

## 8.2.8 Controls for specific sites and localities

### 8.2.8.4 – Hurstville Civic Precinct

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## 8.2.8.4 Hurstville Civic Precinct

### 1. Introduction

#### 1.1 Name of Section

The section is known as the *Hurstville Civic Precinct* ("the Site").

#### 1.2 Land to which this Section applies

This section applies to land which is the subject of the *Georges River Local Environmental Plan 2021* (Amendment No. 6, which came into operation on 27 October 2023). The Site is known as the Hurstville Civic Precinct which includes land as outlined in red in **Figure 1**. The Site is bounded by Park Road, MacMahon Street, Dora Street and Queens Road and includes:

Lot	DP	Address
13	6510	4-6 Dora Street, Hurstville
14	6510	4-6 Dora Street, Hurstville
200	831931	16-32 MacMahon Street, Hurstville
5	137320	91 Queens Road, Hurstville
6	137320	91 Queens Road, Hurstville
201	831931	14 MacMahon Street, Hurstville
B	321590	14A MacMahon Street, Hurstville
A	340310	3 Patrick Street, Hurstville
B	340310	1 Patrick Street, Hurstville
1	137320	6 MacMahon Street, Hurstville
A	389008	2 Patrick Street, Hurstville
B	389008	2 Patrick Street, Hurstville
1	1280799	Patrick Street Road Reserve (Subject to road closure process)



**Figure 1:** Area of Application – Hurstville Civic Precinct

### 1.3 Relationship of this Section to the DCP

This DCP section must be read in conjunction with other sections of the *Georges River Development Control Plan (GRDCP) 2021*. Where there is any inconsistency between this section and other sections of the GRDCP, this DCP section prevails.

### 1.4 Purpose of this Section

The purpose of this section is to provide the necessary development, built form and place making guidance to realise the vision set out in the Hurstville Civic Precinct Master Plan (DWP 2021) which is to establish the Hurstville Civic Precinct as a vibrant mixed use civic, cultural, commercial and residential destination.

## 2. Vision and Principles

The key principles for the Hurstville Civic Precinct are to:

- Establish a new civic place in the 'heart' of Hurstville;
- Create a unique community, cultural shared space experience, combining government services, art, performance, residential, work and learning environments, food, retail, open space and play areas for the whole community;
- Facilitate design excellence in the creation of new public places, buildings and residential development; and
- Deliver a public urban space that is shaped and located to maximise solar access and amenity through the design and location of the new buildings while recognising the form of the adjacent developments.

It is intended that these principles will be achieved by Council in conjunction with private investment. It may involve multiple Development Applications and the consolidation and re-subdivision of the Site, with new buildings for residential, commercial, public, retail and community spaces in a mixed-use outcome. This is to deliver a coordinated design outcome across the Precinct. Successful delivery will be dependent on the quality of the design and build outcome as well as achieving the right mix of functionality and flexibility.

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

- A vibrant community centre and an active urban heart of the city;
- A strengthened civic focus and a desirable commercial destination;
- An iconic and connected place where people can live, work, play, study, congregate, meet and relax;
- Inviting civic squares and parks that can be enjoyed by residents, workers and students during the day and night;
- A mix of community spaces including galleries, performance facilities, meeting spaces, Council chambers, offices and outdoor plazas;
- An 'eat street' environment reinforcing the place as a destination with a mix of restaurant, café, quality small food/produce retail outlets within the overall plaza;
- Street and plaza spaces for larger community gatherings and events;
- Secure safe play area for children and families; and
- Active transport routes surrounding the Hurstville Civic Precinct, especially from existing public transport locations.

### 3. Development Controls

#### 3.1 Concept Master Plan

A Concept Master Plan (refer to **Figure 2**) was prepared for the Site as part of the assessment of the Planning Proposal which informed the GRLEP 2021 (Amendment No. 6) and provides general guidance on the overall form of development on the Site and establishes the following Precinct Objectives and Controls.

##### Objectives

- (a) To facilitate the coordinated development of the Hurstville Civic Precinct consistent with the vision and development principles for the Precinct.
- (b) To guide the delivery of key elements of the Precinct whilst providing an appropriate level of flexibility in the detailed Precinct layout and design.
- (c) To establish the Hurstville Civic Precinct as a vibrant community, cultural, employment and residential destination by providing a mix of civic, cultural, retail, employment and housing uses.
- (d) To provide new public open space opportunities in locations that achieve an appropriate balance between solar access, visual and acoustic amenity.
- (e) To provide safe and accessible active transport routes surrounding the Hurstville Civic Precinct.
- (f) To minimise overshadowing impacts to residential uses on Dora Street.

##### Controls

- (1) Development is to be consistent with the key land use elements in **Table 1** and the indicative site layout plan at **Figure 2**.





**Figure 2:** Indicative Site Layout Plan – Hurstville Civic Precinct

Land Use	Target GFA
Commercial	7,490m <sup>2</sup>
Council Chambers	6,000m <sup>2</sup>
Community	8,410m <sup>2</sup>
Retail	3,175m <sup>2</sup>
Residential	25,975m <sup>2</sup>
Public Car Parking Spaces (i.e. in addition to the minimum requirements for all land uses provided in the Precinct)	500+ spaces (subject to the outcomes of a car parking study and traffic impact assessment that assesses the extent to which public car parking for general use is required to be provided at the Site)
Public Open Space (at ground level, including a Civic Plaza)	6,690m <sup>2</sup>

**Table 1:** Land uses – Hurstville Civic Precinct

*Note: GFA - Gross floor area has the same definition as provided for within the GRLEP 2021.*

## 3.2 Surveyor's Certificate

### Objectives

- (a) To ensure employment generating and community oriented land uses continue to be developed on the Site.

### Controls

- (1) A Development Application for the Site must be accompanied by a Surveyor's Certificate, including gross floor area diagrams to scale of each and every proposed level that indicates the breakup of floor area by residential, non-residential and community uses and facilities consistent with the requirements of Clause 6.18 of the GRLEP 2021 to provide a minimum of 45% of the Site for non-residential land uses and a minimum of 25% of the Site for community uses and facilities; for the purpose of calculating gross floor area.

Note: This is to be accompanied by a properly scaled surveyor diagram.

## 3.3 Competitive Design Process

### Objectives

- (a) To facilitate design excellence in the creation of new public places, public buildings, commercial buildings and residential development.
- (b) To demonstrate compliance with Clause 6.10 Design Excellence of the GRLEP 2021 by undertaking a competitive design process for the Hurstville Civic Precinct.

### Controls

- (1) The Hurstville Civic Precinct (inclusive of Buildings A, B, C and D, and public domain elements) are to be subject to a competitive design process.
- (2) Competitive design process means an architectural design competition, or the preparation of design alternatives on a competitive basis.
- (3) The procedures underpinning a competitive design process are to be undertaken in accordance with the Government Architect NSW's Design Excellence Competition Guidelines (2018) or any subsequent review.
- (4) The competitive design process is to be undertaken in accordance with a Design Excellence Competition Strategy, which is to be approved by Council.
- (5) The Design Excellence Competition Strategy is to include the following components:
  - (i) The location, context and extent of the Design Excellence Competition site.
  - (ii) The objectives of the Design Excellence Competition.
  - (iii) The type and format of the Design Excellence Competition to be undertaken.  
The competitive design process may be:
    - a) An 'open' architectural design competition;
    - b) An 'invited' architectural design competition; or
    - c) An 'invited' competitive design alternative process.

- (iv) An explanation for the selection of the type of competition design process, including how the selected process will meet the objectives of the Government Architect NSW's Design Excellence Competition Guidelines (2018) and those of the Proponent.
  - (v) The number of designers involved in the process and the means for ensuring diversity amongst participating designers.
  - (vi) A schedule of outputs.
  - (vii) Constitution of the panel of jurors, judging and reporting process.
  - (viii) Timelines and program.
- (6) A competition brief is to be prepared and approved by Council prior to being provided to competition entrants and commencement of the competitive design process.

### 3.4 Built Form

#### 3.4.1 Key urban design principles and indicative building envelope

##### Objectives

- (a) To provide a high quality, accessible and integrated Civic Precinct.

##### Controls

- (1) Compliance with the key urban design principles and outcomes illustrated in **Figures 3-5**.



**Figure 3: Key Principles - View looking north from the corner of Dora Street and MacMahon Street**





**Figure 4:** Key Principles - View looking east from the corner of Queens Road and Dora Street



**Figure 5:** Key Principles - View looking south from the corner of Park Road and Queens Road

### 3.4.2 Building A



Building A plays a key role in the Precinct as a gateway to both the Hurstville Civic Precinct and the wider Hurstville City Centre. Building A will be highly visible from a significant distance along the north western approach to the Hurstville City Centre. Therefore, the way in which this building addresses the corner of Park Road and Queens Road is an important consideration for defining this key gateway location.

Building A sits adjacent to the Patrick Street Pocket Park/ View Corridor. Its western façade provides an important frame to this space.

#### Objectives

- (a) To create a dramatic edge to the Hurstville Civic Precinct and a 'signifier' to the surrounding neighbourhood.
- (b) To provide a design response that highlights the significance of Building A in both day and night-time hours.
- (c) To ensure a visual relationship between Building A and the Patrick Street Pocket Park.
- (d) To mitigate the effect of adverse wind conditions for pedestrians at street level.
- (e) To maximise landscaping on the façades to provide a landscaped entry into the Hurstville City Centre.

#### Controls

- (1) The design of the building and its roof top elements are to create a unique landmark 'beacon' or significant marker to reinforce the gateway nature of this corner Site.
- (2) The building is to be designed to create clear articulation of base, middle and top.
- (3) The lower levels of the building are to be formed as a podium edge to step the tower form away from the street edge by a minimum of 3m.
- (4) The podium level is to be a maximum of 4 levels.
- (5) The western façade of Building A is to include a high degree of landscaping for the purpose of urban greening and reducing the urban heat island effect through any combination of the following mechanisms:
  - (i) Consistent planters on balconies,
  - (ii) Green façade (including space for climbing planters), and/or
  - (iii) Green wall or landscaping that creates the effect of a green wall.

- (6) Provide awnings to all non-residential ground level frontages.
- (7) Provide high quality fenced private space providing visual permeability and incorporating small gardens, address points and entry gates for terrace-style residences where proposed at the base of Building A.
- (8) Balconies are to be designed so that internal living spaces and clothes drying areas are not visible from the public domain.
- (9) Balconies are to be integrated/recessed within the façade (i.e. balconies are not to cantilever beyond the main external building wall).
- (10) Engineering plants such as air conditioning units and the like are not to be visible on balconies or the facades of the building.
- (11) Balconies are to be a combination of solid and open balustrade elements and may be constructed to include a variety of materials to form a composed and harmonious back drop that accentuates the building's form.

### 3.4.3 Building B



Building B sits adjacent to the Patrick Street Pocket Park/ View Corridor. Its north-eastern façade provides an important frame to this space. Building B is also a significant backdrop to the heritage item as viewed from the Civic Plaza and arrival point into the Precinct from the Hurstville train station. It is essential to provide an active ground floor which is to include food retailing, cafés and restaurants on the south-western façade to facilitate the delivery of an 'eat street' which connects MacMahon Street with Queens Road.

### Objectives

- (a) To ensure that Building B is appropriately scaled in form, detail and architectural articulation to reduce its visual mass.
- (b) To establish an eat street destination.
- (c) To ensure appropriate solar access is achieved to the Civic (MacMahon Street) Plaza.
- (d) To mitigate the effect of adverse wind conditions for pedestrians at street level.

### Controls

- (1) The commercial/ retail levels should be designed with an appropriate floor to ceiling height and provide for adaptation to accommodate air filtration and extraction to facilitate restaurant type uses to the western ground floor tenancies.

- (2) The form of the building is to accentuate the three horizontal divisions of base, middle and top. The design of the base should be a human scale and relate to the heritage item and the 'eat street' in scale and materiality.
- (3) The podium must not be greater than two storeys, comprising of retail and dining at ground level. The rooftop of the podium may be used as terraces for the residential tower.
- (4) Vertical breaks within the façade are to be provided which create visual articulation that gives the appearance of at least two forms. These breaks should visually relate to any through-site links and /or residential lobbies connecting to the Civic (MacMahon Street) Plaza and the Patrick Street Pocket Park.
- (5) Balconies are to be designed so that internal living spaces and clothes drying areas are not visible from the public domain.
- (6) Engineering plants such as air conditioning units and the like are not to be visible on balconies or the facades of the building.
- (7) Balconies are to be a combination of solid and open balustrade elements and may be constructed to include a variety of materials to form a composed and harmonious backdrop that accentuates the building's form.
- (8) Balconies are to be integrated/recessed within the façade (i.e. balconies are not to cantilever beyond the main external building wall).
- (9) The design of the eat street is to incorporate retractable material/fabric awnings attached to the podium form to provide variety, colour and scale. The awnings together with outdoor seating across the eat street area will allow for flexible adaption to suit events and environmental conditions.
- (10) Provide an architectural response (bulk, height, articulation, and materials) that positively frames the backdrop to the heritage item.

#### 3.4.4 Building C



Building C forms the civic and cultural heart of the Precinct. It is located between Buildings B and D and defines the north west edge of the new Civic Plaza. Building C provides an opportunity to create a sculptural form that blends built form and the adjacent landscape of the Civic Plaza. It is intended that this building be physically connected (at least at the lower levels) to Building D to unify cultural, civic and commercial activities in the Precinct. The built form of Building C is to be designed to minimise the impact of overshadowing on the Civic Plaza to facilitate enjoyment, amenity and activation of the Plaza.

It is expected that the new library, community information, art and performance spaces will deliver a new model incorporating retail, café food service, work and study hubs catering

for the diverse needs of the local community. Building C is to offer a high quality, minimal maintenance outcome.

## Objectives

- (a) To provide a sculptural form for the Civic Building (Building C) to denote its role as a key destination and special public place.
- (b) To ensure appropriate solar access is achieved to the Civic (MacMahon Street) Plaza.
- (c) To design Building C as an integrated extension of the adjoining landscape of the Civic (MacMahon Street) Plaza, particularly through the inclusion of active non-residential uses at ground level.
- (d) To provide visual permeability from the Civic Plaza through the ground floor of Building C.
- (e) To provide public access between the Civic (MacMahon Street) Plaza and Queens Road.
- (f) To reinforce the north western edge of the Civic (MacMahon Street) Plaza as civic in nature with visual and physical accessibility and outward facing active non-residential uses at ground level.
- (g) To integrate the heritage item into the active edge of the Civic (MacMahon Street) Plaza by investigating an array of uses and potential connection to Building C.
- (h) To minimise overshadowing to residential uses on Dora Street.

## Controls

- (1) The new civic buildings are to be innovative in their design and management opportunities to create a flexible multipurpose outcome.
- (2) Any commercial/retail levels on the north eastern frontage should be designed with an appropriate floor to ceiling height and provide for adaptation to accommodate air filtration and extraction to facilitate restaurant type uses to the western ground floor tenancies.
- (3) Provide an integrated approach to the design of Building C and the adjoining Civic Plaza so as to create a built form and landscape that reads as a unified form. This may include the incorporation of the roof and south eastern walls of Building C with the stepped landscape levels of the Civic Plaza.
- (4) Provide a physical connection between Building C and Building D at the podium levels to enable the integration of internal uses. The connection between Buildings C and D should read as a unified architectural form creating an internal active civic /commercial street.
- (5) Minimise overshadowing to the Civic Plaza through careful articulation of building massing.
- (6) Minimise overshadowing to residential uses on Dora Street through careful articulation of building massing.
- (7) The lower levels of Building C are to be visually permeable at ground level and provide a public link between Queens Road and the Civic (MacMahon Street) Plaza.
- (8) Provide active, non-residential ground level edges to Queens Road, Civic (MacMahon Street) Plaza and through site pedestrian links, including the eat street.



- (9) Provide awnings to all ground level frontages.
- (10) Provide an architectural response (bulk, height, articulation, and materials) that positively frames the backdrop to the heritage item.

### 3.4.5 Building D



Building D is located at the corner of MacMahon Street and Dora Street and defines a critical view corridor when entering the Precinct from the Hurstville Railway Station and bus transit areas on Forest Road. Establishing a direct visual link and intuitive pedestrian connection from the Dora Street/ MacMahon Street/ Barratt Street intersection will be the key to integrating the Hurstville Civic Precinct and Civic Plaza with the wider Hurstville City Centre.

Building D will provide an active and welcoming arrival point to the Civic (MacMahon Street) Plaza providing opportunities for activation of the adjacent streets and public realm, including enhancing pedestrian connections and permeability between Dora Street and the Civic (MacMahon Street) Plaza.

Building D is intended to provide commercial office space in the Precinct and will provide as needed for Council's civic needs as well as for private enterprise.

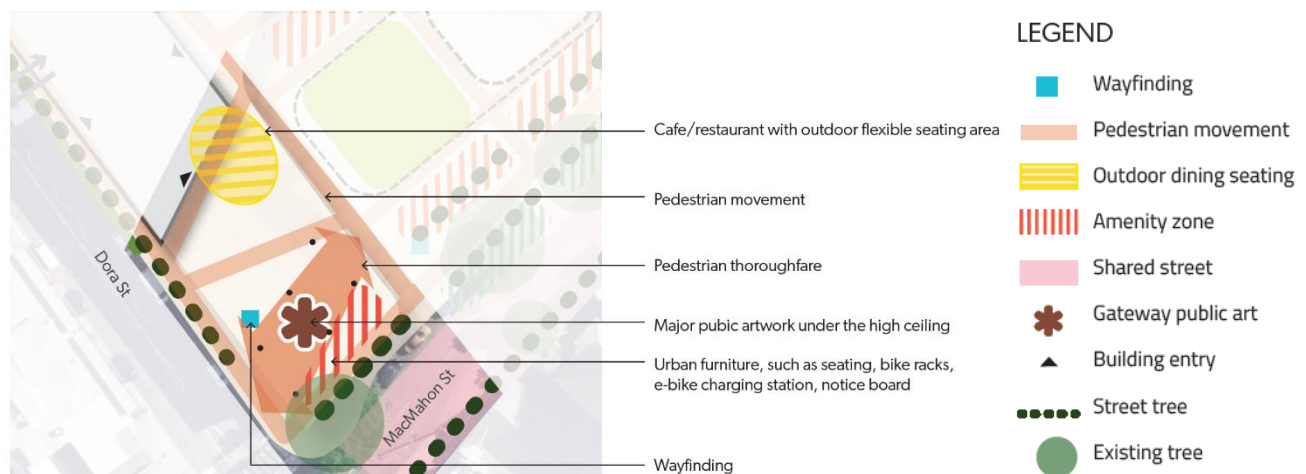
Minimising overshadowing to residential development along Dora Street and the Civic Plaza are important considerations for the design of this building.

### Objectives

- (a) To provide a high quality built form that visually reinforces the Dora Street vista.
- (b) To ensure appropriate solar access is achieved to the Civic (MacMahon Street) Plaza.
- (c) To design Building D as an integrated extension of the adjoining landscape of the Civic (MacMahon Street) Plaza, particularly through the inclusion of active non-residential uses at ground level.
- (d) To provide for pedestrian accessibility and permeability between the Civic (MacMahon Street) Plaza and Dora Street.
- (e) To reinforce the south western edge of the Civic Plaza as civic in nature with visual and physical accessibility and outward facing active non-residential uses at ground level.
- (f) To minimise overshadowing to residential uses on Dora Street.
- (g) To establish a visual connection and intuitive pedestrian access to the Civic Plaza from the Dora Street/ MacMahon Street/ Barratt Street intersection.

## Controls

- (1) The design of Building D is to be of a high quality and architecturally reinforce the Dora Street/Queens Road and Dora Street/ MacMahon Street corners as well as provide façades with a high degree of articulation and visibility to lively internal uses to Dora Street and the adjacent Civic (MacMahon Street) Plaza.
- (2) Provide a physical connection between Building D and Building C at the podium levels to enable the integration of internal uses. The connection between Buildings C and D should read as a unified architectural form creating an internal active civic /commercial street.
- (3) Provide ground level pedestrian access between the Civic (MacMahon Street) Plaza and Dora Street. Through-site links are to be registered on the title of the land as an easement for public access.
- (4) Provide a finely articulated façade through inclusion of façade elements that create detail through depth of scale and colour. This is specifically important for the east façade facing the Civic (MacMahon Street) Plaza and west façade facing residential buildings on the opposite side of Dora Street.
- (5) Limit reflectivity of facades through careful selection of materials to minimise reflection to existing dwellings on Dora Street.
- (6) Minimise overshadowing to the Civic Plaza through careful articulation of building massing.
- (7) Minimise overshadowing to residential development on Dora Street through careful articulation of building massing.
- (8) Provide a direct visual link and pedestrian connection into the Civic Plaza from the Dora Street/ MacMahon Street/ Barratt Street intersection that is publicly accessible in perpetuity. This may occur through setting back the lower levels of Building D from MacMahon Street to provide a generously elevated undercroft having regard to the design considerations in **Figure 6**.
- (9) A wind impact assessment report is to be submitted with the Development Application addressing the wind impacts in and around the undercroft area.
- (10) Provide awnings to all ground level frontages.



**Figure 6:** Undercroft space design considerations  
(Hurstville Civic Precinct Public Domain Strategy, Place Lab 2022)

## 3.5 Public Domain

### 3.5.1 Public Domain Strategy

#### Objectives

- (a) To establish a cohesive design approach for all public domain elements and linkages.
- (b) To facilitate the coordinated development of a network of connected public places, streets and pedestrian linkages.
- (c) To develop a high quality site-specific outcome signifying the Precinct as Hurstville's "Civic heart".
- (d) To achieve a public domain outcome that integrates visually and physically with the wider Hurstville City Centre.

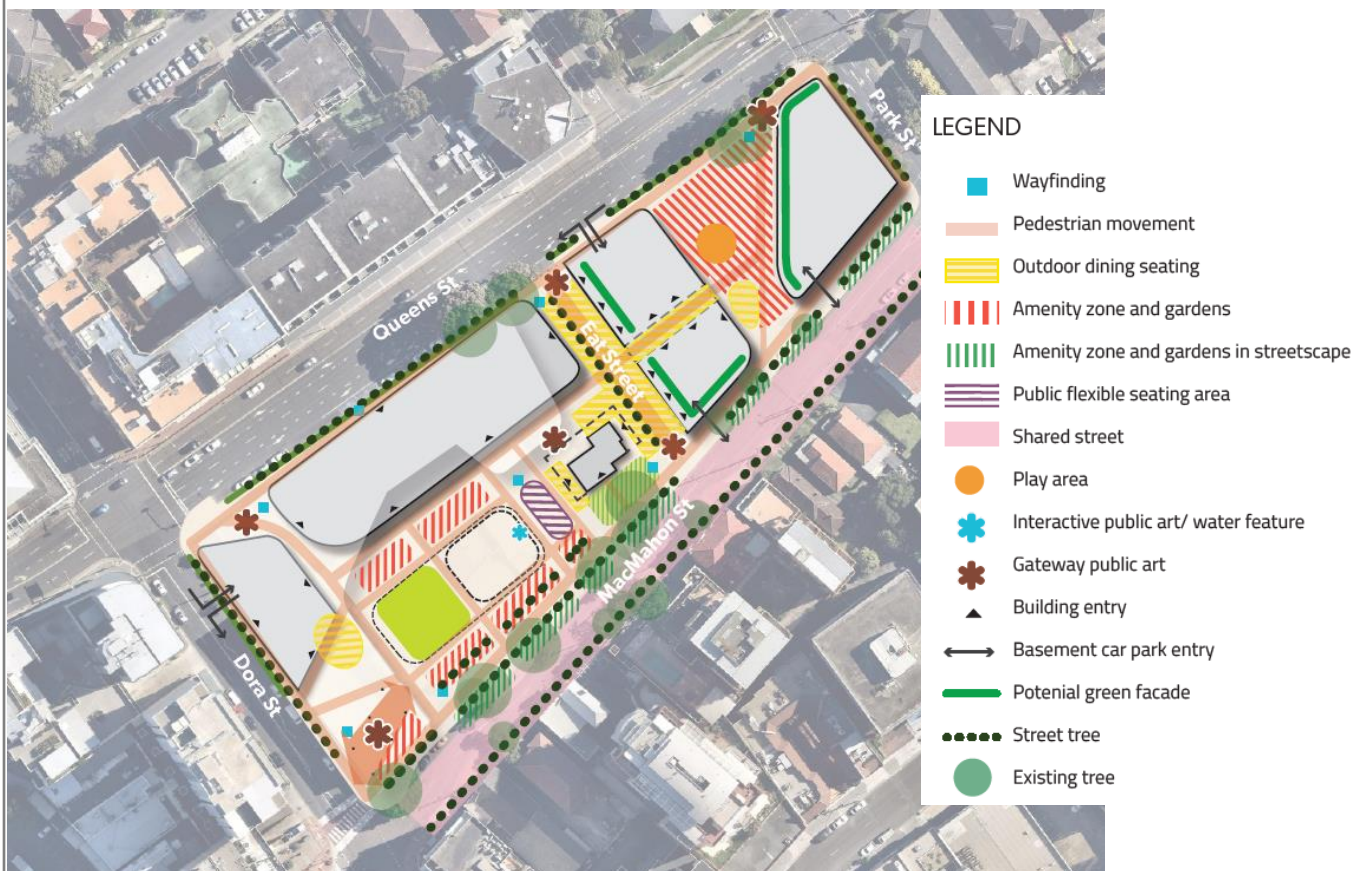
#### Controls

- (1) A public domain plan is to be prepared in support of any future development application (DA) and to the satisfaction of Georges River Council as a part of a detailed design process. The public domain plan is to denominate an integrated approach to precinct design with the broader network of streets and public places.
- (2) The public domain plan must be consistent with the public domain framework in the *Hurstville Civic Precinct Public Domain Strategy* (Place Lab 2022) as depicted in **Figure 7**.
- (3) At a minimum, the public domain plan is to address the:
  - (i) Role and function of key open space elements and linkages.
  - (ii) Application of soft (including mature tree planting) and hard landscaping surfaces.
  - (iii) Lighting and service infrastructure that positively contributes to the safety, legibility, wayfinding and visual interest of the public domain.
  - (iv) Smart technologies in the public domain and street furniture to allow for accessibility and connectivity, such as Wi-Fi and charging points.
  - (v) Shelter and awnings.
  - (vi) Street furnishings, including seating and play structures which may include an active water play feature.
  - (vii) Fencing (where necessary).
  - (viii) Public art across the Site and with at least one focal art piece within the Civic Plaza.
  - (ix) Transition between public, semi public and private space.
  - (x) Wayfinding and signage, particularly with consideration to connections from nearby transit (i.e. Hurstville Railway Station and bus interchange).
  - (xi) Pedestrian connectivity and active transport, including bike racks.
  - (xii) Solar access.
  - (xiii) Maintenance and upkeep.
  - (xiv) Protection of the remembrance plaque on the northern wall of the former Hurstville Baptist Church building located at 4-6 Dora Street which is to be

removed prior to any demolition of that building and installed in a publicly visible and appropriate location as part of the future redevelopment of the site.

- (4) The fittings and all elements of this plan are to demonstrate a minimum 50-year life span, including durable natural stone providing long life and a quality befitting a major civic place, and be in accordance with Council's 'Public Domain Streetscape Works Specification'.
- (5) The public domain plan shall consider treatment of the public domain both on the Site and across the adjoining streets where appropriate, including the MacMahon Street shared zone.
- (6) The public domain plan is to be developed with consideration for any other public domain plan prepared by or endorsed by Council.
- (7) Any form of planting on structures must provide sufficient soil depth and volume to support the long-term growth of plants. Refer to Section 4P of the *Apartment Design Guide* (NSW Department of Planning and Environment 2015) for the minimum soil standards. Any sub-surface drainage requirements are in addition to the soil depths listed.

*Note: All volumes are subject to review against current industry best practice standards. An arborist or soil scientist can provide specific advice about the volume of soil that planting requires.*



**Figure 7:** Public domain framework  
(Hurstville Civic Precinct Public Domain Strategy, Place Lab 2022)



### 3.5.2 Civic (MacMahon Street) Plaza



The Civic (MacMahon Street) Plaza will form a new active heart for the Hurstville City Centre. The Plaza will be landscaped to include both hard and soft landscaping treatments which will enable the space to perform a variety of place making roles, including social gathering and special event spaces.

Hurstville's new Civic Plaza will be positioned adjacent to MacMahon Street where it is best connected to the wider Hurstville City Centre in a location that is protected from the high volume traffic routes of Park Road and Queens Road. The relationship between the Civic Plaza and existing heritage buildings on MacMahon Street will create a unique and ambient atmosphere that showcases and celebrates Hurstville's present and past.

Built form massing in the Concept Master Plan has been carefully considered to ensure that the majority of the Civic Plaza receives a minimum of 3 hours sunlight in mid-winter, and particularly during the lunchtime period when the usage of the Plaza is expected to peak.

#### Objectives

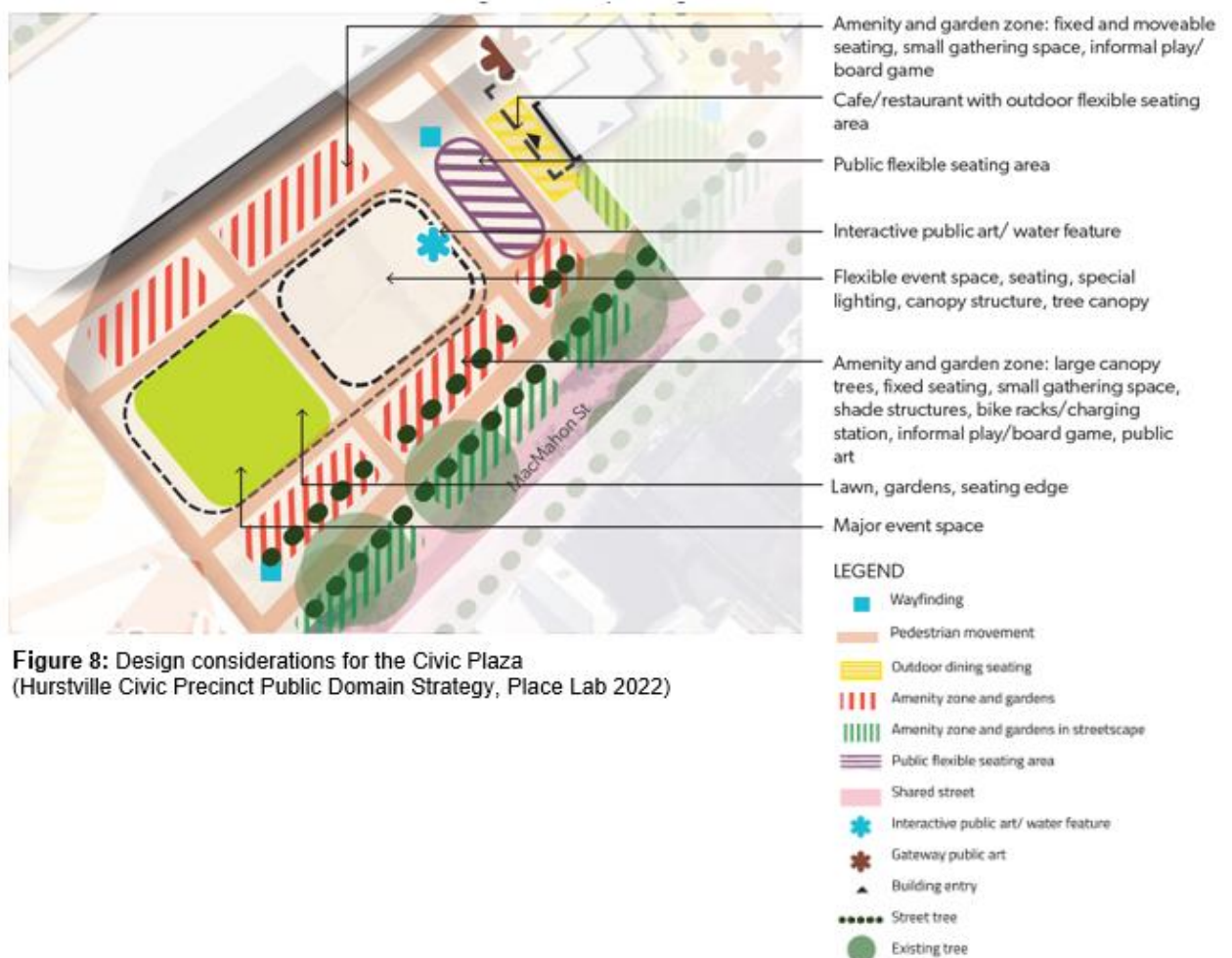
- (a) To allow for passive recreation opportunities catering for a broad range of activities and intergenerational needs.
- (b) To provide a public space that is open to the air and provides perpetual access to the public, catering for incidental use and allowing for occasional programmed activities to occur.
- (c) To facilitate community interaction and gathering for local residents, workers and visitors.
- (d) To achieve a high degree of solar access to the Civic Plaza throughout the year and specifically mid-winter between the hours of 9am and 3pm, and most importantly during lunchtime hours when the space is expected to be at peak usage.
- (e) To activate the edges of the Civic Plaza and provide a range of environmental conditions that encourage use throughout various times of the day, night and year.
- (f) To include integrated services to allow for performance events, presentations, media and IT installations to cater for markets, food events, movie and media projections and public speaking /performance occasions.

#### Controls

- (1) Provide a publicly accessible Civic Plaza with minimum dimensions of 60m x 40m, equating to a minimum required area of 2,400m<sup>2</sup>. This minimum area shall be open to the sky.



- (2) The Civic Plaza is to be designed to enable a variety of functions to occur simultaneously and is to have regard to the design considerations in **Figure 8**.
- (3) Key elements in the Civic Plaza are to cater for a broad range of intergenerational activities and are to include a variety of plantings, gathering spaces, and flexible seating areas.
- (4) The Civic Plaza is to contain a mix of soft and hard surfaces and allow for intergenerational activities, accessible for all within the community. A minimum area of 40% of the Plaza is to be soft landscaping, including deep soil for canopy tree planting and low level planting beds.
- (5) The Civic Plaza is to receive the minimum solar access in accordance with Clause 6.18 of the GRLEP 2021.
- (6) The materials and all elements within the Civic Plaza are to provide long term civic quality outcomes designed for a 50-year life.
- (7) A Development Application is to be supported by a public art strategy in accordance with Council's *Public Art Policy* and *Public Art Guidelines for Developers*. Public art is to be provided either at grade or integrated with key building facades to Buildings B, C and D.
- (8) Any works are to respect the setting to the heritage item by ensuring the heritage curtilage is maintained and protected.



**Figure 8: Design considerations for the Civic Plaza**  
(Hurstville Civic Precinct Public Domain Strategy, Place Lab 2022)

### 3.5.3 Shared Street – MacMahon Street

MacMahon Street is the interface between the Hurstville Civic Precinct and the rest of the Hurstville City Centre, providing an entry to the Precinct and a movement corridor. Most importantly, MacMahon Street is an extension to the place making qualities of the Civic Plaza, providing a place where people feel comfortable to stay and participate in their everyday activities.

MacMahon Street is intended to be a shared zone, remaining accessible to vehicle traffic, with paving treatments encouraging the slow moving of traffic with the feel of a pedestrian mall. This will facilitate the occasional closing of the street to accommodate community events (e.g. markets and community fairs).

#### Objectives

- (a) To provide an active edge to the Civic Plaza and a gateway to the Hurstville Civic Precinct from the rest of the Hurstville City Centre.
- (b) To provide a shared zone with the opportunity to accommodate community events.

#### Controls

- (1) MacMahon Street (shared street) is to be designed to provide an area for slow moving traffic and pedestrians that is an extension of the public domain of the Civic Plaza and is to have regard to the design considerations in **Figure 9**.



### 3.5.4 Patrick Street Pocket Park



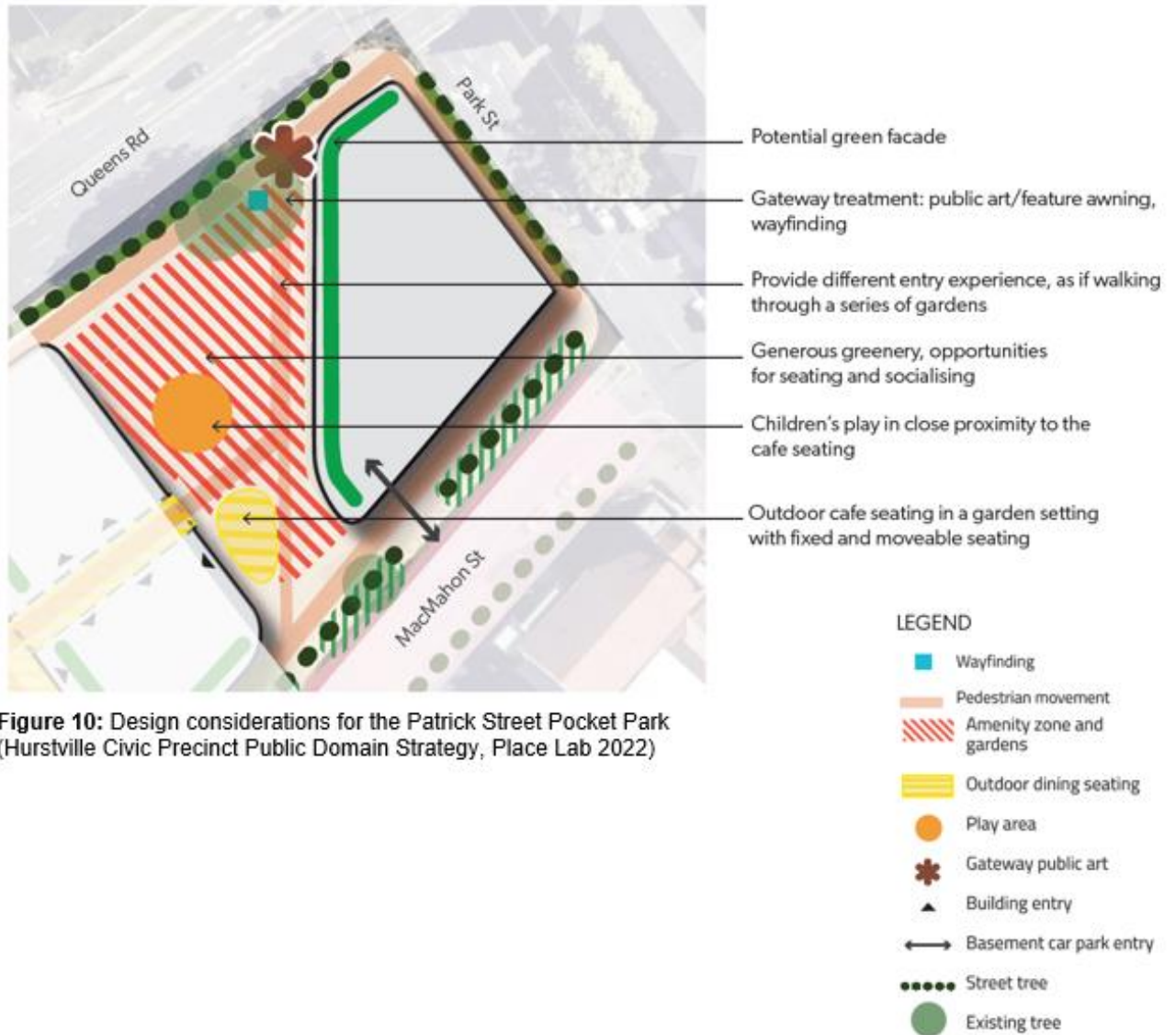
The Patrick Street Pocket Park is situated between Buildings A and B. It provides a dual role as a public amenity for adjacent residents and restaurant/café patrons as well as maintaining the Patrick Street view corridor, which provides direct line access to Hurstville Oval. The Patrick Street Pocket Park is oriented towards the north, which, in conjunction with the careful design of adjacent Buildings A and B, allows for significant solar access to be achieved throughout the year.

#### Objectives

- (a) To establish a small park that provides a high level of amenity for adjacent residents and visitors.
- (b) To maintain strong visual and physical connection between Patrick Street towards MacMahon Street.
- (c) To maintain an open and accessible vista between Queens Road and MacMahon Street.

#### Controls

- (1) The Patrick Street Pocket Park is to be a publicly accessible park having regard to the design considerations in **Figure 10**.
- (2) The landscaped pocket park is to align with Patrick Street, providing a gateway to the Precinct and maximising northern solar access.
- (3) The park area (being public open space) located at the north eastern end of the Site between Building A and Building B is required to receive a minimum 50% of direct sunlight for at least 4 hours between 9am and 3pm at mid-winter.
- (4) Landscape elements with significant trees and low-level greening are to be included in the Patrick Street Pocket Park, including the potential for green walls.
- (5) Where residential is on the ground floor, residential gardens and entrances are to be defined through high quality fencing allowing visual connection from each unit's private open space to the public pedestrian way.
- (6) Where residential is proposed, fencing is to reflect a common design approach and materials palette.



**Figure 10:** Design considerations for the Patrick Street Pocket Park (Hurstville Civic Precinct Public Domain Strategy, Place Lab 2022)



### 3.5.5 Eat street and laneway connections



New linkages and their relationship to the surrounding public realm will enable active land uses such as restaurants to interact with and activate the new Civic Plaza. The eat street element of the Precinct is intended to provide for activity beyond regular daytime trading hours.

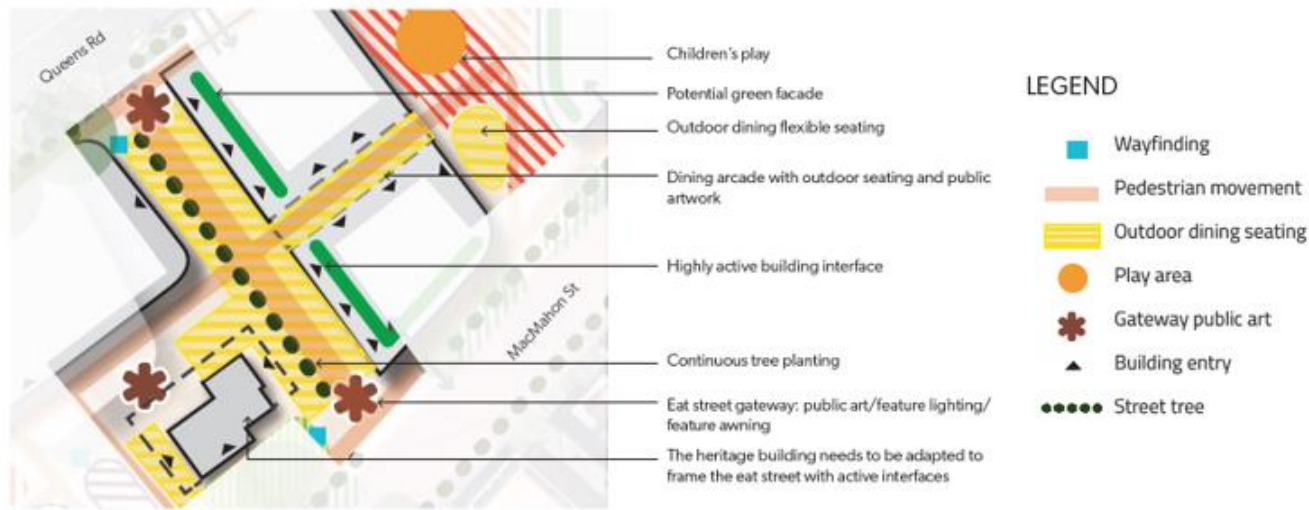
#### Objectives

- To develop retail food and entertainment activities at the ground floor of Buildings B and C to create an active food and dining precinct.
- To maximise the pedestrian permeability of the Precinct by connecting Queens Road, Park Road, the Patrick Street Pocket Park and the Civic Plaza.
- To incorporate the heritage item as an integrated element in the Precinct.
- To provide indoor and outdoor dining options.

#### Controls

- Retail floor space mix with a restaurant/ café/ small bar focus is to be included on the ground floor to provide café and dining experiences to form an eat street having regard to the design considerations in **Figure 11**.
- The intended retail mix is to be economically tested and submitted as part of any design discussion and/or Development Application.
- The provision of mini market and whole foods type offers are encouraged. Full scale supermarkets are not supported in this location, however, small format supermarkets incorporating up to 800m<sup>2</sup> of retail floorspace may be considered in conjunction with satisfying the stated objective of a mix of cafes and restaurants being achieved as part of a co-ordinated retail strategy. A single outcome of a small format supermarket is not supported for the Site.
- The eat street is to be an appropriate width to accommodate outdoor dining and a public pedestrian thoroughfare.
- The eat street is to be unenclosed and open to the sky. Cafes, restaurants, food shops and the like, which open onto eat street should however include weather protection for outdoor dining, potentially in the form of awnings.
- The public pedestrian connection between the eat street and the Patrick Street Pocket Park may be provided as an arcade in the undercroft of the podium of Building B, providing a dining arcade with outdoor seating.
- The heritage item and its curtilage is to be retained and incorporated as an integral element to the Precinct. Any adaptive re-use is to be consistent with the *Conservation Management Plan for the Hurstville Museum and Gallery* (Weir Phillips Heritage and

Planning 2022) or subsequent amendment and sympathetic to the significance of the item, providing active interfaces with the eat street.



**Figure 11:** Design considerations for the eat street (Hurstville Civic Precinct Public Domain Strategy, Place Lab 2022)

### 3.6 Vehicle Access and Car Parking

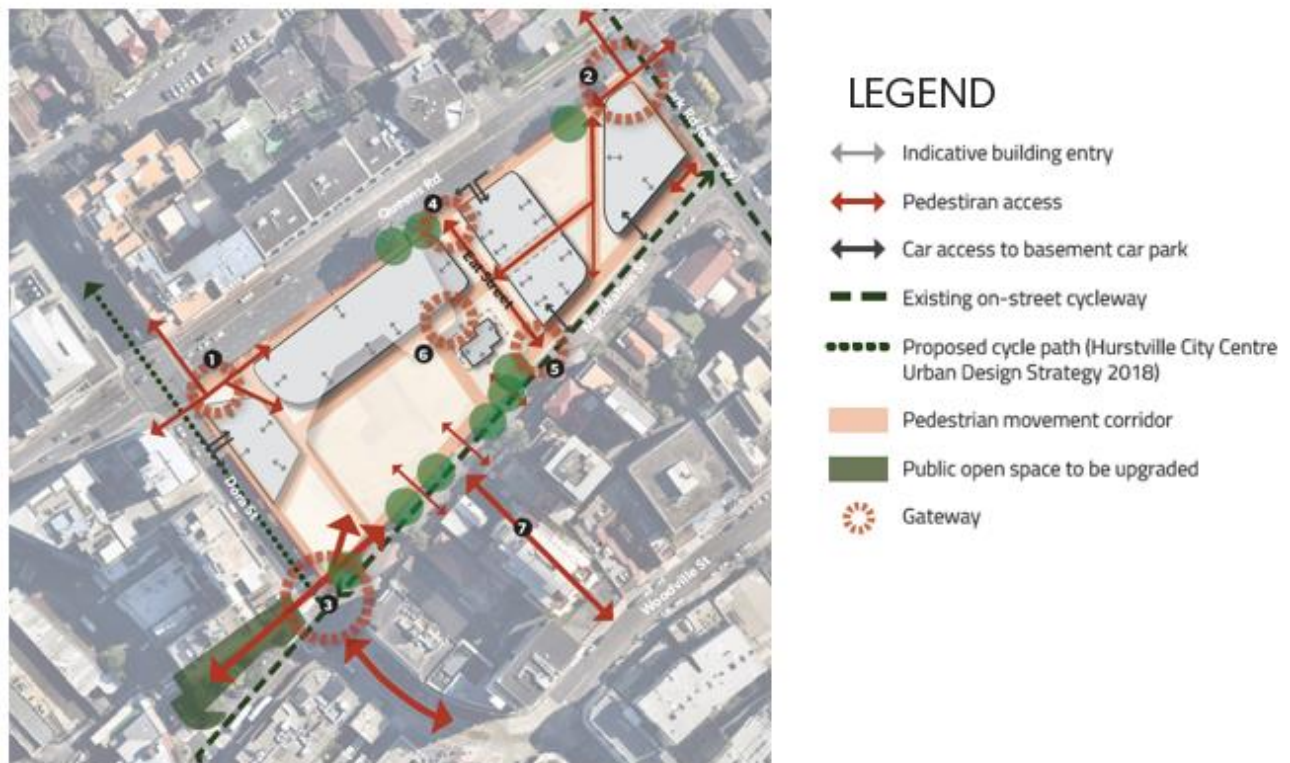
#### Objectives

- To maximise the opportunity for safe pedestrian access to the Site, specifically along the MacMahon Street frontages for everyday activities.
- To provide for special occasion street closures whilst minimising impacts upon accessibility to residential, commercial, civic and public car parking.
- To ensure sufficient deep soil is provided to enable the healthy growth of large street trees in the proposed Civic Plaza, Queen Street frontage, the eat street to the west of Building B, and the Patrick Street Pocket Park.
- To provide for public car parking on the Site to cater for the broader car parking needs of the Hurstville City Centre.

#### Controls

- All car parking is to be provided in basement levels. No at grade or above grade car parking is permitted.
- Vehicular accesses to the basement car park are to be located away from pedestrian active frontages and open space, set back from intersections and allow for the logical separation of land uses and buildings. Vehicular accesses are to be provided in the locations indicated in **Figure 12**.
- The vehicular accesses on Dora Street and Queens Road are to be left in/left out only.
- Vehicle access is only permitted on MacMahon Street where it is provided north east of the heritage building at 14 MacMahon Street and where access to the at grade car park is currently available.
- Provision of waste collection, loading and service areas below grade accessible from Queens Road is preferred subject to approval from Transport for NSW (TfNSW).

- (6) Basement car parking is to be consolidated and include parking and servicing for each of the uses on the Site.
- (7) Basement car parking design shall allow sufficient deep soil provision to enable the incorporation of mature trees into public open space areas (i.e. the Civic Plaza, Patrick Street Pocket Park and the eat street to the west of Building B) to facilitate healthy tree growth. Refer to Section 4P of the *Apartment Design Guide* (NSW Department of Planning and Environment 2015) for the minimum soil standards. Any sub-surface drainage requirements are in addition to the soil depths listed.
- (8) The development is to provide the minimum number of car parking spaces in accordance with the parking rates in Part 3 of this DCP.
- (9) In addition to the provision of the minimum number of car parking spaces required for the development, a public carpark is to be provided and allow for electric vehicle charging capability (subject to the outcomes of a car parking/electric vehicle strategy or needs analysis – refer to section 3.11 of this DCP).



**Figure 12:** Access and movement in and around the Hurstville Civic Precinct (Hurstville Civic Precinct Public Domain Strategy, Place Lab 2022)

### 3.7 Waste Minimisation

#### Objectives

- (a) To comply with Council's practices and service functions in respect of waste management.

#### Controls

- (1) Demolition, construction and ongoing operational waste is to be managed in accordance with Appendix 4 - Waste Management of the GRDCP 2021 or any further revision of the GRDCP 2021.
- (2) Provision of waste collection, loading and service areas below grade accessible from Queens Road is preferred subject to TfNSW approval as per Section 3.6 of this DCP.
- (3) At least five loading bays are to be provided, such as two loading bays each for the retail/commercial and community uses plus one loading bay for the residential apartments. The location and design of the loading bays are to be confirmed as part of a future Development Application supported by a detailed design and Loading Dock Management Plan.
- (4) The design of waste collection, loading and service areas is not to result in the loss of any on-street parking.

### 3.8 Environmentally Sustainable Development

#### Objectives

- (a) To create a development which will have high standards of environmental sustainability, particularly with regard to energy and water use.
- (b) To ensure the highest standards in environmentally sustainable design and construction.
- (c) To reduce the impacts of development on the environment.
- (d) To ensure the development is resilient to the impacts of climate change.
- (e) To ensure that greenhouse gas emissions are minimised.

#### Controls

- (1) Environmental sustainability is to be in accordance with Clause 6.11 - Environmental Sustainability of the GRLEP 2021.

### 3.9 Heritage – Hurstville Museum and Gallery – 14 MacMahon Street

#### Objectives

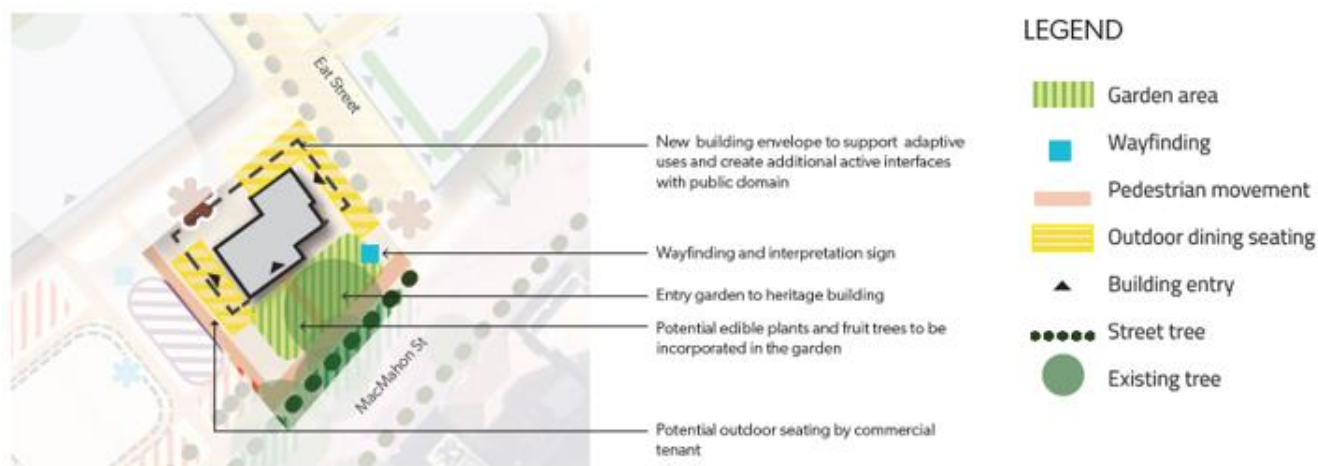
- (a) To appropriately address the significance of the existing heritage item (i.e. the 'Hurstville Museum and Gallery' at 14 MacMahon Street, Hurstville) within the Precinct.
- (b) To facilitate the conservation, management and adaptive reuse of the existing heritage item within the Precinct, consistent with the *Heritage Conservation Management Plan for the Hurstville Museum and Gallery* (Weir Phillips Heritage and Planning 2022) or subsequent amendment.

#### Controls

- (1) Conservation, ongoing management and adaptive reuse of the building is to be undertaken in accordance with the *Conservation Management Plan for the Hurstville Museum and Gallery* (Weir Phillips Heritage and Planning 2022) or subsequent amendment.



- (2) Facilitate adaptive reuse of the existing two-storey heritage building for an active use that is accessible to the public having regard to the design considerations in **Figure 13**.
- (3) Facilitate the conservation of the heritage building through removal of unsympathetic existing additions and consider a design response that enhances its physical and visual relationship to Building C.
- (4) Consider the design of Building B and its visual relationship with the heritage item in terms of its height, transition in scale, architectural language, colour and material finishes.
- (5) As specified within the *Conservation Management Plan for the Hurstville Museum and Gallery* (Weir Phillips Heritage and Planning 2022) or subsequent amendment, an Interpretation Strategy and Interpretation Plan is to be prepared for the Site that supports visitors' understanding and appreciation of the heritage item.
- (6) All works within the boundary of the heritage curtilage shall ensure an appropriate setting is maintained, ensuring views to and from the item are protected and any pavement treatment, vegetation, signage, ancillary structures, do not diminish or erode the setting to the heritage item.
- (7) Any lot subdivision or lot amalgamation shall ensure the protection of the heritage curtilage for the heritage item. Subdivision shall not be less than the heritage curtilage.



**Figure 13:** Design considerations for the heritage item  
(Hurstville Civic Precinct Public Domain Strategy, Place Lab 2022)

- (8) Prior to the lodgement of any future development proposal involving redevelopment, demolition, change of use, boundary adjustment or subdivision or the like, the *Conservation Management Plan for the Hurstville Museum and Gallery* (14 MacMahon Street, Hurstville) prepared by Weir Phillips Heritage and Planning dated June 2022 must be reviewed and updated in collaboration with Council. At a minimum, the updated Conservation Management Plan is to address the following:
  - (i) Section 5.10 – The grading of significance tables are to be graphically represented on elevation / floor plans to show not only individual elements and features, but other aspects such as floor plan and arrangement, silhouette and profile and the overall ensemble of the building.
  - (ii) Section 6.1.9 - Establishment of the recommended heritage curtilage (graphically represented by a marked-up aerial photograph or the like) so that in the event of site consolidation, subdivision and or boundary



adjustment for allotments comprising the Hurstville Civic Precinct, the extent of the heritage curtilage is clear and known.

- (iii) Section 7 – Conservation management policies are to be developed that guide suitable adaptive re-use and set parameters on what types of uses may and may not be suitable for the heritage item, together with protection and management of the heritage curtilage and setting. The conservation management policies shall also include policies regarding the protection of views and setting, together with design principles to guide future development with respect to building separation and transitional zone in building heights with reference to the urban design principles, Indicative Site Layout Plan and Concept Master Plan adopted for the Site.
  - (iv) Section 7 – A framework for the implementation of the Conservation Management Plan is to be developed, together with policies on, and a schedule of, required conservation / maintenance works to the heritage item.
- (9) Any future development proposal that comprises any part of the Hurstville City Museum and Gallery site, or involves changes to the existing allotment configuration through subdivision or lot consolidation to the same, must be accompanied by a Heritage Impact Statement that demonstrates how the proposal achieves consistency with the *Conservation Management Plan for the Hurstville Museum and Gallery* (Weir Phillips Heritage and Planning 2022) or subsequent amendment.

### 3.10 Community Facilities

*Note: 'Community facilities' mean Council administrative and civic offices; multipurpose auditorium, library, museum, art gallery, community centre, associated uses such as cafés; a range of recreation, relaxation or study areas, and emerging new forms of facilities that cater for the identified needs of the community.*

#### Objectives

- (a) To provide a flexible framework to deliver high quality and sustainable community facilities that are reflective of the needs of the local community.

#### Controls

- (1) Community facilities are to be provided in accordance with the principles and performance criteria set out in the *Hurstville Civic Precinct Amenities and Facilities Strategy* (Gyde 2022) and reproduced in **Table 2**.

Principles	Performance Criteria
<b>Reflects and strengthens local character</b>	<ul style="list-style-type: none"> <li>• A facility that is planned and designed with consideration to Connecting with Country principles and acknowledgement of First Nations connection to place.</li> <li>• A facility that is planned and designed with consideration to local stories, history, diversity, and the area's unique culture and character.</li> </ul>
<b>Welcoming and safe</b>	<ul style="list-style-type: none"> <li>• A facility for equitable, inclusive active participation and interaction, building relationships, strengthening social cohesion and respect, and as a meeting place for everyone in the community.</li> <li>• A facility for multigenerational use.</li> <li>• A facility that connects communities through the provision of shared public spaces.</li> </ul>
<b>Fit for purpose and responsive</b>	<ul style="list-style-type: none"> <li>• A facility planned to consider the Georges River Council area's demographic needs and trends, and the catchment it services.</li> <li>• A facility planned through engagement with stakeholders, including young people, families, diverse communities, and older generations to develop a shared vision that encourages social inclusion and diversity.</li> <li>• A facility planned with an understanding of the needs of the cultural sector.</li> <li>• A facility that supports ongoing community connection and ownership.</li> <li>• A facility that has a strong community building role and that responds to the purpose of the Hurstville City Centre.</li> </ul>
<b>Connected and visible</b>	<ul style="list-style-type: none"> <li>• A facility that optimises accessibility and connectivity to the public domain and activated ground planes with consideration given to 'spill out' opportunities.</li> <li>• A facility that encourages ease of access through its interface with pedestrian/ cycle routes and places, connecting the large scale with the finer grain.</li> </ul>
<b>Multipurpose, future proofed and innovative</b>	<ul style="list-style-type: none"> <li>• A facility that has flexible uses, capable of responding to and accommodating a diversity of practises and groups concurrently, building in functionalities that maximise utilisation.</li> <li>• A facility that is adaptable and that incorporates smart technologies, and the use of internal layouts that can respond and be resilient to changing community, environmental and public health priorities over time and opportunities for expansion.</li> </ul>
<b>Distinctive and vibrant</b>	<ul style="list-style-type: none"> <li>• A facility that has a strong architectural presence.</li> <li>• A facility that contributes a sense of identity, with the intention of making a major difference to the real and perceived value of the Hurstville Civic Precinct.</li> <li>• A facility that strengthens and positions Georges River as a 'cultural centre'.</li> <li>• A facility that is activated all day, every day and contributes to the night-time economy.</li> </ul>

Principles	Performance Criteria
<b>Responsible, sustainable and resilient</b>	<ul style="list-style-type: none"> <li>A facility planned to achieve value for money, maximum land and building efficiencies, and utilise cost effective and environmentally sustainable design, asset management and operational practices.</li> <li>A facility designed to effectively manage public health issues and environmental effects in a way that can benefit from new opportunities.</li> </ul>
<b>Funding partnerships</b>	<ul style="list-style-type: none"> <li>A facility funded in recognition of the shared value community and cultural services bring to the Hurstville City Centre and the wider Georges River LGA, and the opportunities for development partnerships.</li> </ul>
<b>Collaborative, coordinated and integrated</b>	<ul style="list-style-type: none"> <li>A facility where planning and design has been supported by clear agreements between Council and its development partners, ensuring collaborative and coordinated processes, maximising its fit for purpose potential and its integration with its environment.</li> <li>A facility developed with a clear design brief that establishes all the qualitative and quantitative spatial requirements for the space, and is supported by an estimated cost of the construction.</li> </ul>
<b>Part of a facility network</b>	<ul style="list-style-type: none"> <li>A facility planned to function as part of a network of complementary, yet distinct community and cultural facilities distributed across the Georges River LGA.</li> </ul>

**Table 2:** Principles and performance criteria  
(Hurstville Civic Precinct Amenities and Facilities Strategy, Gyde 2022)

### 3.11 Car Parking Study and Traffic Impact Assessment

#### Controls

- (1) A detailed Car Parking Study and Traffic Impact Assessment must be submitted with any Development Application seeking consent for the construction of a new building or buildings, or car parking (either public and/ or land use related), or creation of public parks, or subdivision of the Hurstville Civic Precinct.
- (2) The detailed Car Parking Study is to inform the number of spaces and applicable timed restrictions required in the Civic Precinct for public car parking. An adequate number of public car parking spaces is to be provided in accordance with Clause 6.18(3)(f) of the GRLEP 2021. The Study is to include the following elements as a minimum for the area identified in **Figure 14** below and must be completed to the satisfaction of Council:
  - (i) Assessment of the current parking situation, including demand and supply with regards to the location, number of spaces, applicable restriction (eg. on-street parking, loading zone etc), length of stay, and turnover.
  - (ii) Assessment of the future parking situation, including demand and supply with regards to the location, number of spaces and applicable restriction (e.g. on-street parking, loading zone etc), length of stay, and turnover. Future demand is to be based on the worst-case scenario (i.e. permitted land uses in the Civic Precinct that require the greatest number of parking spaces), consistent

with the Indicative Layout Plan at **Figure 2** and the gross floor area amounts in **Table 1** ("Land uses") of Part 3.1 of the Hurstville Civic Precinct DCP).

- (iii) Ensure supply satisfies demand by various users by providing a range of parking options in the Civic Precinct, including long term, short term, peak and non-peak parking options.
  - (iv) Ensure that parking provision in the Civic Precinct is equitable and caters for the needs for all users, including people with disability, seniors, kiss and ride, taxi zones, service vehicles, motorbikes, and micro-mobility vehicles (electric bicycles and scooters).
  - (v) A wayfinding strategy to direct drivers to available parking, reducing traffic circulation and congestion.
  - (vi) Potential to implement carshare initiatives within the Civic Precinct car park.
  - (vii) Potential to implement initiatives and infrastructure (such as charging stations) suitable for electric cars within the Civic Precinct car park.
  - (viii) Minimising the number of driveways and vehicle access points to the Civic Precinct car park, reducing the loss of on-street parking spaces.
  - (ix) A multimodal transport impact assessment.
- (3) The detailed Traffic Impact Assessment is to include the following elements as a minimum:
- (i) Identify existing traffic issues and potential impacts from the future proposed development based on the worst case scenario (i.e. the permitted land uses in the Civic Precinct with the highest traffic generation) to the road network adjacent to the Civic Precinct within the area identified in **Figure 15**, including, but not limited to:
    - The capacity of the existing road network/existing traffic generation, including identification of existing traffic issues;
    - The impact of future development on the road network;
    - Any impacts to intersections as a result of the proposed uplift;
    - A multimodal transport impact assessment; and
    - The identification of active transport links to existing school travel paths.

*Note: The modelling methodology is to be agreed with Council and TfNSW.*





**Figure 14:** Extent of the area to be included in the detailed Car Parking Study.



**Figure 15:** Extent of the area to be included in the detailed Traffic Impact Assessment.