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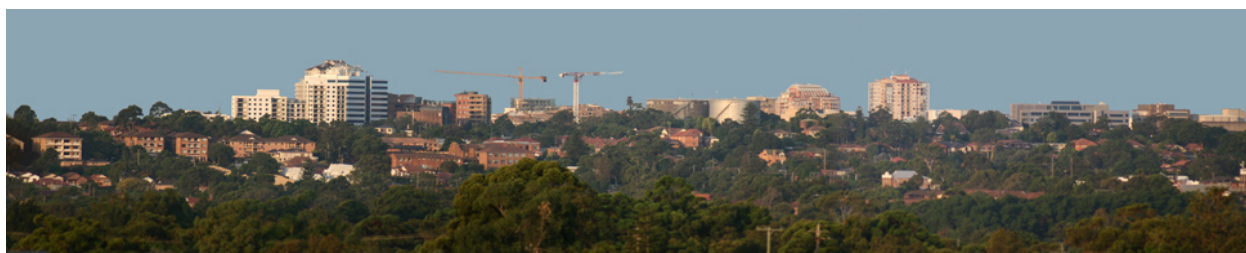
3.1 Introduction

Hurstville City Centre is located 17 kilometres south west of Sydney and is a Major Centre in the region. The City Centre is primarily developed around the Hurstville Railway Station, Forest Road. The Hurstville City Centre traverses the Illawarra Railway line, with the majority of the Centre being located on the northern side of the railway line, within Hurstville Local Government Area (LGA). The southern side of the Centre is within the Kogarah LGA. This DCP applies to that part of the City Centre on the northern side of the railway line, within Hurstville LGA.

The documents governing the State, Regional and local planning context for Hurstville City Centre include:

- The Metropolitan Plan for Sydney 2036;
- The draft Metropolitan Strategy for Sydney to 2031 and the draft South Subregional Strategy 2007;
- The Hurstville City Centre Concept Masterplan 2004;
- The Transport Management and Accessibility Plan (TMAP); and
- The Hurstville Local Environmental Plan (LEP) 2012.

The State Government's metropolitan strategic planning has identified the Hurstville City Centre as a Major Centre, providing shopping and business facilities for the subregion.



3.2 Draft Metropolitan Strategy for Sydney to 2031 and Draft South Subregional Plan 2007

The NSW Government documents, “*Draft Metropolitan Strategy for Sydney to 2031*” and the “*Draft South Subregional Strategy 2007*” set out the long term plan for the Sydney Metropolitan region and the South Subregion. The draft Metropolitan Strategy for Sydney, which was exhibited in early 2013 sets out the framework for Sydney’s growth up to 2031 and identifies Hurstville City Centre as a ‘Major Centre’. The draft Metropolitan Strategy states that:

“Major Centres are the main shopping and business centres for their subregions. They also include residential development and other land uses within approximately a one-kilometre radius of the centre.”

The draft Strategy sets the scene for the future development of the South subregion with a focus on jobs, housing and infrastructure. The draft Strategy provides a capacity for at least 5,000 additional jobs to 2031. Council’s submission on the draft Metropolitan Strategy for Sydney to 2031 recommended that Hurstville be identified as a Subregional Centre. Consistent with Council’s vision for creating employment, the submission recommended that the Global Economic Arc be extended towards Hurstville to further strengthen the productivity of the Global Economic Corridor.

The draft South Subregional Strategy (2007) identifies Hurstville Major Centre as the heart of the St George region. The Strategy identifies “*Strengthening Hurstville’s Commercial Centre*” as a key direction. It states that as “*Hurstville is experiencing strong residential growth, there is need to protect the commercial centre to ensure sufficient supply of commercial space in the future*”.



3.3 Hurstville City Centre Concept Masterplan 2004

Hurstville City Centre Concept Masterplan 2004 – Vision and Principles

The Hurstville City Centre Concept Masterplan was prepared by Council and the Government Architect's Office and adopted by Council in 2004. The Masterplan aims to provide for an integrated and coordinated approach to the future of the Hurstville City Centre. The Masterplan contains design principles to improve the amenity of the City, reinforces its role as a regional centre for the St George Region and establishes a future vision for Hurstville that anticipates a:

“... bustling lifestyle where people can live, work, eat, visit cinemas, shop or simply watch outdoor plays, musicians or eat in outdoor cafes. Hurstville has the opportunity to become a vibrant centre responding to its location on the hill and reinforcing its cultural significance in the area.”

Key principles of the Hurstville City Centre Concept Masterplan 2004 (Masterplan) included:

- Creation of a New Bus Interchange at the Woodville Street extension of Forest Road reflecting an increased cohesion of bus services and an enhanced pedestrian environment.
- Creation a New Civic Precinct for the community to gather - inclusive of new civic buildings and new public open spaces.
- Improved north-south connections inclusive of a new at grade link from Woodville Street to Ormonde Parade.
- Improved Railway Station Access and Amenity, inclusive of new at-grade entry, enlarged concourse area and enhanced pedestrian linkages and shopping facilities.
- Creation of a new sequence of linked public spaces comprising arcades, public squares and pocket parks that capitalise on topography.
- Creation and embellishment of a green framework of parks, gateway entrances and tree lined streets, inclusive of the creation of three gateway parks.
- A simplified traffic system including rationalisation of traffic flows on key streets and enhanced integration of alternate traffic modes.

Hurstville City Centre Concept Masterplan 2004 progression

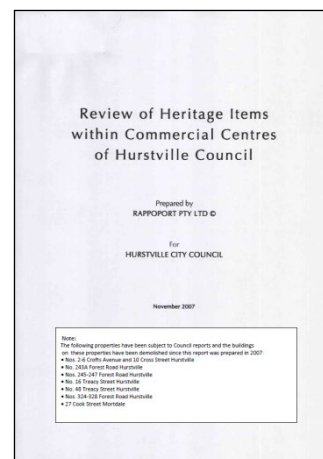
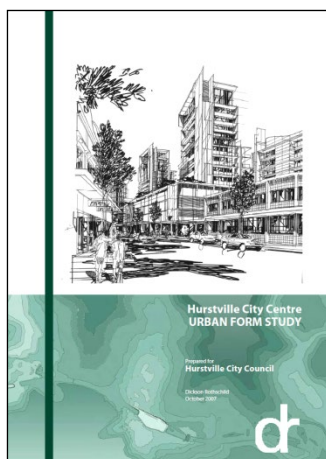
The Masterplan identified a need for subsequent investigations and studies to further develop and implement its principles. These investigations, studies and workshops contributed to the initial public exhibition of the Hurstville LEP (Hurstville City Centre) held in early 2012. Some of the studies prepared following the adoption of the Masterplan include:

- Hurstville City Centre Public Domain Plan, 2007
- Hurstville City Centre Forecasting Study, 2007
- Hurstville City Centre Urban Form Study, 2007
- Hurstville City Centre Traffic Study, 2007
- Review of Heritage Items within Commercial Centres, 2007
- Hurstville City Centre Parking Rate Review, 2009

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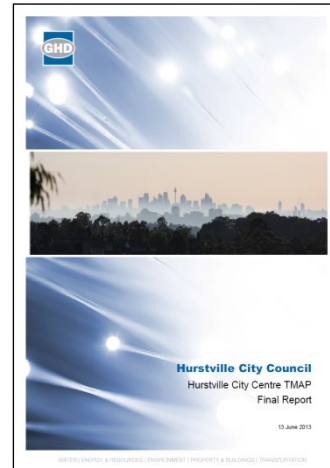
3.3 Hurstville City Centre Concept Masterplan 2004

These background studies together with Council's longer term vision (beyond 2031) of becoming a Subregional Centre, informed the Hurstville Local Environmental Plan (Hurstville City Centre) and this DCP No. 2. While the Masterplan 2004 continues to provide the backdrop for guiding the future planning and development in the Hurstville City Centre and its principles remain relevant, some of the development densities in the Hurstville Local Environmental Plan (Hurstville City Centre) are beyond those envisaged in the Masterplan 2004 and are consistent with Council's long term vision for Hurstville City Centre.



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3.3 Hurstville City Centre Concept Masterplan 2004



3.4 Hurstville City Centre Transport Management and Accessibility Plan (TMAP), 2013

In 2010 the NSW Department of Planning and Infrastructure advised Council to undertake a Transport Management and Accessibility Plan (TMAP) study and incorporate its findings in the draft LEP for Hurstville City Centre.

“A TMAP is:

- *A comprehensive assessment of the transport impacts (addressing both the movement of people and goods) of a major site development or re-development proposal; and*
- *The identification of a package of appropriate transport measures (including infrastructure, services and demand management initiatives) for the proposed development, which will help to manage the demand for travel to and from the development, and in particular, reduce the demand for travel by private car and commercial vehicle.”*

Six land use scenarios were tested as part of the TMAP assessment process, ranging between 0m² and 655,000m² of new additional Gross Floor Area (GFA) in the draft LEP. The additional development would potentially serve between 7,000 and 17,000 jobs (Metropolitan Plan for Sydney 2036) and accommodate a residential population of between 4,500 and 14,000 people to 2036. The planning horizon for the TMAP is set to 2036, with recognition that some of the development potential may be realised beyond this date.

The “*Hurstville City Centre TMAP Final Report*” was finalised in June 2013. On June 12, 2013 Council resolved to endorse the recommendations in the TMAP Report and amend the draft LEP for Hurstville City Centre, DCP No.2 - Hurstville City Centre and Hurstville City Centre Master Plan 2004 based on the TMAP.

Key recommendations in the TMAP have been made under five themes – Land Use, Road Network, Public Transport, Active Transport and Travel Demand Management. The Land Use recommendations endorsed by Council are:

TMAP Land Use recommendations

- *Adoption of Land Use Test Scenario 5 to provide a sustainable growth strategy for the future development of Hurstville City Centre.*
- *Establishment of a working group to manage the planning of transport corridors and regional growth. This would provide a consistent regional planning framework for establishing parking controls in centres and employment lands and managing associated growth in regional traffic demand.*
- *Monitoring and reviewing Hurstville City Centre and regional development - to provide a structured process for reviewing planning controls and network performance in accordance with the predicted proportional split for residential, retail and commercial areas and the expected rate of regional development.*
- *Adoption of reduced parking rates for new commercial and new retail land use.*

3.5 Hurstville Local Environmental Plan 2012 (Amendment No 3)

In March 2009 Council resolved to prepare a new suite of planning documents for the City Centre including a new DCP, a new LEP (as a draft amendment to Hurstville LEP 1994) and an update to the City Centre Masterplan 2004. The preparation of the LEP amendment was informed by considerable studies and investigations as outlined above.

The Minister for Planning has made the City Centre LEP as Amendment No 3 to Hurstville LEP 2012 and applies to certain land within the Hurstville City Centre. This LEP provides the main mechanism for controlling land use and guides planning decisions in the City Centre through zoning and development standards, such as height of buildings and floor space ratio.