissimilar in height to the existing ELP and therefore the extent of variation and building bulk is generally contained within the height datum which presently exists along this frontage, albeit extended further south. The dotted blue line illustrated on Figure 13 reflects existing built form.

The greatest height exceedance is associated with the new lift core and anchor tenant, which is set back approximately 32-33m from the street frontage and obscured by the built form in front of it.

Importantly, within the context of the site, the proposed height is of a modest scale compared to the surrounding constructed and approved building forms.

#### Identify the general and/or specific objectives of that control

An assessment against the objectives of the height of buildings control as contained within the HDCP 2012 is outlined in Table 4.

Table 4 Consistency of proposal with objectives of height control

Objective	Response
(a) To establish maximum building heights that achieves appropriate urban form consistent with major centre status of the Hurstville City Centre.	<p>The proposed building height is consistent with the height of the existing ELP (31.35m) and cinema (35.7m). The proposed height will not be out of character with the height of the existing shopping centre and adjoining development along Cross Street where height controls vary from 19m to 60m. The proposal is well below this.</p> <p>The site to the north at 6-8 Cross Street has approval for a building height of 39.35m, which is 9.35m above the 30m height limit for the site. Accordingly, the proposal allows for an appropriate transition in built form.</p> <p>The HDCP 2012 also provides relevant and significant strategic commentary about the growth and development of Hurstville City Centre. HDCP 2012 identifies the site as being located within the 'Town Centre North' precinct, which <i>"has the potential to become a thriving, mixed use, medium to high density precinct."</i> The proposed building height is commensurate with the existing built form and consistent with</p>

Objective	Response
	the desired future character of Hurstville City Centre which envisages medium to high density development.
(b) To facilitate an appropriate transition between the existing character of areas or localities that are not undergoing and are not likely to undergo a substantial transformation.	<p>As noted in HDCP 2012, the site is located in the Town Centre City North which <i>“has experienced a rapid transition from single storey detached dwellings and low rise public buildings to medium and high density residential and commercial development.”</i></p> <p>Whilst the proposal does not seek to increase the height of the existing ELP and is situated 4.43m below the maximum height of the closest façade of the existing cinema, the proposed rooftop additions provide an appropriate transition to the existing shopping centre and adjoining development, which ranges in heights from 19m to 60m. There are also a number of sites in the vicinity of the subject development, notably 6-8 Cross Street to the north and 282 Forest Road to the west, which are currently undergoing change and being redeveloped with building heights ranging between 39m and 60m.</p>
(c) To minimise the adverse impact of development on heritage items.	The site does not contain a heritage item and is not located within a heritage conservation area. The proposed built form is well separated from heritage items located along The Avenue. The additional height is only visible from Cross Street and does not form a direct interface with any items of heritage significance.
(d) To minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain.	<p>Any impacts associated with the additional height are acceptable given the minimal overshadowing and community benefit delivered through the revitalisation of the existing ELP and delivery of a publicly accessible communal rooftop green space, which can be hired for a range of community purposes.</p> <p>The impacts of additional height have been appropriately managed through the provision of appropriate street frontage heights and site orientation (north to south) to minimise overshadowing. As shown in the submitted overshadowing diagrams (<b>Appendix E</b>), the additional overshadowing impact resulting from the ELP is limited and occurs only over the roadway or within the site, which are not subject to solar access requirements. Accordingly, the additional height does not have any adverse impacts or inhibit the use or enjoyment of adjoining properties and public domain.</p> <p>Conversely, the proposed development significantly improves the outlook from the adjoining properties to the north, across the site. The proposal seeks to demolish, relocate and enclose the existing rooftop plant and provides for a significantly enhanced outlook through the provision of façade upgrade</p>

Objective	Response
	<p>works, landscape and light weight pergola structures, which replace sightly portions of plant and car park.</p> <p>The submitted montages at <b>Appendix E</b>, illustrated the significant site improvements, when viewed from the northern residential apartments.</p>

**Demonstrate why compliance with the provisions of this DCP is unreasonable or unnecessary in the particular circumstances of the case.**

Strict compliance with the maximum height of building control is considered unreasonable and unnecessary in the circumstance of the site and the proposed development as:

- The building envelope controls set out in the DCP were applied to the site some 26 years ago and do not reflect the existing built form, resulting in direct non-compliances with the controls. It is evident by the current built form that Council has previously supported variation to the DCP controls which apply to the site, allowing Westfield to evolve over time, with the surrounding context and continue to provide employment floor space and entertainment facilities to cater for the demands generated by the local community.
- The flexible approach to the application of DCP controls is evident by Council granted consent under DA 2014/0867, which approved a building height of 35.7m, greater than what is currently proposed (26.79m-31.27m).
- A strictly compliant building height would defeat Objective (a) of the height of buildings standard which seeks to *'establish maximum building heights that achieves appropriate urban form consistent with major centre status of the Hurstville City Centre.'*
- The DCP notes that the height limit on the site is to *"remain as in the current development until such time as building envelopes are designed by Council with input from Westfield, related to a specific brief."* The proposal maintains the status quo by not exceeding the maximum height limit currently built on site.
- Council, during the preparation of the Planning Proposal for the GRLEP 2020 noted that whilst the current building height control is 19m, this would not preclude the applicant from expanding the existing ELP, in line with that proposed as part of this applicant.
- The above demonstrates that strict compliance with the controls is unreasonable in the particular circumstance of the case as:
  - the controls do not reflect the current built form of this long established land use;
  - the controls have been flexibly applied by Council through the granting of various development controls;
  - the controls are outdated and Council acknowledges a need to work with the applicant to formulate new controls;
  - strict compliance with the numerical requirements of the DCP would preclude the Scentre Group from delivering additional employment floor space that directly service the immediate community, including the provision of community and leisure based activities. This is consistent with the vision for the Hurstville City Centre which is identified as a strategic centre within the South District Plan which will play an important role in providing employment and entertainment opportunities for the area.
  - Accordingly, strict compliance with the height control would prevent Westfield Hurstville from contributing to achieving this vision.
- In terms of a merit based assessment:
  - the additional height does not result in overshadowing to adjoining residential buildings or areas of public open space.

- The visual impacts associated with the additional height are considered negligible in the context of the Hurstville City Centre where tall tower-like buildings are emerging in the streetscape.
- The proposed works has been appropriately articulated and treated to break down the overall massing and assist in presenting an acceptable interface with the residential building to the north and low-density development to the east.
- Sites within the immediate vicinity of the site range from 19m to 60m, increasing towards the rail line. The proposed height of 26.79m-31.27m is considered in keeping with the existing and emerging streetscape character.
- The site to the north at 6-8 & 10 Cross Street (Club Central) was approved with a building height of 39.35m (9.35m above the 30m height control) (DA 2017/0040). The proposed development will sit below the adjoining Club Central building opposite the site and as such will not appear overly bulky when viewed from Cross Street.
- The areas of the greatest exceedance are set back from Cross Street and located centrally within the room form and as such the perceived bulk is minimal.

Taking into account the above and the particular circumstances of this development it is neither, reasonable nor necessary to require compliance with the height of building development standard.

## 6.2. FLOOR SPACE RATIO

The HDCP 2012 sets a maximum floor space ratio (FSR) of 2:1, equating to a permissible FSR of 64,670sqm.

The existing shopping centre has a total approved GFA of 77,280sqm (2.38:1) and exceeds the FSR control by 19.4%.

The proposal seeks to increase the GFA by 2,374sqm (FSR 0.073:1 or 3%), equating to a total GFA of 79,654sqm (2.46:1).

This will result in an overall exceedance of the existing FSR control by 0.46:1 or 23.1%.

### Identify the general and/or specific objectives of that control

The HDCP 2012 outlines objectives for the FSR control. The consistency of the proposed development with the objectives of the FSR control are outlined in Table 5.

Table 5 Consistency of proposal with objectives of FSR control

Objectives	Applicant Response
(a) To establish maximum floor space ratios that ensure the bulk and scale of development is compatible with the major centre status of the Hurstville City Centre.	The proposed additional FSR of 0.073:1 supports the delivery of additional employment floor space and the introduction of an entertainment and leisure precinct which aligns with the emerging character of the Hurstville Centre. The proposed FSR is contained within a building envelope that is of a bulk and scale that is compatible with the surrounding character and importantly, allows the centre to contribute to Hurstville's vision as a major centre.
(b) To facilitate an appropriate transition between the existing character of areas or localities that are not undergoing and are not likely to undergo a substantial transformation.	The site is located in Hurstville City Centre which is undergoing substantial transformation, as evident by the construction of development within the immediate vicinity of the site. FSR's range from 4:1 to 9:1 in the vicinity of the site. The proposed FSR is contained within an envelope that is modest in comparison to the developments that are existing and emerging to the site's north and south west.

Objectives	Applicant Response
(c) To minimise the adverse impact of development on heritage items.	The site does not contain a heritage item and is not located within a heritage conservation area. The site is separated from heritage items by other existing building forms.
(d) To minimise adverse environmental effects on the use or enjoyment of adjoining properties and the public domain	As discussed above, the additional overshadowing impact resulting from the proposed works is limited and occurs only over the roadway or within the site which are not subject to solar access requirements.

**Demonstrate why compliance with the provisions of this DCP is unreasonable or unnecessary in the particular circumstances of the case.**

- As stated above, the building envelope controls set out in the DCP were applied to the site some 26 years ago and do not reflect the existing built form, resulting in direct non-compliances with the controls. It is evident by the current built form that council acknowledges this and has flexibly applied the controls which apply to the site, allowing Westfield to evolve over time, with the surrounding context and continue to provide employment floor space and entertainment facilities to support the growth of the community.
- Importantly, the principle purpose of a DCP is to provide guidance for the carry out of development in such a way that it achieves the objectives of the zone.  
  
Section 4.15 (3A)(b) of the Act states that, where a development does not comply with the DCP standards, the consent authority is to *“be flexible in applying those provisions and allow reasonable alternative solutions that achieve the objects of those standards for dealing with that aspect of the development.”*
- Given the specific circumstances of the site and the proposed development, any assessment of the proposed works should be based on a merit assessment.
- In terms of a merit based assessment, the proposed additional FSR:
  - is set back from the street frontage and sits within the existing building footprint.
  - is consistent with the evolving nature of Hurstville City Centre whereby FSR’s range from 2.5:1 to 9:1.
  - is consistent with the existing and emerging character of the area which is undergoing a period of urban renewal. There are a number of planned, approved and recently constructed developments with FSR’s exceeding 2:1.
  - will enable Westfield Hurstville to cater for future market growth. The proposed ELP expansion is integral in addressing the future growth in market demand and will serve a significant role in catering to the retail, recreational and entertainment needs of Hurstville’s growing population.
  - will enable the expansion of the existing ELP to diversify the food and beverage experience that underpins the overall vibrancy and appeal of the City Centre, that would otherwise not be achievable if the GFA is not increased.
  - will support new developments in the City Centre, including new residential and office buildings, which will increase the demand for food & beverage retailing and entertainment uses in the City Centre.
  - will deliver significant employment benefits through the creation of 114 operational jobs associated with the additional GFA.
  - will further entrench the Hurstville City Centre’s position as a major dining and entertainment destination and protect its position from competitive developments that would otherwise divert activity from the Centre.



- the additional GFA will enable the creation of a true destination for customers, expanding the function of the existing centre to service the broader needs of the community.

Taking into account the above and the particular circumstances of this development it is neither, reasonable nor necessary to require compliance with the floor space ratio development standard.

### 6.3. BUILT FORM AND URBAN DESIGN

The design rationale for the development is described in detail in the Architectural Design Statement prepared by Scentre Group and provided at **Appendix G**. The proposal seeks to improve the experience of the existing ELP by expanding the offering of entertainment, leisure and dining facilities and enhance the overall streetscape appearance of the ELP when viewed from the public domain. Key elements of the proposed built form and urban design include:

- The proposed works have sought to integrate the new built form into the existing shopping centre whilst maintaining a distinct identity between the 'new' and the 'old.'
- As per Council's comments, Scentre Group have sought to extend the façade upgrades to the ground plane, for both the Cross Street and Park Road frontages, as well as improvements to the northern pedestrian accessway adjoining Cross Street.
- As per Council's comments, rather than inserting a mass placed 'on top' of the existing centre below, the proposed façade works have been extended to the ground plane along Cross Street to ensure the proposed alterations integrate with the existing built form and enable the extension to blend into the whole composition.
- The original pre-DA scheme proposed a rooftop extension with nil setback to the street edge. Whilst there is no DCP setback provision to the street boundary and the majority of development along Cross Street is constructed to the boundary, the proposed extension has been setback 2m from the boundary to reduce the perceived bulk of the proposal from the public domain and improve the streetscape presentation.
- As noted in the pre-DA minutes, the existing centre has a poor facade presentation and fragmented massing due to various alterations and additions over time. The proposal does not seek to replicate the existing built form and materials but rather introduce new and contemporary elements that will integrate with both the existing shopping centre and future works.
- In response to comments regarding horizontality and integration, the proposed design has sought to introduce vertical elements that align with the existing column features below. This adds a new layer of texture to the façade, improves integration and reduces the sense of horizontality.
- The proposed façade upgrades are contemporary in nature and provide a distinct identity at the intersection of Cross Street and Park Road.
- The contemporary mix of materials and finishes provide visual interest and further reduce the building mass.

As demonstrated in the accompanying Architectural Design Plans and Architectural Design Statement included at **Appendix C** and **Appendix E** the streetscape will benefit from the proposal as the ELP adopts a high-quality and well-resolved design that will enhance the appearance of the shopping centre when viewed from the public domain.

### 6.4. PUBLIC DOMAIN

The proposed alterations and additions are predominantly located at the roof top level and therefore, no works are proposed within the public domain. Notwithstanding, as discussed with Council, Scentre Group seeks to undertake façade improvement works including:

- Dedicating public art zones along the northern façade and eastern façade of Park Road, to be designed and developed in collaboration with council and a local artist.
- Repaint the existing façade, below the proposed 'work zones.'
- Providing landscaped planter boxes at the upper levels to reduce the harshness of the existing built form.

- Introducing a new lift lobby on Park Road and replacing the blank façade to the north-west facing retail tenancies with clear glazing.
- Introducing a prominent corner building on the corner of Park Road and Cross Street that will serve as an anchor and focal point for the ELP.

Accordingly, the proposal is considered to significantly improve the existing streetscape and public domain and contribute to the revitalisation of Hurstville City Centre.

## 6.5. OVERSHADOWING

Shadow diagrams have been prepared by Scentre Group and included at **Appendix E**. The shadow diagrams compare the shadow impacts of the proposed development with the existing development between 9am and 3pm at winter solstice (21 June).

At 9am, additional shadow is cast over the western portion of the carpark, directly adjoining the ELP. The majority of the carpark is already in shade at this time.

Between 11am and 3pm, additional shadow is cast over the Level 6 carpark, with some additional shadow falling across the ELP and community green space.

Given the orientation of the site, no additional shadow is cast over neighbouring properties or the public domain. All shadow is confined to within the boundaries of the site.

## 6.6. VIEW IMPACTS

The proposed alterations and additions are considered to visually enhance the streetscape presentation of the site when viewed from Cross Street and surrounding streets. A View Impact Study has been prepared by Scentre Group and included at **Appendix M**. The View Impact Study considers potential view impacts from surrounding sites and public domain areas. View impacts from the following locations have been considered:

- Views from the pedestrian bridge;
- Views from the Hurstville Plaza;
- Street views along the northern footpath of Cross Street; and
- Street views along the eastern footpath of Park Road and at the junction of Park Road and Woodville Street;
- Views from units in the building located at Nos. 25-35 Park Road (units above Level 5).

As evident in the viewpoints below, the development will contribute positively to the local visual environment. The proposed rooftop expansion will have an acceptable impact on the visual character of the site when viewed from a range of vantage points from surrounding sites and public domain due to improvements to the visual appearance of the existing ELP, additional greenery, building articulation and public art. Due to its elevated position on a relatively narrow street, the façade will most typically be viewed from a distance and at acute angles. The additional landscaping introduced along the streetwall, introduction of public art on the Cross Street façade, contemporary mix of materials and column articulation will help break down the perception of bulk and scale and enhance the visual appearance of the ELP when viewed from the public domain and adjoining properties.

When viewed from Hurstville Plaza, the pedestrian bridge and street views along the eastern footpath of Park Road and at the junction of Park Road and Woodville Street, the proposal presents as an integrated element of the existing shopping centre, softened by the green overhang and landscaped roof terrace. Visually, the proposed green overhangs complement the existing planters located along the northern boundary of the stairs adjacent the bus interchange (see Picture 14). When viewed from Cross Street, the proposal significantly improves the streetscape presentation by replacing the existing car park 'grill' with a perforated metal screen and artist graphic. In summary, the proposal is considered suitable for its locality with respect to changes to the local visual environment.

Figure 19: View points from surrounding sites and public domain



Picture 14 Pedestrian viewpoint from the pedestrian bridge



Picture 15 Views from the Hurstville Plaza



Picture 16 Street views along the northern footpath of Cross Street



Picture 17 Street views along the eastern footpath of Park Road and at the junction of Park Road and Woodville Street

Source: Scentre Group

### Views from units in the building located at Nos. 25-35 Park Road (units above Level 5)

No. 25-35 Park Road is located directly to the north of the ELP and contains a multi-storey residential flat building above a three-storey commercial podium. Viewpoints have been taken from Level 6, 7, 8 and 10 of the adjoining residential building, overlooking the proposed ELP.

Apartments on Level 6 and Level 7 currently overlook the rooftop carpark and plantroom. Upon completion of the proposed development, these apartments will overlook the northern façade of the rooftop terrace which comprises a mix of contemporary materials including aluminium panels and textured panel screening softened by landscaped edges.

Apartments on Level 8 and 10 currently enjoy district views of the City skyline. There will be no loss of significant views upon completion of the development. Instead of overlooking the existing car park, these apartments will have views over the green outdoor roof terrace.

A comprehensive landscape plan has been prepared by Arcadia and included at **Appendix T**. It is proposed to embellish this space with artificial turf accent planting and cascading overhead planting. The proposed view is considered a significant improvement to the existing hardstand parking area.

## 6.7. ACCESS AND WAYFINDING

Scentre Group have undertaken an assessment which considers the existing and proposed wayfinding provision servicing the ELP (refer to Access and Wayfinding Plans included at **Appendix J**).

SLR Consulting have also reviewed the pedestrian wayfinding system for customers accessing the centre via the surrounding footpath network. There are two main nearby transport hubs which most people use to get to the ELP. These include:

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STATEMENT OF ENVIRONMENTAL EFFECTS - WESTFIELD HURSTVILLE - FINAL

- Hurstville Train Station, through the public plaza on Crofts Avenue or arcade on Forest Road.
- Hurstville Bus Interchange, through Woodville Street and Crofts Avenue.

SLR undertook a site inspection and identified there is no pre-existing wayfinding signage for Westfield Hurstville in the area. A number of additional wayfinding signs are recommended which direct people to the ELP within Hurstville Shopping Centre from key destination points including the bus interchange, Hurstville Train Station and Hurstville Plaza.

Figure 20 illustrates the routes which may benefit from increased wayfinding to Westfield Hurstville from these transport hubs. These routes are located within Council-controlled road verges and therefore it is recommended that Council, Scentre Group and a wayfinding consultant engage in further consultation to ensure that appropriate signage can be provided.

A new accessway is proposed to the ELP via the existing pedestrian link along the northern boundary of the site, adjoining the childcare centre. This accessway is currently secured and not open to the general public. It is proposed to open up this accessway between the hours of 6am and midnight to allow pedestrians to safely access the ELP when approaching from the pedestrian bridge along Crofts Avenue. This minimises conflicts between vehicular and pedestrian movement and improves the arrival experience of the ELP. It is proposed to install new glazing to the north-west retail tenancies which opens up this façade and promotes awareness of the additional food, beverage and leisure offering within the centre.

An additional access point is also proposed via a new lift lobby on Park Road, providing accessible and direct access from street level to the ELP. Whilst patrons will still be able to access the ELP via the Level 5 carpark, a new entrance is proposed to improve the arrival experience of the ELP. This entrance will feature accent planting and a feature tree before opening up to the alfresco dining area.

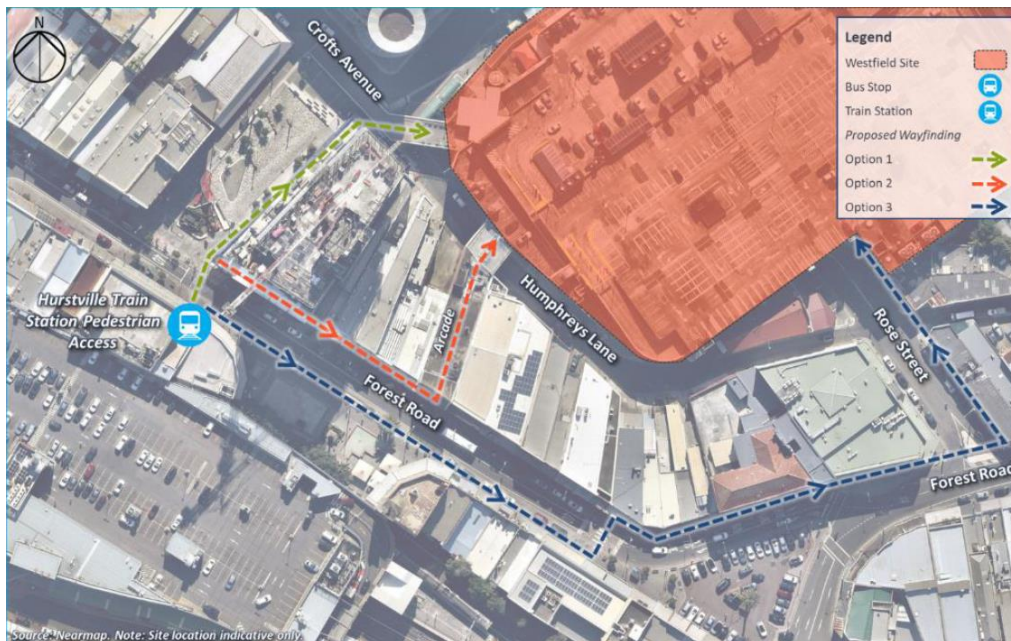
As discussed above, the proposal has sought to explore opportunities to open up and reconfigure the centre to improve legibility, wayfinding and universal accessibility.

Figure 20: Wayfinding opportunities



Picture 18 Wayfinding signage from bus interchange





Picture 19 Wayfinding signage from Hurstville Train Station

Source: SLR Consulting

## 6.8. LANDSCAPING

A Landscape Design Report has been prepared by Arcadia and submitted at **Appendix T**. Consideration has been given to the local context, in particular streetscape character, microclimate, and nearby sensitive land uses.

The vision for the proposed landscaping and rooftop community green space is to create an escape from the hustle and bustle of Hurstville's commercial centre and provide visitors with a sanctuary that reflects a calm sophistication in its materiality and structure. Specifically, the proposed landscape strategy seeks to:

- Provide an elevated oasis within Hurstville City Centre;
- Create a space that priorities human interaction, safety and enjoyment to provide for Hurstville's diverse community;
- Ensure that safety is observed throughout the site, including refuge from the elements and provision of parent/child friendly areas;
- Create a dynamic set of spaces that change throughout the day and seasons to offer a diversity of activities that meets the needs of the community;
- Stimulate the senses through form, texture, sound, and smell; and
- Create a space that people will want to return to.

The proposed landscape master plan comprises four key zones including:

- 'The Arrival' – entry corridor from the Level P5 carpark;
- 'The Courtyard' – central open space along the eastern edge of the ELP, designed to promote gathering and family friendly enjoyment;
- 'Communal Activity Zone' – multi-functional green space which will have the ability to host a variety of seasonal events and activities such as markets, outdoor cinema, sport and fitness events; and,
- 'The Laneway' – landscaped "eat street."

Screening and weather protection is proposed throughout the outdoor dining areas to protect visitors and restaurant patrons from inclement weather. Integrated seating edges are also proposed along the perimeter of the 'community activity zone' to provide opportunities to sit and interact.

Landscaping comprises a mix of green edges, green roofs, hanging gardens, astro-turf and integrated planters along the perimeter of the rooftop terrace with soil depths ranging from 140mm to 1m.

The landscaping along the edges of the building facing Cross Street will be accessible and maintained by landscape contractors. Access to these zones is available from the existing centre.

## 6.9. TRAFFIC AND PARKING

A Traffic and Parking Report has been prepared by SLR Consulting and included at **Appendix N**. The report assesses the proposed parking demand and associated traffic implications of the expanded ELP and responds to a number of traffic matters raised at the Pre-DA meeting on 2<sup>nd</sup> July 2020.

SLR undertook a site inspection on Saturday 29/08/2020 between 2:00pm and 5:00pm to observe the traffic and transport matters raised by Council. A list of these concerns and SLR's recommendations to address them are provided in the Traffic and Parking Report (**Appendix N**).

### Parking

Westfield Hurstville currently has a total of 2,746 car parking spaces. However, a separate DA was recently approved which resulted in the loss of 6 parking spaces (DA 21/09/2020). Based on this, the baseline (i.e. without the proposed development) parking supply is assumed to be **2,740** spaces.

It is proposed to demolish 69 parking spaces to accommodate the proposed expanded ELP, reducing the total parking provision on site to 2,671 spaces.

### Traffic

Based on a review of *Guide to Traffic Generating Developments* by TfNSW, SLR have adopted 4.4 vehicle movements per hour per 100m<sup>2</sup> GFA, which is recommended for shopping centres with a GFA of 40,000m<sup>2</sup> to 70,000m<sup>2</sup>.

The proposed development will result in an approximate increase of one entry and one exit movement every minute across the peak hour, noting that this is a conservative estimate based on the following:

- The land uses proposed as a part of the ELP are likely to generate its highest traffic demand outside the peak hours of the surrounding road network.
- A portion of the customers of ELP is expected to be the existing customers of Westfield Hurstville.

Based on the conservative assumptions above and given there are six entries and five exits to the proposed development, it is expected that the traffic impacts are expected to be minimal and manageable.

### Summary

In summary:

- It is proposed to remove 69 car parking spaces. The proposed parking will still meet the minimum requirements of HDCP 2012– Amendment 5 as the current supply is well above the minimum.
- The proposed car parking and circulation are compliant with AS2890.1.
- The proposed development will result in an approximate increase of one entry and one exit movements every minute across the peak hour (137 vehicles per hour in the Saturday midday peak hour).
- There are six entries and five exits to the proposed development, it is expected that the ELP will have minimal and manageable traffic and congestion implications.
- Through the review of Hurstville City Centre Transport Management and Accessibility Plan (TMAP), it was understood that due to the existing capacity issues, Council is considering proposing minor line marking and lane configuration upgrades in the northern approach of The Avenue and Forest Road intersection. It is expected that these upgrades will be sufficient to mitigate the increased left-turn volumes (approximately 23 vehicles per hour) on The Avenue due to the proposed ELP.
- During a site inspection undertaken on Saturday 29/08/2020, it was observed that additional wayfinding suggestions could improve the accessibility for vehicles and pedestrians. It was noted that there are no

signs that can direct a pedestrian from Hurstville Station or Hurstville Bus Interchange to Westfield Hurstville. However, it was noted that the wayfinding signage for general traffic was sufficient.

## 6.10. NOISE

A Noise Impact Assessment has been prepared by WSP and included at **Appendix L**. Measurements of the prevailing noise conditions were undertaken to determine the applicable industrial noise limits as outlined in the NSW Noise Policy for Industry at nearby noise sensitive receivers. Acoustic assessment criteria have been determined based on the applicable NSW policies and Australian Standards.

This assessment considers the following noise emissions from the proposed development:

- Patron noise from the Level 4 and Level 5 LSA's proposed to be open to the environment;
- Amplified music noise in the outdoor areas;
- Patron and activity noise from the Level 5 Community Green Space;
- Noise from additional building services plant and the cooling tower relocation associated with the ELP;
- Noise from additional loading dock and waste pickup activities;
- Noise from additional road traffic;
- Noise from additional vehicle movements.

Potential noise impacts from the operation of the development have been assessed at the sensitive receiver locations identified in Figure 21.

Figure 21: Location map of identified nearest noise sensitive receivers in relation to the proposed redevelopment



Source: WSP

The residential receiver at 25 Park Road to the north of the site overlooks the ELP. Compliance with the noise criteria at the closest residential receiver has been assumed to also result in compliance at all other receiver locations.

Due to COVID-19 restrictions and social isolation laws in place at the time of the assessment, WSP measured noise levels of up to 5-8dB lower during the COVID-19 pandemic and social isolation in place, when compared to noise survey results conducted pre COVID-19.

Attended and unattended noise monitoring locations were conducted on the roof carpark level of the existing shopping centre. Unattended noise monitoring was conducted from Monday 18<sup>th</sup> May to Wednesday 27<sup>th</sup> May 2020.

In the absence of specific environmental noise emission criteria in the Hurstville Development Control Plan, consideration has been given to the project noise criteria specified in the existing DA conditions. It is noted that the NSW Industrial Noise Policy (INP) 2000 referenced in the DA conditions for the existing Centre has been superseded by the NSW Noise Policy for Industry 2017.

### **Building Services Plant**

As the proposed redevelopment is in the early design stages, detailed design of building services equipment has not been undertaken. Notwithstanding this, all additional external building services plant associated with the redevelopment will be assessed during the detailed design stages to ensure compliance with the applicable acoustic criteria as outlined above. The assessment will include typical day, evening and night-time operation and emergency operations. Where necessary, acoustic mitigation measures will be applied to the design. These may include:

- Attenuators and/or internally lined sections of duct;
- Quiet unit selection;
- Consideration to location of units;
- Timed systems; and,
- Acoustic barriers and/or acoustic louvres.

### **Loading Dock and Waste Collection**

Tenants will transfer waste from the tenancy bins directly to Loading Dock 1 which is located in the carpark on Ground Level and is shielded from The Avenue. The delivery and pickup locations are located in the carpark shielded from the noise sensitive receivers across The Avenue. Additional events due to the extension are only expected to increase the frequency of the delivery and pickup events. Noise emissions of the delivery and pickup activities are expected to remain the same for any 15-minute period.

Based on the assumption that current delivery and pickup events comply with the NSW NPfI project noise trigger levels outlined in Section 3.2.5 we expect that additional events will also comply.

### **Carpark vehicle movements**

A Traffic and Parking Report has been prepared by SLR Traffic and submitted at **Appendix N**. The report predicts the following existing and future vehicle movements into and out of the Westfield Carpark from the entrances along Cross Street, Park Road, Rose Street and The Avenue:

- 2778 during the Thursday and Friday afternoon peak hour; and,
- 3472 vehicle movements during the Saturday afternoon peak hour.

The predicted noise  $L_{eq}$  levels associated with vehicle movements on site from the existing shopping centre and the proposed ELP extension comply with the NSW NPfI project noise trigger levels at the nearest affected residential receiver for all assessment periods.

The potential for sleep disturbance from maximum noise level events in residential areas during the night-time period has also been considered. Car door slams may cause sleep awakening reactions to nearby residents however additional maximum noise level events due to the extension are only expected to increase in frequency not in overall level.

Based on the assumption that current maximum noise level events comply with the NSW NPfI sleep disturbance criteria, additional events will also comply and additional car park activities will not result in sleep awakening reactions.

### **Road Traffic Noise**

The Traffic and Parking assessment undertaken by SLR Consulting estimates a 4% increase of the combined vehicle entry and exit movements per hour due to the proposed extension. The assessment of additional noise from road traffic has therefore been based on a maximum increase of 4%.



Road traffic noise levels for the surrounding local road network including Cross Street, The Avenue, Park Road and Humphreys Lane is not expected to increase by more than 2 dB and therefore complies with the established NSW RNP requirements.

### Operational Noise

WSP have considered operational noise impacts from both patrons within the ELP and external rooftop terrace. The following assumptions have been made:

- Maximum number of 200 patrons evenly distributed across the level 5 outdoor terrace area with up to 40% of people talking with a raised voice at any time during a 15-minute period; (Note. Patron capacity does not account for social distancing and accordingly has considered the 'worst-case' scenario).
- Outdoor areas not being occupied after midnight and expect occupancy of the outdoor areas to drop during the night time period;
- No significant noise impact is expected from quiet activities such as (but not limited to) yoga, reading or relaxation; and,
- Noisy activities such as children's playground and recreational activities to not exceed 85 dBA Leq at 1m distance.

An assessment of patron and recreational activity noise emissions from the proposed rooftop terrace on sensitive receivers has been undertaken against the NGLG and is not considered offensive.

Amplified music noise from the licensed seating areas (**LSA**) at Level 4 and 5 are also predicted to comply with the NSW OLGR noise criteria when all areas are occupied at full capacity (i.e. 265 patrons within Level 4 LSA and 80 patrons within Level 5 LSA).

### Construction Noise

A detailed Construction Noise and Vibration Management Plan (**CNVMP**) will be developed by the builder in consultation with the Stakeholders and an Acoustic Engineer prior to construction commencement on site to ensure the final construction methodology and program comply with the applicable construction noise limits.

## 6.11. WASTE MANAGEMENT

A Waste Management Plan has been prepared by WSP and included at **Appendix R**. Waste volumes generated throughout the ELP facilities will generally be managed through the existing equipment of Loading Dock 1 located at Level P0. The additional waste volumes generated through ELP operations are anticipated to modify existing collection arrangements as follows:

- Up to one additional garbage compactor collection undertaken per week.
- Up to two additional 660L recycling bins (i.e. up to 15 x 660L bins) serviced per collection.
- Up to one additional cardboard compactor collection undertaken per week.

In addition, a new food digester will be provided at Level 5 to service the ELP tenancies. The digester will have no impact on Loading Dock 1, given these units decompose organic matter into a product of just CO<sub>2</sub> and greywater (i.e. no residual waste bins for organic material required for collection). The existing waste drop off room at Level 5 (currently used for 240L/ 660L bin storage) will be repurposed as a digester storeroom, accessible by each of the ELP tenancies as required.

All waste equipment of Loading Dock 1 will continue to be collected onsite directly from the dock, as per current practice. No modifications to the position, layout or access arrangement of the loading dock are proposed.

## 6.12. STORMWATER AND FLOODING

A Civil Report has been prepared by Enstruct and included at **Appendix O**. The existing stormwater system for the rooftop carpark discharges via 150mm downpipes to the building stormwater system which discharges to the trunk drainage line in Cross Street.

### Stormwater Discharge

The stormwater drainage from the proposed development will connect to the existing 150mm downpipes and re-connect into the existing stormwater system installed in 2015. Generally, roof eaves, gutters and downpipes will be designed for rainfall intensities up to the 5% AEP event as per the Georges River Council Draft Stormwater Management Policy.

Any unclean water from the maintenance of the community garden will be appropriately disposed of via the sewer.

### **On-site Detention (OSD)**

As per the Georges River Council Draft Stormwater Management Policy dated September 2019, development must not increase the risk of flooding at any downstream properties, in all flood events up to and including the 1% Annual Exceedance Probability (**AEP**) storm event. No additional hardstand areas are proposed on the ground area of the site and therefore there will be no increase in total impervious area. No additional OSD storage is required as the existing stormwater system will be sufficient to manage stormwater discharge post development.

### **Water Sensitive Urban Design**

The proposed works will not increase stormwater volume of the site and therefore no additional stormwater quality improvement devices or WSUD measures are necessary. The existing stormwater treatment device will be sufficient to manage post development stormwater volumes. Furthermore, the change in use of the roof from a carpark to pedestrian courtyards, roofs and green roofs is expected to have a net benefit on stormwater quality.

## **6.13. SEDIMENT AND EROSION**

Sediment and erosion control measures will be in place during construction to mitigate the risk of material entering stormwater systems or sediment tracking onto the road. The controls will be in accordance with sediment and erosion requirements stated in *Landcom's Managing Urban Stormwater: Soils and Construction (Blue Book)* and Georges River Council guidelines.

Measures such as sandbags and geofabric membranes at all existing pits on the rooftop carpark will collect stormwater runoff from disturbed areas and a sediment fence will be installed around the construction site.

## **6.14. WIND IMPACTS**

A Pedestrian Wind Environment Study has been prepared by Windtech and included at **Appendix W**. The report assesses the likely impact of the proposed ELP development on the local wind environment at the critical outdoor areas within and around the site.

The effect of wind activity has been examined for the three predominant wind directions for the region, namely the north-easterly, southerly, and westerly winds. The analysis of the wind effects relating to the proposed development have been carried out in the context of the local wind climate, building morphology and land topography.

The critical trafficable areas associated with the proposed development are detailed as follows:

- Pedestrian footpaths along Cross Street and Park Road.
- Shopfront walkway on Level 3.
- Courtyard on Level 4 (Parking P5).
- Community Green Space on Level 5 (Parking P6).
- Footbridge and Elevated Terraces on Level 5 (Parking P6).

### **Pedestrian footpaths along Cross Street and Park Road**

The pedestrian footpaths around the site along Park Street and Cross Road will be largely unaffected by the proposed development. The wind conditions along these pedestrian footpaths are expected to be similar to the existing site wind conditions.

### **Shopfront Walkway on Level 3**

The shopfront walkway along the western aspect is expected to be similar to the existing conditions along Cross Street.

#### **Courtyard on Level 4**

The courtyard on Level 4 is potentially exposed to the southerly and westerly prevailing winds. However, the prevailing north-easterly winds are shielded by the surrounding buildings and the development itself. It is recommended that a densely foliating evergreen species be selected to ensure that the landscaping remains effective throughout the year.

Furthermore, the north-westerly aspect opening may cause some westerly winds to directly impact the seating area immediately adjacent to the opening. This can be mitigated through the use of operator controlled localised screening or planter boxes next to the seating area.

With consideration of the above recommendations, it is expected safe and comfortable wind conditions will be achieved throughout this area.

#### **Community Green Space on Level 5**

The Community Green Space is primarily exposed to the southerly and westerly prevailing winds, while the north-easterly winds remain largely shielded by the development itself. The proposed planting around the perimeter of this space is expected to mitigate adverse winds and be suitable for its intended use. It is recommended that a densely foliating evergreen species be selected to ensure that the landscaping remains an effective wind mitigation measure throughout the year.

#### **Footbridge and Elevated Terraces on Level 5**

The footbridge and Elevated Terraces on Level 5 are primarily exposed to the prevailing westerly winds. These areas are generally shielded by the development itself from the north-easterly and southerly prevailing wind directions. It is expected that the footbridge will be suitable for its intended use of pedestrian circulation, while the elevated terraces are expected to be suitable for its intended use for short to long duration stationary activities due to the full height porous screening along the western aspect.

#### **Summary**

In summary, Windtech support the design features and wind mitigating strategies such as screens and awnings and recommend the following:

- Retain the densely foliating evergreen landscaping on either side of the south-western entry on Level 4.
- Install operator-controlled screening or planter boxes adjacent to the seating areas adjacent to the north-western opening on Level 4.
- Retain the proposed dense landscaping on the Community Green Space on Level 5.
- Retain the proposed screening on the elevated terraces on Level 5.

Subject to the inclusion of the above recommendations in the final design, it is expected that wind conditions for the various trafficable outdoor areas within and around the development will be suitable for their intended uses.

## **6.15. AIR POLLUTION**

As outlined in the ESD Report included at **Appendix P**, initiatives to improve indoor air quality are proposed to create a pleasant internal environment for the building's occupants. The entry of outdoor air pollutants to the space will be minimised. The building services will be designed to comply with AS 1668.2-2012 regarding minimum separation distances between pollution sources and outdoor air intakes.

In addition, exceeding mandatory outdoor air rates by 50% to further dilute unpreventable internal pollution will be considered. Alternatively, it is proposed that a carbon dioxide (CO<sub>2</sub>) monitoring system is to be installed to monitor CO<sub>2</sub> levels in the space and outside air supply to be modulated accordingly to maintain CO<sub>2</sub> concentration level in the occupied space below 800ppm.

The following initiatives will also be considered:

- Reduction of outdoor pollutants entrance into the tenancy space through positioning fresh air intakes at least 6m away from any discharge point.
- Provision of carbon dioxide sensors to ensure concentration levels of carbon dioxide is kept below 800 ppm.
- High efficiency filtration for further improvement on air quality by removing large percentage of contaminants from the air.

## 6.16. STRUCTURAL ENGINEERING

A Structural Engineering Statement has been prepared by Enstruct and included at **Appendix X**. Enstruct have reviewed the architectural drawings and will continue to work with the Project Team to ensure the structural design is in accordance with the following:

- AS/NZS 1170.0 - 2002;
- AS/NZS 1170.1 - 2002;
- AS/NZS 1170.2 - 2011;
- AS/NZS 1170.4 - 2007;
- AS3600 – 2018;
- AS3700 – 2018;
- AS4100 – 1998; and,
- AS3826 – 1998.

The proposed structural design for the ELP is a composite steel concrete floor structure with the new tenancies smaller steel structures. The roof of the proposed ELP will be a composite steel concrete structure to support the landscape loads.

The existing structure will be assessed for the additional vertical loads from the ELP and strengthened where required. The existing structure will be assessed and strengthened for lateral loads due to earthquakes in accordance with the requirements of AS3826 – 1998.

## 6.17. ECOLOGICAL SUSTAINABLE DEVELOPMENT

An Ecological Sustainable Development (**ESD**) Report has been prepared by Scentre Group and included at **Appendix P**. The ESD Report documents the sustainability commitments for the proposed development and summarises the key initiatives that Scentre Group will target to deliver the benefits of best practice sustainable design.

The development will target:

- Retail – 5-star Green Star Design As Built equivalency.

Scentre group will involve in-house accredited professional(s) who are enrolled in the Green Building Council of Australia's CPD Program from schematic design through to practical completion.

The following initiatives are being targeted to create an energy efficient space that is focused on occupant well-being.

Table 6 ESD Initiatives

ESD	Initiative
Indoor Air Quality	The entry of outdoor air pollutants to the ELP will be minimised. The building services will be designed to comply with AS 1668.2-2012 regarding minimum separation distances between pollution sources and outdoor air intakes. Opportunities to exceed mandatory outdoor air rates by 50% to further dilute unpreventable internal pollution will be considered. Alternatively, it is proposed

ESD	Initiative
	that a carbon dioxide (CO <sub>2</sub> ) monitoring system is installed to monitor CO <sub>2</sub> levels in the space and outside air supply.
Acoustic Comfort	The ELP will have low noise plant so that the internal noise levels from all building services is in accordance with AS/NZS 2107:2000. Reverberation times are also proposed to meet the requirements of AS/NZS 2107:2016. This is expected to provide comfortable acoustic conditions for the occupants.
Lighting Comfort	<p>Lighting comfort is a key initiative. Scentre Group in-house lighting designers will ensure that all lighting systems are designed to maximise visual comfort, by adopting the following measures:</p> <ul style="list-style-type: none"> <li>▪ Accurate colour perception of the space using high colour rendering index (CRI) fittings, flicker free lighting by use of high frequency;</li> <li>▪ Limiting glare by baffles, louvres, translucent diffusers, ceiling design or other means;</li> <li>▪ General lighting levels and quality comply with best practice guidelines;</li> </ul> <p>In nominated areas, a combination of lighting and surfaces improve uniformity of lighting.</p>
Visual Comfort	The project will deliver well-lit spaces that provide high levels of visual comfort to building occupants. The proposal seeks to harness available natural light through shop front glazing whilst preventing direct sunlight penetration which can be achieved through solar access modelling.
Indoor Pollutants	All paints, adhesives, sealants, carpets, and engineered wood products used in the building will meet the maximum Total Volatile Organic Compounds limits to provide a safe and healthy environment for the occupants. Emissions for each application will be acquired through recognised testing methods and reported through a recognised datasheet.
Thermal Comfort	<p>The development will be designed to achieve high levels of thermal comfort. This will include implementing the following design measures to target a PMV between <math>\pm 1</math>, as a minimum:</p> <ul style="list-style-type: none"> <li>▪ Maintaining Dry bulb temperature between 20°C and 24°C in the space.</li> <li>▪ Maintaining a relative humidity level between 40% and 60%.</li> <li>▪ Maintaining air velocity to be no more than 0.2 m/s with no supply air directed at occupants.</li> <li>▪ Systems will be able to modulate with turn down capability.</li> <li>▪ Air conditioning zones will be provided separating perimeter from internal zones with separate air handling for these spaces.</li> <li>▪ Solar heat gain into the space will be restricted to less than 250 W/m<sup>2</sup> at the peak.</li> <li>▪ Total glazing u-value will be assessed using the NCC glazing calculator and will be as low as feasible.</li> </ul>

ESD	Initiative
Material and Resource Sustainability	The development aims to implement standard best practice measures to address the consumption of resources during the building construction phase and to reduce the environment impacts of building materials. The project will target to include building materials that are responsibly sourced or have a sustainable supply chain which uses energy-reducing processes in its manufacture. For steel framed structures, steelwork sourced from a responsible steel maker/steel contractor will be incorporated as much as practically possible.
Water Conservation	<p>The project will implement initiatives with the aim to reduce the consumption of potable water through measures such as the incorporation of water efficient fixtures and building control management systems and water re-use where practical. Initiatives include:</p> <ul style="list-style-type: none"> <li>▪ The selection of equipment that is more water efficient than comparable standard practice equivalents.</li> <li>▪ The use of water-efficient supplementary equipment.</li> <li>▪ The selection of water-efficient toilets taps and showers.</li> <li>▪ Precedent given to the specification of flora and fauna for any landscaping to be that of native origin with minimal water consumption.</li> <li>▪ Integration of water metering and facilities management plans for prevention of excessive water consumption through leakages of amenities and hardware.</li> </ul>
Waste Management	<p>During the design, consideration will be given to the appropriate collection, separation and management including the possibility of recycling/reuse of construction waste on site.</p> <p>Recycling waste storage facilities including a 2m<sup>3</sup> cage will be considered during the design development stage for the separation of waste streams to encourage operational waste recycling. Waste avoidance measures including incorporation of design solutions that make use of modular and prefabricated installations will also be considered during the construction phase.</p>
Energy Consumption	<p>The redevelopment will aspire to exceed the performance requirements of the NCC Section J. Design initiatives include:</p> <ul style="list-style-type: none"> <li>▪ High efficiency HVAC aimed at lower operating emissions</li> <li>▪ High performing glazing for restaurant shopfronts</li> <li>▪ High efficiency LED lighting</li> <li>▪ Incorporation of commissioning, maintenance and building tuning into the project programme</li> <li>▪ Incorporation of ongoing monitoring trends from energy metering.</li> <li>▪ Consideration to passive design to minimise the need for mechanical heating and cooling of spaces</li> <li>▪ Integration of shading devices and ventilation of facades to reduce solar heat gains into occupied spaces at high luminance periods of the day</li> </ul>



ESD	Initiative
	<ul style="list-style-type: none"> <li>Implement economy cycle and natural ventilation during favourable outdoor conditions</li> </ul>
Sustainable Transport	<p>The site has good access to public transport with Hurstville train station located circa 200m from the centre. It is expected that a large proportion of users/customers will travel to the ELP by public transport. Opportunities to implement the following design and operational measures that reduce the carbon emissions arising from occupant travel to and from the shopping centre will be explored:</p> <ul style="list-style-type: none"> <li>To dedicate car parks for fuel efficient vehicles (small cars, hybrids, motorbikes).</li> <li>Provide information regarding location of local cycle routes and public transport locations and timetables.</li> </ul>
Emissions	<p>Scentre Group will endeavour to reduce emissions by implementing the following strategies:</p> <ul style="list-style-type: none"> <li>Demonstrate that the post-development peak event stormwater discharge from the site does not exceed the pre-development peak event stormwater discharge.</li> <li>Refrigerants and insulants will be considered for their ozone depleting potential.</li> <li>Minimising impacts of external light pollution to the local community.</li> <li>Best practice application of microbial controls within air conditioning systems.</li> <li>Refrigerant leak detection system will be considered to prevent local refrigerant emissions.</li> </ul>
Urban Ecology	<p>Ecological value of the site will be preserved and initiatives such as:</p> <ul style="list-style-type: none"> <li>Plantation of indigenous species of plants to replace hardscape.</li> <li>Reducing the impact of heat island effects from hard surfaces will be considered by the landscape architect to enhance the natural diversity of the site.</li> </ul>

## 6.18. CONSTRUCTION MANAGEMENT

A Construction Environmental Management Plan (**CEMP**) has been prepared by Scentre Group Design and Construction (**SDC**) and included at **Appendix Q**. The CEMP outlines the measures that are likely to be undertaken to minimise disturbance and impact on the surrounding environment during the construction phase. The CEMP has been prepared with regard to the management of the following:

- Project stakeholders;
- Staging and program;
- Hours of work;
- Site establishment, security and hoardings;
- Construction methodologies;
- Traffic management;

- Tenancy impacts and impacted buildings;
- Environmental management; and
- Consultation.

Working hours are subject to planning approval conditions. Typically, the hours of work at the site will be:

- 7am to 6pm Monday to Friday.
- 8am to 1pm on Saturday.
- No work on Sundays or Public Holidays.

Works which are proposed to be conducted outside of these hours will be subject to approval from Georges River Council.

The potential for disruption to existing tenants, adjoining buildings and surrounding residents during the construction phase needs to be carefully managed. Scentre Group seek to work closely with key stakeholders throughout the construction phase. Consultation strategies may include information sessions, small group meetings and face-to-face meetings where appropriate. Consultation will occur with the following stakeholders:

- Scentre Group Developments
- Scentre Group Customer Experience
- Scentre Group Facilities Management
- Scentre Group Leasing and Retail Solutions
- Westfield Hurstville (Centre Management)
- Georges River Council
- Community members
- Sydney Water
- Ausgrid
- Telcos
- RMS
- TfNSW
- Environmental Protection Authority
- Principle Certifying Authority
- New South Wales Fire Brigade

Scentre Group will communicate regularly with project stakeholders through either Centre Management or the Project Manager. Project updates will also be communicated through Westfield Hurstville and press releases informing the public about changes to centre operations.

### **6.18.1. Construction Waste**

In accordance with the ESD report prepared by Cundall, Scentre Group will aim to divert a minimum of 90% of non-hazardous construction and demolition waste from landfill via reuse or recycling.

A Construction and Demolition Waste Management Plan (CDWMP) will be prepared as a separate document by the appointed building contractor prior to the commencement of construction works. In addition to details regarding material separation, collection and handling, the CDWMP will detail the following:

- Estimated volumes generated according to type throughout the construction and demolition processes.

- Information about reuse, recycling and disposal options for all types of waste produced on site during construction or demolition activities.
- Information on how the WMP will be implemented throughout the development, construction and demolition use of the development.

### 6.18.2. Construction Noise

The Noise Impact Assessment prepared by WSP and included at **Appendix L** includes an assessment of construction noise and vibration impacts. As recommended, a detailed Construction Noise and Vibration Management Plan (**CNVMP**) will be developed by the contractor in consultation with stakeholders and an Acoustic Engineer prior to construction commencement on site to ensure the final construction methodology and program comply with the applicable construction noise limits.

### 6.18.3. Dust Management

To manage dust impacts, the following measures will be employed during the construction works:

- Site perimeter – 1.8m sheet hoarding provided in all areas where external works are occurring.
- Demolition – all trucks removing materials from site will be loaded whilst inside the perimeter with loads covered before exiting.
- Excavation of pavement – water down working surfaces as required, minimise stock piling of material and maintain stabilised access roads.
- Construction – maintain a high level of housekeeping to minimise windblown dust.

### 6.18.4. Stormwater and Sediment Control

As outlined in the CEMP (**Appendix Q**), a stormwater and sediment control plan has been developed and will be implemented prior to works commencing. This will ensure that stormwater from the development does not enter adjoining properties and that all waters that enter the council stormwater system does not contain silt or contaminants.

## 6.19. SAFETY AND SECURITY

### Childcare Centre

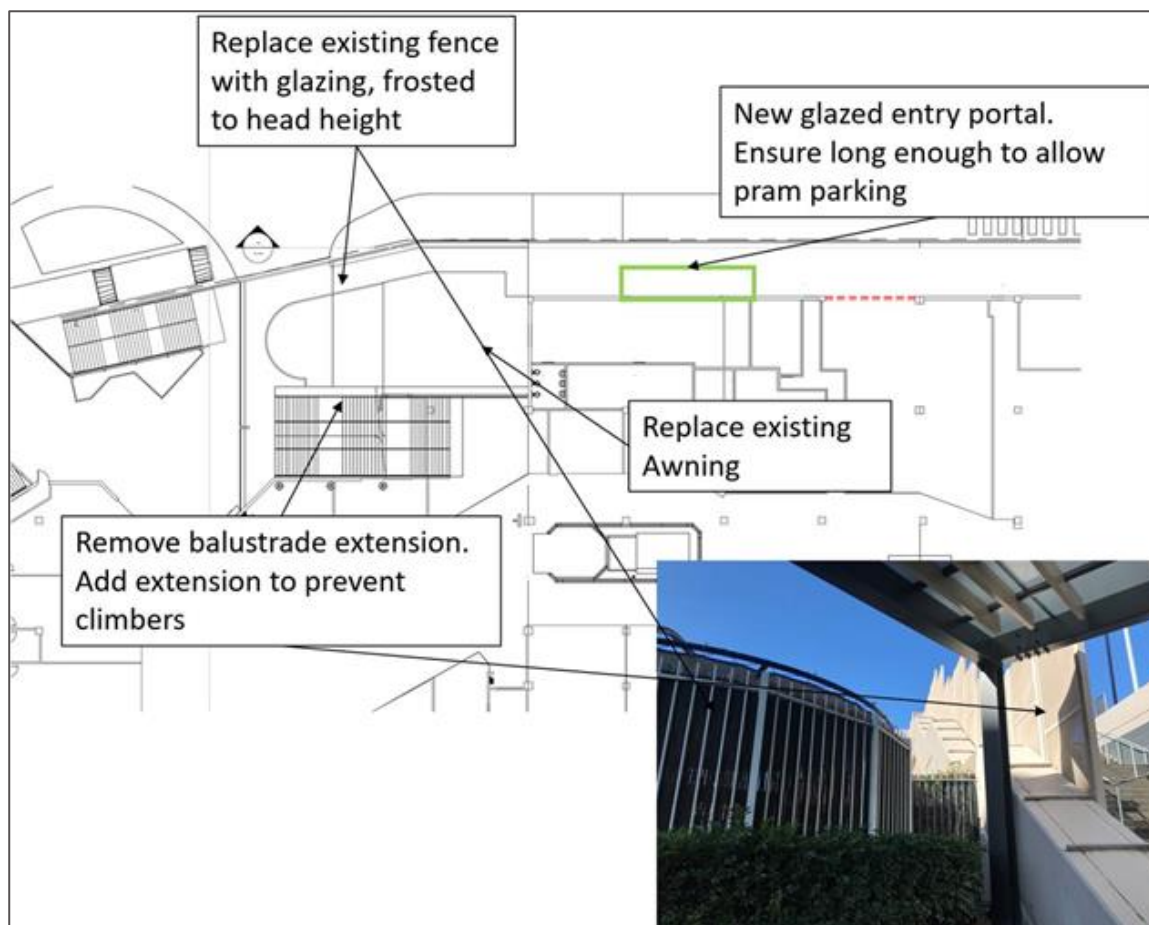
Scentre Group has met with Council's Children's Services team to discuss use of the existing pedestrian accessway along the northern boundary of the site, adjoining Hurstville Early Learning Centre.

A primary objective of the proposal is to improve access to the ELP from key destination points including Hurstville Train Station and bus interchange. A key initiative is to open up this existing pedestrian walkway to provide direct access to the ELP.

Specifically, it is proposed to replace the existing fence around the childcare centre with frosted glazing to prevent views into the childcare whilst allowing natural light to permeate through. It is also proposed to remove the existing balustrade and replace with an additional extension to prevent people from climbing over (see Figure 22).

Activating this existing pedestrian walkway is considered to result in a positive outcome for both the childcare centre and Westfield. The proposed upgrades will improve the visual presentation of the existing walkway from the street, promote foot traffic, improve accessibility to the ELP, increase opportunities for passive surveillance and activate the site throughout the day and evening.

Figure 22: Proposed works to northern pedestrian accessway



Source: Scentre Group

The proposed development ensures that all matters for consideration under Crime Prevention Through Environmental Design (CPTED) principles are optimised through safety and security measures. Table 7 provides an assessment of the development against the CPTED principles.

Table 7 CPTED Assessment

Principle	Comment
<b>Surveillance</b>	The proposed ELP has been designed to ensure that the various aspects of the outdoor community green space and key pedestrian routes have open views to the surrounding area. The new pedestrian accessway along the northern boundary will provide casual surveillance of Cross Street and surrounding public domain from a greater height while the new glazed shopfronts along the north-facing tenancies will also assist in providing casual surveillance. Westfield Hurstville currently has a 24-hour security presence and CCTV cameras, which will be maintained in the proposed development.
<b>Access control</b>	The existing shopping centre has a number of entry and exit points that are closely and continuously monitored by on the ground security and CCTV. The proposal seeks to improve pedestrian access to the ELP by creating more formal, safe and legible entry points. A new ground floor lift lobby is also proposed at Park Avenue providing access to the ELP. Both access points are in a prominent

Principle	Comment
	location, clearly identifiable as a main point of entry to the shopping centre and will receive passive surveillance from patrons of the tenancies above.
<b>Territorial reinforcement</b>	<p>The proposal clearly delineates between public and private spaces. Back of house and security only areas will be clearly delineated.</p> <p>The landscaping and public art proposed as part of the development will be managed and maintained to ensure the landscape design maintains its integrity and vandalism is discouraged.</p>
<b>Space management and maintenance</b>	The proposal is of a quality design and will comprise high quality materials. This ensures that the site and its surrounds are attractive to and respected by the public. Area in and around the site will be subject to regular maintenance to assist in discouraging vandalism and other crime. Westfield Hurstville has 24-hour security on the premises, including patrols throughout the day and night.

## 6.20. SOCIAL AND ECONOMIC

A Social Impact Assessment has been prepared by Urbis and submitted at **Appendix H**. The assessment identified the following key social impacts of the proposal:

- **Increased employment and economic opportunities:** the development of a new ELP is expected to have a high positive impact by supporting new, local employment opportunities in an area of identified need. The Economic Impact Statement also prepared by Urbis (**Appendix I**) concludes that the proposal will result in a net community benefit with the proposal expected to contribute to key strategic directions for the Hurstville City Centre and support ongoing employment and other economic benefits.
- **Stimulating the night time economy:** the proposal is expected to have a positive impact in the community by increasing the diversity, provision and quality of night time uses within the city centre, in line with strategic aspirations for Hurstville.
- **Community safety:** the proposal is not expected to increase opportunities for crime or negatively impact on community safety on site. The proposal has incorporated CPTED principles within its design, including increasing opportunities for activation and natural surveillance. The proposal also includes a new pedestrian accessway which does not travel through the entire carpark, thereby reducing potential conflicts between pedestrians and vehicles.
- **Increased access to open space:** the provision of a multi-purpose, publicly accessible community green is expected to have a high positive impact in the local community by increasing open space access in an area of identified need. The flexible design of the space provides the opportunity for the community green to support a range of community, cultural and recreational uses, which will benefit the community.

The following recommendations are made to help further manage and improve the potential impacts arising from the proposed development:

- Consider creating an employment strategy for the construction and operation of the new ELP to target local hires. The plan may also include inclusion or diversity targets.
- Encourage programming events in collaboration with Council for the community green that will help support the local night time economy and promote inclusive evening activities.
- Implement the recommended management measures contained in the Noise Impact Assessment prepared by WSP to reduce potential noise impacts to neighbours during the evening.
- Install adequate lighting along the new accessway to ensure the pathway is lit throughout the night and any opportunities for concealment are minimised.

- Extend the current CCTV camera network along the new accessway to provide 24/7 surveillance of this area.
- Consider installing public art within the new accessway (e.g. pavement murals, mood lighting) to help increase the attractiveness of the space and contribute to a more cared for environment.
- Engage and collaborate with a local artist/s for the identified public art zone. Scentre Group should consider engaging a public art piece which celebrates the culture of Georges River LGA, in collaboration with Council.
- Establish a regular maintenance schedule to ensure all landscaping and plants are well maintained and do not block key sight lines.
- Develop clear internal guidelines which outline the intended use and principles for the community green to guide Westfield management in the types of events and activities which could be hosted on site. Based on this SIA, it's suggested the community green could be hired for activities which:
  - Support community health and wellbeing.
  - Provide affordable and accessible access to the Hurstville community.
  - Support the needs of disadvantaged or marginal community groups.
  - Celebrate the values and cultural diversity of Hurstville.
- Continue to inform Council around the final hiring policy/intended use of the community green to ensure Council are aware of the future opportunities to use this space.

Based on this assessment and the recommendations provided, it is likely the proposal will have a positive impact on the community.

An Economic Impact Assessment has also been prepared by Urbis and included at **Appendix I**. The proposed ELP will support job growth including a net total of 83 construction jobs. The additional GFA is expected to provide employment for around 91 workers. Multiplier effects would contribute to further employment creation of 21 jobs, resulting in a total employment benefit of 112 jobs (full time, part time and casual), within the Hurstville LGA.

## 6.21. ACCESSIBILITY AND BCA COMPLIANCE

An Accessibility Report has been prepared by Morris Goding Accessibility Consulting (**MGAC**) and is included at **Appendix S**. The report acknowledges that the proposal will be designed to comply with the requirements of Building Code of Australia (BCA), DDA Access to Premises Standards (including DDA Access Code) and the Commonwealth Disability Discrimination Act (DDA).

The proposal indicates that accessibility requirements pertaining to external site linkages, building access, common area access, paths of travel and sanitary facilities can be readily achieved. MGAC will continue to work with the project team as the scheme progresses to ensure appropriate outcomes are achieved in building design and external domain design.

A BCA Assessment Report has also been prepared by Steve Watson and Partners (SW&P) and is included at **Appendix Y**. SW&P have identified a number of upgrade requirements which will be further developed and resolved at the detailed design stage.

## 6.22. FIRE SAFETY

Fire Engineering Professionals (**FEP**) have undertaken a fire engineering review of the proposed development (**Appendix Z**) which will be developed in consultation with relevant stakeholders including Georges River Council and Fire & Rescue NSW.

FEP have also reviewed the BCA Report prepared by Steve Watson & Partners and consider that the BCA deemed-to-satisfy non-compliances identified with the proposed building design are able to be addressed by way of a "Performance Solution". The preparation of the 'Performance Solution Report' will require a discussion and an agreement between relevant stakeholders.



The Fire Engineering Brief Report will outline the fire engineering strategy, the modelling tools to be used for calculations, the methodology for the fire engineering assessments and the acceptance criteria nominated for each “Performance Solution” to be undertaken.

A Trial Concept Design will also be nominated which outlines the building requirements which are to be met in order for the building design to be capable of meeting the Performance Requirements of the BCA with respect to the identified non-compliances.

## **7. SECTION 4.15 ASSESSMENT**

### **7.1. STATUTORY POLICY AND COMPLIANCE**

The following planning assessment has been undertaken in accordance with the requirements of Section 4.15 of the Environmental Planning and Assessment Act 1979 (**EP&A Act**). The relevant matters for consideration are addressed below.

### **7.2. NATURAL ENVIRONMENTAL IMPACTS**

All appropriate measures will be implemented during the construction phase to ensure that there are no adverse amenity impacts to surrounding properties in terms of dust, soil erosion, air and noise.

The proposal relates to an existing shopping centre and will not result in the removal of any significant vegetation or landscaping. The traffic impact of the proposal is considered appropriate and the number of car parking spaces exceeds the requirement under HDCP 2012. Refer to Traffic Impact Assessment at **Appendix L**.

### **7.3. SOCIAL AND ECONOMIC IMPACTS**

It is anticipated the proposed entertainment and leisure precinct will provide significant social and economic benefits including:

- The creation of jobs during construction and fit out phases of the ELP;
- Responding to the increasing demand for an expanded offering of food and beverage, entertainment and leisure facilities; and,
- Will contribute to the progressive transformation of the city by day and deliver a night-time economy for the city centre.

### **7.4. BUILT ENVIRONMENTAL IMPACTS**

The proposed development has been designed to be consistent with the surrounding built environment. Refer to Section 6.1.

### **7.5. SITE SUITABILITY**

The site is suitable for the proposed development for the following reasons:

- The proposal satisfies the objectives of the 3(b) City Centre Business zone which seek to provide a wide range of food and beverage and community uses that support and serve the needs of the local and wider community. The proposal directly responds to this objective by diversifying the food and beverage mix;
- The existing ELP currently lacks functionality and safety in terms of pedestrian accessibility. The redevelopment will resolve these functionality issues by creating more direct paths of travel and clear sightlines through landscaping, lighting and wayfinding improvements;
- The façade upgrades will vastly improve the appearance of the ELP from the streetscape;
- The proposal will support surrounding land uses by positioning this area of the City Centre as a lively meeting place for the community;
- Passive surveillance of the ELP is improved through the activation of the corner of Park Road and Cross Street and encouraging occupation of the space throughout the day and night;
- The site has excellent public transport connections, being located within the heart of Hurstville Town Centre in immediate walkable proximity Hurstville Train Station and Hurstville Bus Interchange; and,
- The proposal makes efficient use of land by co-locating the ELP with a publicly accessible community green space to be used for a range of community, recreational and leisure activities, providing diversity in physical setting for such in the town centre.

## 7.6. THE PUBLIC INTEREST

The proposed development is in the public interest for the following reasons:

- The proposal will benefit the wider community by providing an improved shopping, entertainment, and leisure experience;
- The proposal is consistent with the Draft Hurstville Place Strategy and key priority projects;
- The proposed outdoor dining areas will attract additional activity to both the shopping centre and ELP throughout the day and evening, consistent with the existing hours of operation (6am – 12am Monday to Sunday);
- The proposed lighting, landscape and access arrangements will improve pedestrian amenity and safety;
- The proposal will not only deliver wider choice of food and beverage, entertainment, and leisure uses, it will improve the interface of the site with the surrounding public domain, notably Cross Street;
- The proposal reinforces the role that Westfield shopping centre plays in contributing to the wider city centre, as both a popular shopping destination and meeting place for locals;
- The expanded food and beverage offering will result in the creation of additional jobs in the local area including 83 construction and 112 operational;
- The proposed community green space and community room will **have a** positive impact on the local community by increasing open space access and supporting a range of community, cultural and recreational uses which will benefit the community;
- The proposed upgrades to the childcare centre including replacement of the existing fence with frosted glazing and extension of the existing balustrade to prevent people from climbing over will improve the overall safety and amenity of the childcare;
- The proposal will improve wayfinding to the ELP; and,
- The proposal will contribute to developing a stronger night-time economy in the Hurstville City Centre in a location that benefits from close proximity to public transport and local residents.

Having regard to the above, and the suitability of the site for the proposed development, we consider the proposal consistent with the strategic policy settings for the revitalisation of Hurstville Town Centre.

## 8. CONCLUSION

This application seeks development consent for alterations and additions to the existing ELP at Westfield Hurstville. The proposed development has been assessed against the relevant matters listed under Section 4.15 of the Act. The proposal is appropriate for the site and the locality for the following reasons:

- **The proposal is consistent with State and subregional strategic planning objectives.** The proposal supports the progressive and ongoing transformation of Hurstville City Centre as a key strategic centre by providing an active and vibrant outdoor entertainment and leisure precinct that provides convenient shopping, dining and leisure opportunities for the community.
- **The proposal satisfies the applicable state and local planning controls and policies.** The proposal complies with Council's planning controls established in both HLEP 1994 and HDCP 2012. The proposal represents a sound development outcome that responds to the *Draft Hurstville Place Strategy* which seeks to establish Hurstville as an inviting and vibrant destination, celebrated as the Heart of the City and the cultural capital of the South. The Westfield shopping centre plays an important role in fulfilling this vision as it is a popular shopping destination and meeting place for locals.
- **The proposal responds positively to the site conditions and the surrounding environment.** The proposal responds to development constraints imposed by the surrounding context, specifically the existing shopping centre which will be subject to upgrades in the future. The design approach has been to propose a modest yet contemporary façade that allows for a seamless connection with the existing built form. Importantly, the proposed development will significantly improve the appearance of the ELP when viewed from the public domain.
- **The proposal is suitable for the site.** The proposal will make a positive contribution to Hurstville by creating an ambient space for the community to dine, play and socialise. The community green space adjacent the ELP will be used to host a variety of events and activities and the proposed landscaping, lighting and wayfinding upgrades will improve the amenity of those walking to the ELP.

As demonstrated in this SEE and accompanying documentation, we consider the proposal makes a positive contribution to Hurstville City Centre and should be supported by Council.

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