

# E2 - Hurstville Town Centre

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# E2 - Hurstville Town Centre

This Section includes provisions for land within the boundaries of the Hurstville Town Centre as shown in Figure 1.

## I. Introduction

Hurstville Town Centre has primarily developed around the railway station and Forest Road. The eastern and larger side of the Town Centre is within the City of Hurstville. The western side is within the City of Kogarah. The local government boundary follows the Illawarra Railway Line.

Hurstville has been identified as a Major Centre in the NSW Government's Southern Sydney Regional Action Plan. Retail, residential and office development are all current uses in the Town Centre and each contributes in its own way to the economic strength and physical activity of Hurstville.



Figure 1. Boundary of Hurstville Town Centre

## 2. Objectives

The objectives of this Part are to:

- (a) Strengthen and promote Hurstville as a significant Centre in the region with its unique identity and encourage a range of retail, commercial, residential, community, recreational and entertainment uses.
- (b) Encourage well designed, safe and active public areas which contribute to the well-being of the community.
- (c) Encourage higher density development adjacent to the main public transport facilities.
- (d) Encourage mixed development in individual buildings, such as retail and commercial in the lower levels of residential development.
- (e) Encourage a high quality building stock which can adapt over time to a range of uses.
- (f) Manage the traffic and parking for the benefit of the whole centre.
- (g) Ensure that the built form defines spaces with a human scale.

## 3. Built Form

The built form control for each site is expressed as **a building envelope with a related floor space control**. The envelope has resulted from the overall design for the town. For some sites there is more than one option. These arise from different amalgamation alternatives.

For some sites the drawing illustrates both the residential and commercial option, and for others only one option is illustrated.

All blocks in the Hurstville Town Centre have been given a number and sites within each block are identified by a letter eg. Block 10 Site B.

### 3.1 Amalgamation and Site isolation requirements

There are no requirements for amalgamation within the Hurstville Town Centre, however it would not be economically feasible to develop some of the smaller sites with a lift or basement car parking unless they are amalgamated

Should an amalgamation pattern occur which has not been considered, Council may consider an alternative building envelope provided what is proposed is acceptable to Council and does not restrict the development opportunities of other sites.

In considering an application for development in the Hurstville Town Centre, Council will consider the impact of the proposed development on adjoining allotments of land that will be left as isolated sites and their future development capacity.

#### Objectives

- (a) Avoid single lots being left undeveloped as a result of any development proposal.
- (b) To provide a workable building footprint for development sites so that the urban and environmental objectives can be met.

#### Controls

Where a property will be isolated by a proposed development and that property cannot satisfy the minimum lot requirements, then the applicant must submit to Council, with the development application, the following information:

- (1) Correspondence indicating that negotiations between the owners of the properties commenced prior to the lodgement of the development application.
- (2) Where no satisfactory result is achieved from the negotiations, the development application should include documentation to demonstrate that reasonable attempts have been made to incorporate the adjoining site/s into the redevelopment and documentation of the negotiations between the owners of the properties. This documentation must include copies of correspondence between parties and any formal financial offers and responses to offers. If necessary, Council may require the proponent to fund an independent valuation report.
- (3) Where it has been shown that reasonable efforts have been undertaken to facilitate amalgamation of the isolated properties, and where no resolution can be reached between the parties,

Council may request that applicants include with their development application a plan of adjoining isolated lots which shows a schematic design of how the site/s may be developed.

- (4) Council will then make assessment of the application, taking into account the level of negotiations undertaken and whether reasonable offers were made to purchase the isolated site.

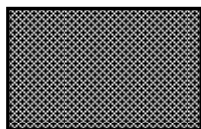
*Note: A reasonable offer, for the purposes of determining the development application and addressing the planning implications of an isolated lot, is to be based on at least one recent independent valuation and may include other reasonable expenses likely to be incurred by the owner of the isolated property in the sale of the property.*

## 3.2 Building Envelopes

The following requirements are in addition to the provisions contained within the specific Block and Site controls. The provisions of Part 2 – General Controls of this DCP also apply with respect to development in the Hurstville Town Centre.

### 3.2.1 Building Zones

There is a 3m building zone which faces the streets. Modulation including balconies can be provided within this three metre zone. All buildings are to follow the street alignment.



Build to street frontage 3m maximum setback for façade articulation or balconies. Buildings to follow the street alignment.



There is a 6m zone on the internal elevation. Buildings are to be articulated to suit internal planning, facade articulation and the definition of private space. Variable building depth 12m to 18m from street frontage.



Buildings can cover the site for one or two floors as shown on the drawing. Full site coverage allowed as shown.

### 3.2.2 Floor Space Calculations

The floor space ratios (FSR) are not “as of right”. They are an indication of the floorspace possible within the envelope for a particular use.

The FSR varies to suit each particular envelope and the particular use. The FSR is derived by taking 80% of the envelope capacity for development which is predominantly residential, and 85% for development which is predominantly commercial. The envelope capacity is derived by taking the area of the plan times the number of storeys.

The floor space is set to ensure that the envelopes are not “packed” creating bulky looking buildings with little articulation. Rather there is the opportunity to resolve the building architecturally in an appropriate way within the defined envelope.

Elements excluded from the floor space calculations are car parking, external walls, lift shafts and balconies.

The building envelope and FSR varies depending upon the use. In some cases the commercial envelope is more efficient; for example a site which allows a deep footprint. In other cases where the site suits a narrow footprint, it may be possible to have an additional storey of residential. The options for uses are all stipulated in the site studies although there are not necessarily drawings for every option.

On some sites it is possible to have full site coverage for commercial/retail at the lower levels. The floor space is adjusted to show this. Where this is not feasible or desired by the applicant, the achievable floor space will be slightly less than stated.

**Floor space which is derived from full site coverage of the lower levels cannot be used on additional upper levels.**

### 3.2.3 Height

Heights are expressed in terms of storeys.

Commercial Storeys (CS) are set at 3.6 metres floor to floor height and Residential Storeys (RS) at 3 metres floor to floor height.

These allow determination of the number of storeys that could be provided within a given envelope if they were to be commercial or residential. Additional storeys will not be considered through reducing the floor to floor height

Residential buildings are encouraged to have greater floor to floor heights to enable long term flexibility of use. Commercial buildings are encouraged to be designed with a view to possible conversion to residential use.

Where sites slope, the number of storeys is given from the lowest and highest points

### 3.3 Land Use

All ground floor levels in buildings facing active streets should incorporate retail and/or commercial, showrooms or entertainment uses to activate the street. Residential and/or commercial should be provided above as shown in site studies.

Some sites are considered to be more suitable for commercial rather than residential use and are designated as commercial. These sites are nominated in the site studies and the building envelope reflects this. Some fringe sites are suitable for either residential or commercial/retail development at ground level.

### 3.4 Active Street Frontages

All ground floor levels in buildings facing active streets should incorporate retail and/or commercial uses to activate the street. Residential and/or commercial should be provided at upper levels.

### 3.5 Windows in Party Walls

#### Existing

Where windows exist in boundary walls they can:

- be infilled if they are not the primary source of light and air or if they are in a service room, bathroom/laundry;
- be accommodated with an appropriate set back if possible if they are the primary source of light and air.

#### Proposed

Windows in party walls are allowed subject to Building Code of Australia (BCA) requirement, providing they can be filled in at a later date and are not the primary source of light and air to the room.



### 3.6 Roof Structures

Lift over-runs, plant equipment and communication devices are the like, are to be integrated into the design of the building.

### 3.7 Awnings

Cantilevered awnings are to be provided in most streets. Details are outlined in Section 7 – Site Specific Controls.

### 3.8 Balconies

Residential apartments are to have at least one balcony with a minimum size of 8 square metres and a minimum width of 2 metres. Balconies must be primarily recessed into building structures and any projections are not to extend more than one metre from the building facade.

### 3.9 French Balconies/Juliet Balconies/Bay Windows

French balconies, Juliet balconies and bay windows are encouraged as part of the building articulation. They may extend over the public street by 450mm and must comply with the BCA requirements.

### 3.10 Acoustic and Visual Privacy – Rail Noise

Visual and acoustic privacy are extremely important in the creation of successful medium density environments, particularly residential environments.

Design principles include:

- siting of buildings to minimise the overlooking of private open space and adjacent building interiors
- use of design detail, such as screening, to provide visual privacy
- use of thick, massive walls and floors to maintain acoustic privacy.

#### Objectives

- (a) Provide adequate visual and acoustic privacy between residential dwellings.
- (b) Ensure that future development of neighbouring sites will not be adversely affected by overlooking or noise penetration.

- (c) Ensure adequate acoustic insulation for the residential apartments from the surrounding environment.

## Controls

- (1) Overlooking should be minimised by:
  - (i) building on the perimeter of the block and building to the side boundaries of sites, with blank walls, to avoid overlooking;
  - (ii) locating habitable rooms within buildings away from privacy sensitive areas.
- (2) Screen views from windows and balconies by:
  - (i) using screens in front of windows and balconies to cut out direct views;
  - (ii) offsetting windows opposite each other in neighbouring walls;
  - (iii) using horizontal and vertical projecting screens above, below and to the side of windows, to reduce overlooking;
- (3) Development is to meet or exceed the sound insulation requirements for separating walls and floors of adjoining dwellings of the Building Code of Australia.
- (4) With particular regard to timber flooring in residential developments, appropriate insulation between floors is to achieve minimum sound attenuation of (50R<sub>w</sub>).
- (5) Submit an acoustic report demonstrating the method and acoustic rating achieved for the development with the Development Application. Issues to address include, but are not limited to, party walls, storeys, different uses and traffic noise.
- (6) Site buildings and design internal layouts of rooms, courtyards, terraces, to minimise acoustic problems. The use of openings, screens and blade walls can reduce acoustic problems.
- (7) Design restaurants and cafes to diminish the impact of noise associated with late night operation on nearby residents.
- (8) Blank walls are not desirable however blank walls may be built on the property boundary in certain circumstances. They should be articulated, patterned or contain appropriate public art.
- (9) For development adjacent to the railway line or with frontage to a classified road, the requirements of the ISEPP apply. Developments are to be designed to take into account the requirements of the ISEPP and any other applicable policies or guidelines.

## 4. Services

### 4.1 Waste Removal & Recycling

To minimise the number of waste containers on the street all major developments are to provide waste and recycling facilities which can be accessed by a waste removal vehicle standing fully within the site. These are to be unobtrusive and not to cause a nuisance to adjoining premises.

On small sites where this is not possible due to lack of access, waste and recycling is to be located within the building or a designated area on site and taken to the street at the appropriate time.

### 4.2 Loading Dock

All major developments are to have a loading dock on site for the delivery or removal of goods. The dock is to be located so that the service vehicle stands fully within the site.

## 5. Public Domain and Landscaping

### 5.1 Streetscape

Section 94 Contributions Plan No. 4 - Streetscape Improvement - Hurstville Town Centre outlines contributions payable for residential and retail/commercial development for improvements to the streetscape of the Town Centre.

### 5.2 Landscaping

All the lower level rooftop areas and courtyards in the centre of blocks are to be landscaped with substantial deep soil planting. Pools and recreation facilities are acceptable in courtyards providing that there is sufficient area remaining for substantial landscaping.

### 5.3 Overhead Cables

Developers are to pay for all cables in the street adjacent to their development, to be placed underground.

## 6. Traffic and Parking

### 6.1 Car Parking Rates

Controls have been derived from a comprehensive Traffic and Parking Study and the car parking requirements are listed with each site. The rates for provision of parking have been developed after considering previously adopted parking rates for Hurstville and Kogarah, and reassessing the appropriate levels of parking in light of the environmental need to encourage alternate modes of transport.

As Hurstville Town Centre is located around a major public transport interchange, it is proposed to adopt a decreased parking rate for commercial and retail developments closer to the centre. The following table shows in principle, the rates to be used for commercial, retail and residential developments. Each site study has the specific requirements for that site.

	CBD FRINGE	INTERMEDIATE	CBD CORE
COMMERCIAL	1/50 m <sup>2</sup>	1/55 m <sup>2</sup>	1/60 m <sup>2</sup>
RETAIL	1/25 m <sup>2</sup>	1/27.5 m <sup>2</sup>	1/30 m <sup>2</sup>

The parking rates are listed with the development controls that apply to each site.

All commercial and retail rates are calculated on the basis of Gross Leasable Floor Area (GLFA). This is defined as gross floor area less public arcades, stairways, fire isolated corridors, open balconies and bathroom, staff amenities or toilet areas.

The rate for residential development is 1.25 spaces for each dwelling, plus one visitor space for each 5 dwellings.

## 6.2 Car Parking Requirements

The Hurstville Town Centre receives significant traffic volumes. It is intended as part of this plan to limit the amount of traffic coming into the centre, particularly the core areas. As such in this plan there are controls relating to on-site parking.

In Part B4 of this DCP includes parking requirements to be provided on site.

Any additional spaces required are to be provided through a monetary contribution. This contribution will be levied under Section 94 Contribution Plan No. 3 Car Parking - Hurstville Town Centre and is used to provide public car parking facilities in Hurstville.

The current contribution rates are outlined in Contributions Plan No. 3.

## 7. Site Specific Controls

The following building envelopes show the capacity and building configuration for each site.

### 7.1 How to find out information about a specific site?

In the following section all blocks in Hurstville are numbered. Block 31 is part of Hurstville City Council and Kogarah City Council. Within each block there is a letter denoting each site or groups of sites. The block numbers are set out in Figure 2.

1. Locate the site you are interested in, on the map on the following page at Figure 1 or the address in the table below.
2. Refer to the site controls under the block number. At least two of the pages of information on the block will contain illustrations: plans, elevations and axonometric sketches. On the block plan, locate the address you are interested in (all plans contain street numbers).

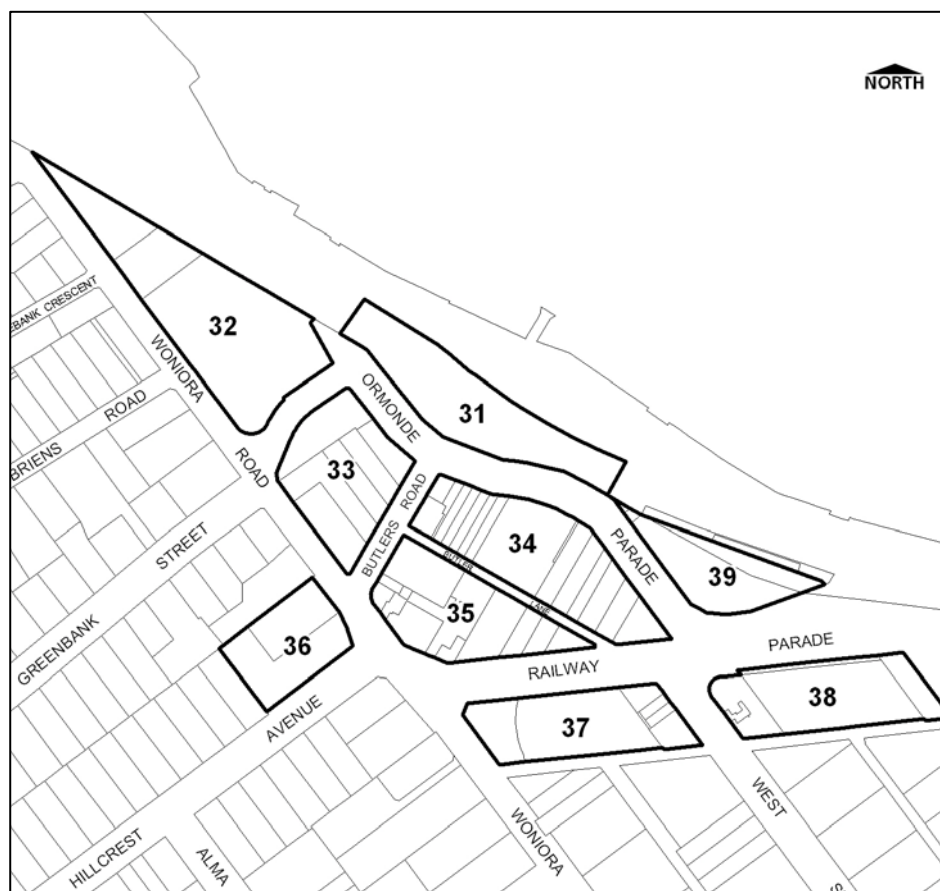


Figure 1. Block numbers for Hurstville Town Centre.

<b>Street Address</b>	<b>Block and Site Number</b>
4-10 Butler Road	34A
12-14 Butler Road	35A
18 Butler Road (corner Butler Road and Woniara Road)	35B
1 Hillcrest Avenue	36A
2-6 Ormonde Parade	34F
8-10 Ormonde Parade	34E
12 Ormonde Parade	34D
14,14A & 16 Ormonde Parade	34C
18-24 Ormonde Parade	34B
28-34 Ormonde Parade	34A
1-3 Ormonde Parade	39A
560 Railway Parade	38E
564-568 Railway Parade	38D
570-572 Railway Parade	38C
576 Railway Parade	38B
578-580 Railway Parade	38A
582-586 Railway Parade	37B
588-604 Railway Parade	37A
1-3 Railway Parade	35F
5 Railway Parade	35E
49-55 Woniara Road	36A
The Supercentre	31A

## 7.2 Block 3I – The Super centre Site

### Block 3IA

#### Existing Condition

This site is located above Hurstville Railway Station. Currently there is a retail development with related car parking.

#### Design Principles

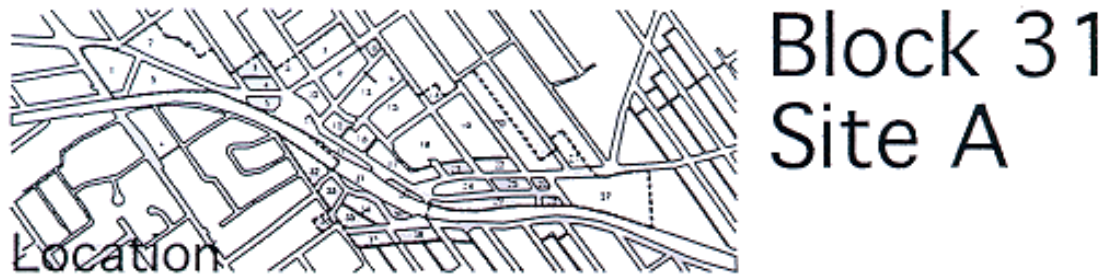
- (1) Due to the construction of the building platform above the railway station, a substantial building can only be accommodated on the Ormonde Parade portion of the site.
- (2) The architectural resolution should reflect the pivotal role of this site in that it is located in the centre of Hurstville and at the railway entrance.
- (3) This building forms part of a suite of buildings which together will define Ormonde Parade.
- (4) The building façade is to be composed of vertical and horizontal elements.
- (5) Vertical elements should clearly articulate and visually separate one bay from the next.
- (6) The roof should be shaped to create a distinctive top or should accentuate the curve with a shadow line or other architectural device.
- (7) The building at the street and above is to follow the curve of Ormonde Parade reinforcing this as the only curved street in Hurstville.
- (8) The building envelope for this site allows 5 commercial storeys or 6 residential storeys above the level of the approved Development Application for the retail.
- (9) The potential of this site to provide active recreation space should be investigated.






## Controls

Development Control	Requirement		
Use	Ground floor – Retail/Commercial Access to Station Upper floors - Commercial/Residential		
Height	11 Storeys total: <ul style="list-style-type: none"> <li>• 5 Commercial storeys</li> <li>• 6 Residential storeys above podium</li> </ul>		
Floor Space Ratio	2:1		
Street Setbacks	No		
Awning	Cantilevered awnings on Ormonde Parade and Forest Road		
Balconies	<ul style="list-style-type: none"> <li>• Minimum 1 per unit 8m<sup>2</sup></li> <li>• 2.0 minimum dimension</li> <li>• Can extend 450 mm beyond the envelope</li> </ul>		
Car Parking Requirements	% Car parking on site	Use	Rate m <sup>2</sup>
	50	Commercial	60
	50	Retail	30
	100	Residential Visitors	100 1 per 4 units
Vehicle Access	From Ormonde Parade		
Other	This development must provide access to the station and between Forest Road and Ormonde Parade. Connection to the Post Office site in Forest Road is also permitted.		

Figure 2. Block 31 Site A Location Map



# Block 31 Site A

-  Build to street frontage  
3m maximum setback for  
facade articulation or balconies
-  Variable building depth 12 to 18m  
from street frontage.
-  Full site coverage allowed at  
lower 1 or 2 levels



0 50



## Legend

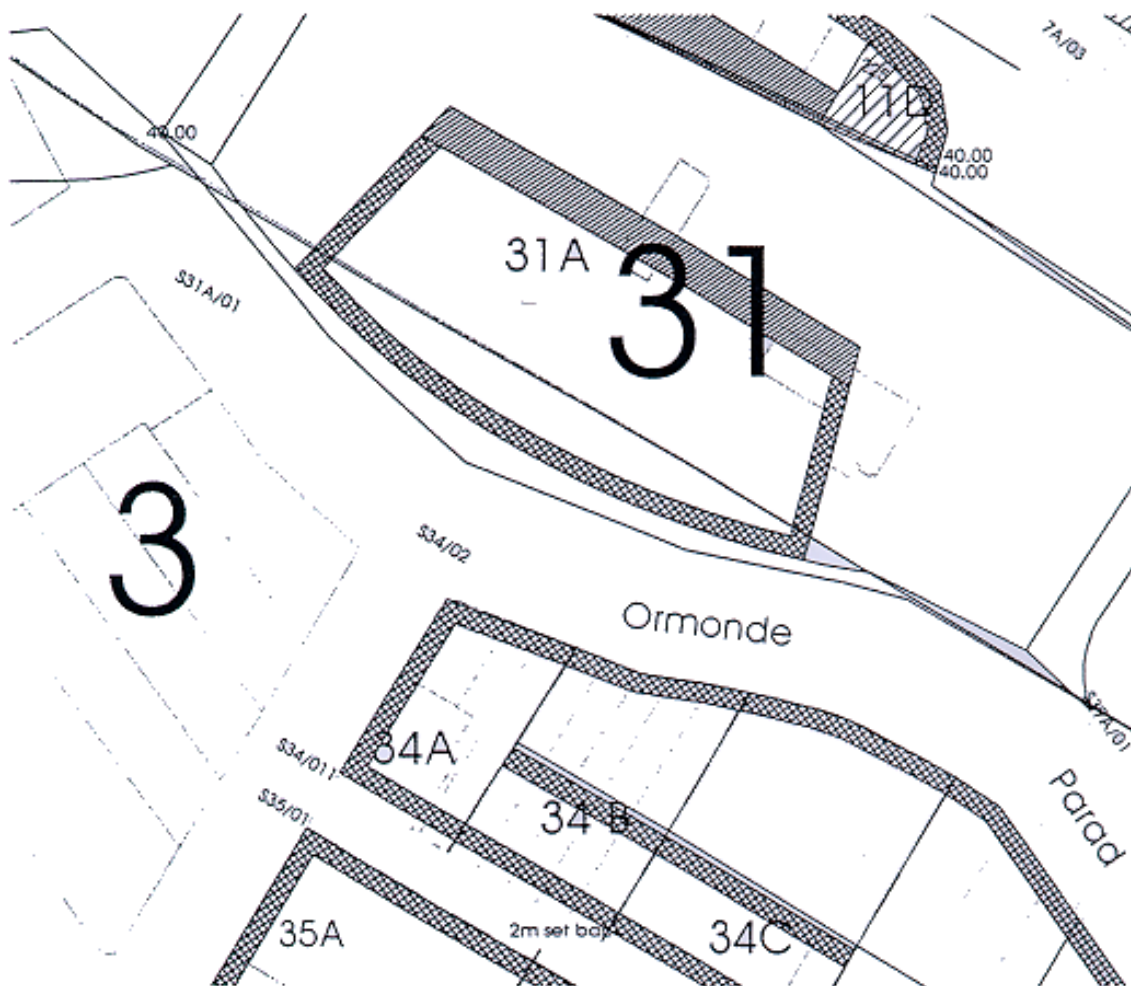
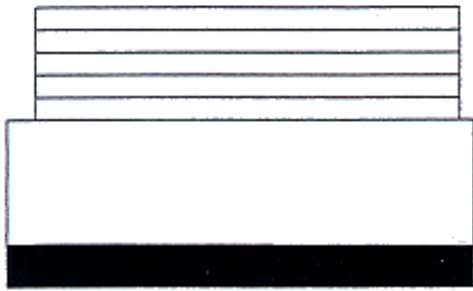



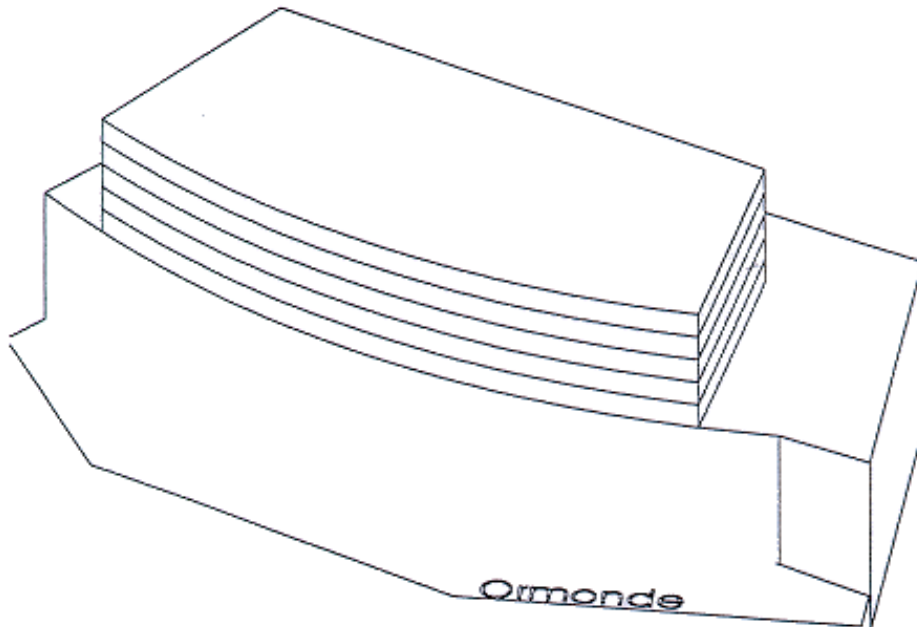
Figure 3. Block 31 Site A Elevations and Axonometric Diagram

# Block 31 Site A



Elevation S31A/01

Elevations 



Axonometric

## 7.3 Block 32 – 22 Woniora Road

### Site 32A

#### **Existing Condition**

This site contains commercial buildings. No site envelope has been prepared for Site 32A.

#### **Design Principles**

- 7 storey commercial or 1 storey commercial plus 7 storey residential.
- Follow the line of the streets.
- Create courtyards as appropriate on the northern side.

## 7.4 Block 33 – 36-36A Ormonde Parade and 1 Butler Rd

### Site 33A

#### **Existing Condition**

This site has a seven storey commercial building which houses the Emergency Services. No building envelope has been prepared for Site 33A.

#### **Design Principles**

- 7 storey commercial or 1 storey commercial plus 7 storey residential
- Build to street alignment.

## 7.5 Block 34 – Ormonde Parade between Butler Road & Railway Parade

Block 34 consists of:

34A – 28-34 Ormonde Parade & 4-10 Butler Road

34B – 18-24 Ormonde Parade

34C – 14, 14A & 16 Ormonde Parade

34D – 12 Ormonde Parade

34E – 8-10 Ormonde Parade

34F – 2-6 Ormonde Parade

### Sites 34A, 34B, 34C, 34E & 34F

#### **Existing Condition**

These sites are in multiple ownership and consist of a collection of shops/commercial buildings. Because some sites are very small, some amalgamation would need to occur to achieve the development outcome as shown.

#### **Design Principles**

- Buildings to follow the alignment of Ormonde Parade/ Railway Parade/ Butler Road and Butler Lane.
- The buildings are 7-10 storeys on Ormonde Parade.
- Emphasise the corners and the curve of Ormonde Parade in the architectural resolution. Site 34D – 12 Ormonde Parade

### Site 34D

#### **Existing Condition**

There is an existing substantial building on Site 34D. No building envelope has been prepared for this site.

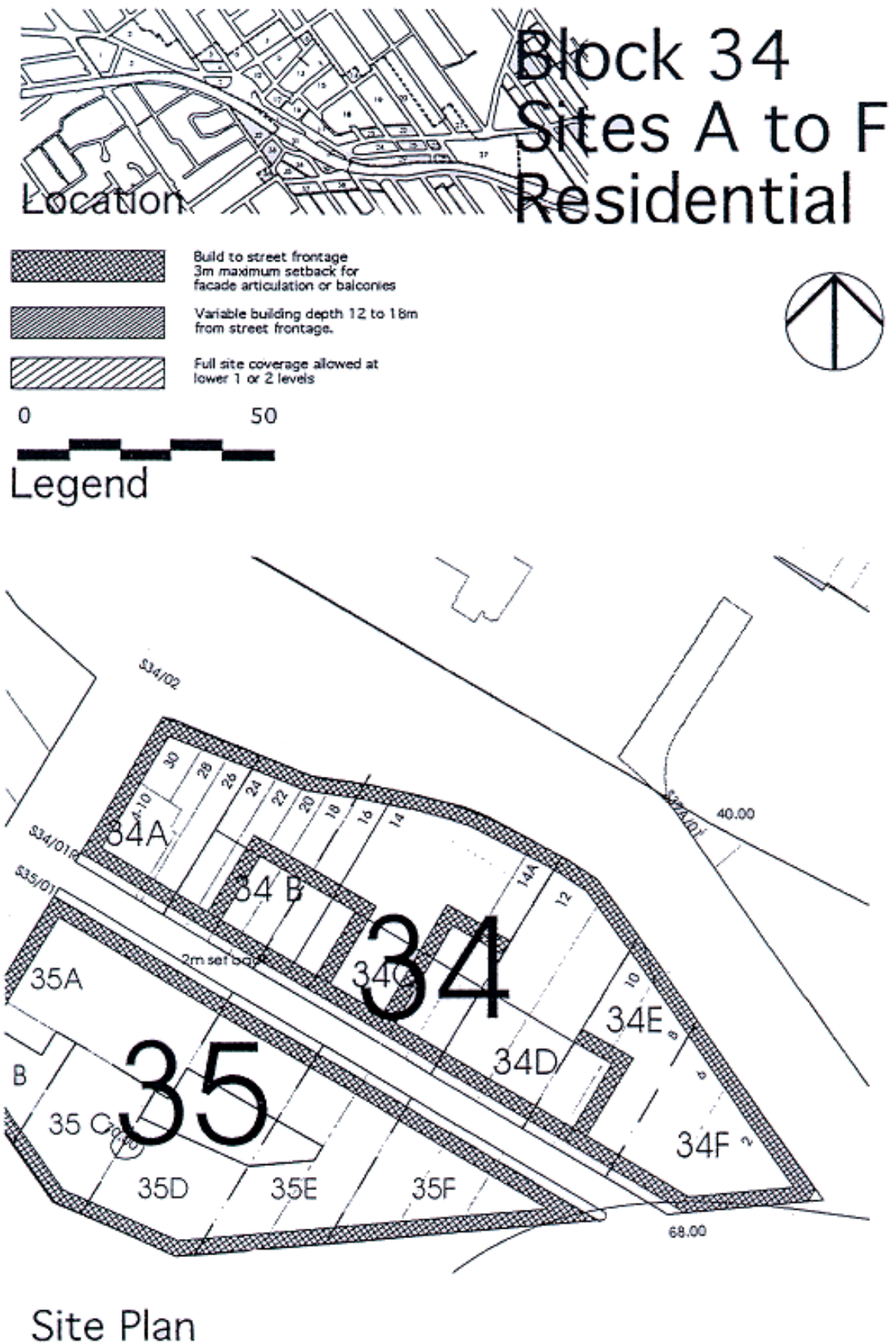
## Sites 34A & 34F

34A – 28-34 Ormonde Parade & 4-10 Butler Road

34F – 2-6 Ormonde Parade

Development Control	Requirement												
Use	<ul style="list-style-type: none"> <li>▪ Ground floor – Commercial/Retail</li> <li>▪ Upper floor - Commercial/Residential</li> </ul>												
Height	<ul style="list-style-type: none"> <li>▪ One Retail/Commercial storey and 7 Commercial storeys; or</li> <li>▪ One Retail/Commercial storey and 8 Residential storeys</li> </ul>												
Floor Space Ratio	<p><b>Site 34A:</b></p> <ul style="list-style-type: none"> <li>▪ Retail/Commercial 6.4:1</li> <li>▪ Retail/Residential 6.7:1</li> </ul> <p><b>Site 34F:</b></p> <ul style="list-style-type: none"> <li>▪ Retail/Commercial 6.4:1</li> <li>▪ Retail/Residential 6.8:1</li> </ul>												
Street Setbacks	2 metres from Butler Lane.												
Awning	Cantilevered over Ormonde Parade												
Balconies	<ul style="list-style-type: none"> <li>▪ Minimum 1 per unit 8m<sup>2</sup></li> <li>▪ 2m minimum dimension</li> <li>▪ can extend 450 mm beyond the envelope</li> </ul>												
Car parking requirements	<table border="1"> <thead> <tr> <th>% Car parking on site</th> <th>Use</th> <th>Rate m<sup>2</sup></th> </tr> </thead> <tbody> <tr> <td>70</td> <td>Commercial</td> <td>60</td> </tr> <tr> <td>70</td> <td>Retail</td> <td>30</td> </tr> <tr> <td>100</td> <td>Residential</td> <td>1.25 spaces per unit 1 visitor space per 5 units</td> </tr> </tbody> </table>	% Car parking on site	Use	Rate m <sup>2</sup>	70	Commercial	60	70	Retail	30	100	Residential	1.25 spaces per unit 1 visitor space per 5 units
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	70	Commercial	60										
	70	Retail	30										
100	Residential	1.25 spaces per unit 1 visitor space per 5 units											
Vehicle Access	Butler Lane												

Figure 4. Block 34, Site A to F, Residential /Site Plan



**Sites 34B & 34E**

34B – 18-24 Ormonde Parade

34E – 8-10 Ormonde Parade

Development Control	Requirement												
Use	<ul style="list-style-type: none"> <li>▪ Ground Floor Retail</li> <li>▪ Upper floors Commercial/Residential</li> </ul>												
Height	<ul style="list-style-type: none"> <li>▪ Seven (7) Commercial storeys to Ormonde Parade and one (1) commercial storey to Butler Lane; or</li> <li>▪ One (1) commercial storey and seven (7) residential storeys to Ormonde Parade and one (1) Commercial storey and 5 Residential storeys to Butler Lane.</li> </ul>												
Floor Space Ratio	<ul style="list-style-type: none"> <li>▪ Retail / Residential - 4.5:1; or</li> <li>▪ Retail / Commercial - 4.7 : 1</li> </ul>												
Street Setbacks	2 metres from Butler Lane												
Awning	Cantilevered over Ormonde Parade												
Balconies	<ul style="list-style-type: none"> <li>▪ 1 per unit of minimum 8m<sup>2</sup></li> <li>▪ 2m minimum dimension</li> <li>▪ can extend 450mm beyond the envelope.</li> </ul>												
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Vehicle Access	Butler Lane												



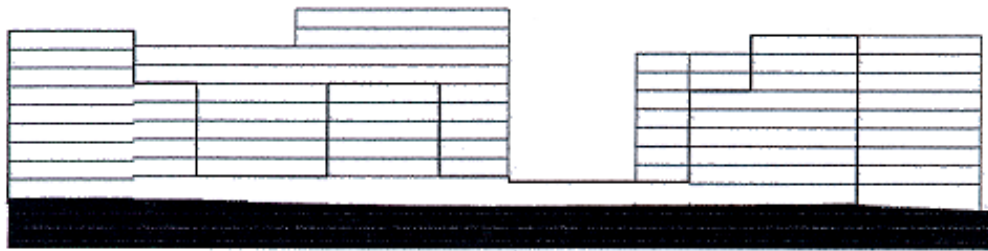
**Sites 34C**

34C – 14, 14A &amp; 16 Ormonde Parade

Development Control	Requirement												
Use	<ul style="list-style-type: none"> <li>▪ Ground floor Retail/Commercial</li> <li>▪ Upper floors Commercial / Residential.</li> </ul>												
Height	<ul style="list-style-type: none"> <li>▪ Eight (8) commercial storeys, Ormonde Parade and one Commercial storey to Butler Lane; or</li> <li>▪ One Commercial storey and 9 Residential storeys, Ormonde Parade with 6 storeys to Butler Lane.</li> </ul>												
Floor Space Ratio	<ul style="list-style-type: none"> <li>▪ Retail/Commercial - 4.5:1; or</li> <li>▪ Retail/Residential - 5.0:1</li> </ul>												
Street Setbacks	2 metres from Butler Lane to create footpath.												
Awning	Cantilevered to Ormonde Parade												
Balconies	<ul style="list-style-type: none"> <li>▪ 1 per unit of minimum 8m<sup>2</sup></li> <li>▪ 2.0m minimum dimension</li> <li>▪ can extend 450 mm beyond the envelope.</li> </ul>												
Car Parking Requirements	<table border="1"> <thead> <tr> <th>%</th> <th>Use</th> <th>Rate m<sup>2</sup></th> </tr> </thead> <tbody> <tr> <td>70</td> <td>Commercial</td> <td>60</td> </tr> <tr> <td>70</td> <td>Retail</td> <td>30</td> </tr> <tr> <td>100</td> <td>Residential</td> <td>1.25 spaces per unit One visitor space per 5 Units*</td> </tr> </tbody> </table>	%	Use	Rate m <sup>2</sup>	70	Commercial	60	70	Retail	30	100	Residential	1.25 spaces per unit One visitor space per 5 Units*
%	Use	Rate m <sup>2</sup>											
70	Commercial	60											
70	Retail	30											
100	Residential	1.25 spaces per unit One visitor space per 5 Units*											
Vehicle Access	Butler Lane												

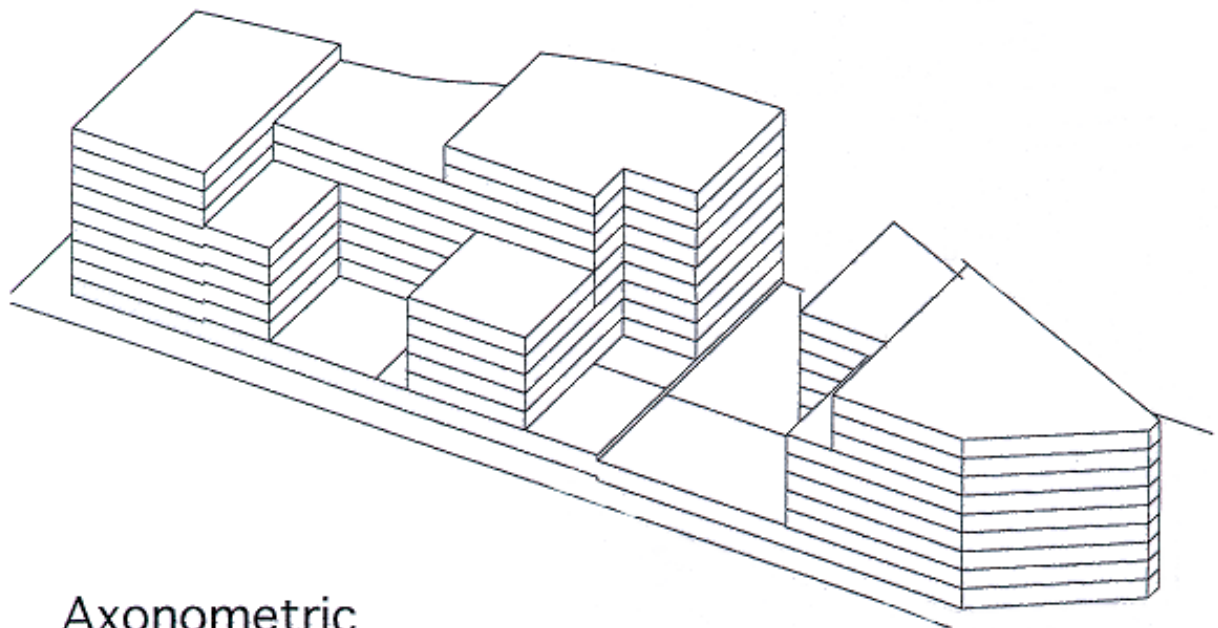
Figure 5. Block 34, Site A to F, Elevations and Axonometric Diagram

# Block 34 Sites A to F Residential



Elevation 34/01/2

Elevations



Axonometric

Figure 6. Block 34, Site A to F, Commercial/ Site Plan

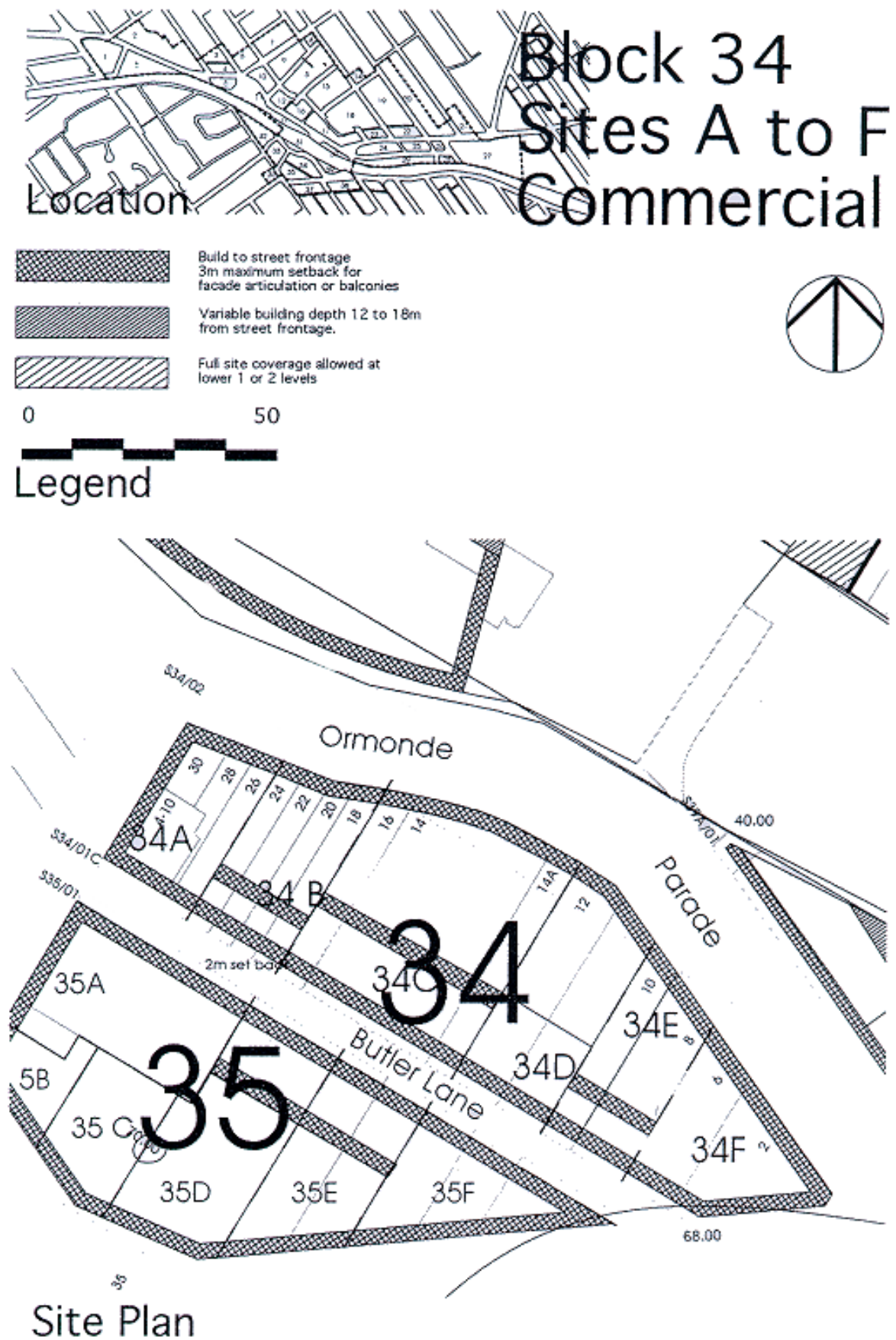
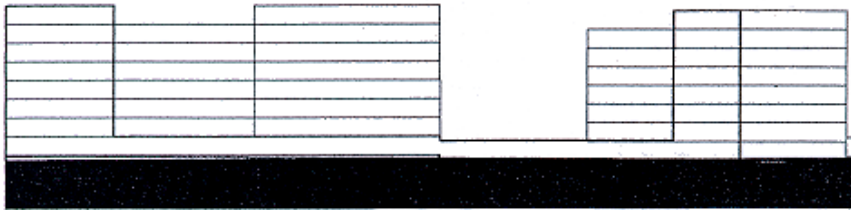
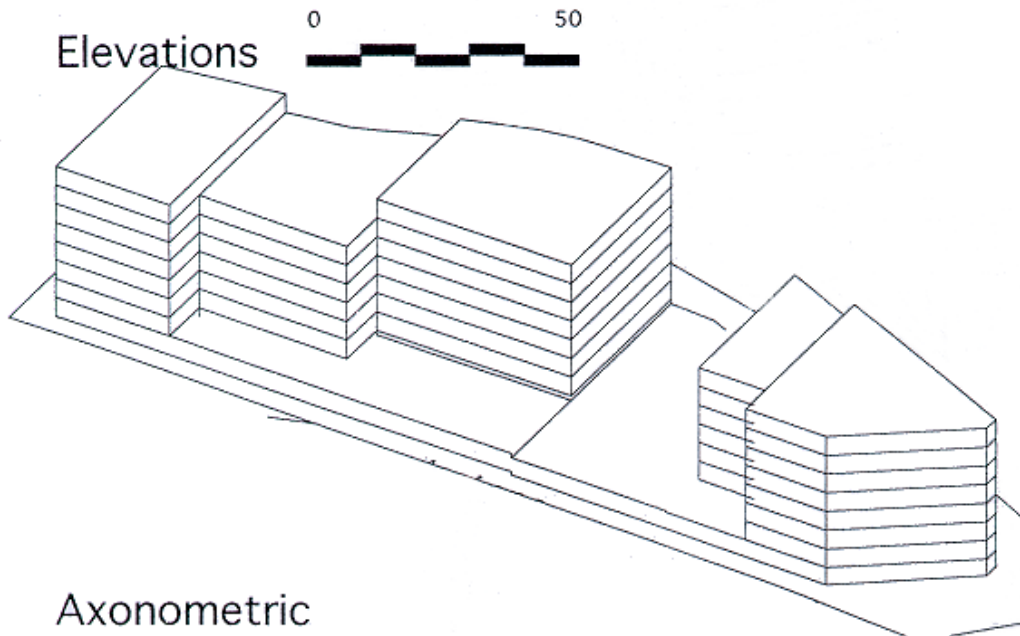


Figure 7. Block 34, Site A to F, Elevations and Axonometric Diagrams

# Block 34 Sites A to F Commercial



Elevation S34/011



## 7.6 Block 35 – Railway Parade/Butler Road/ Butler Lane (Core Area)

35A -	12-14 Butler Road (cnr Butler Lane & Butler Road)
35B -	18 Butler Road (cnr Butler Road and Woniara Road)
35C & 35D –	32 Railway Parade / Woniara Road
35E -	5 Railway Parade
35F -	1-3 Railway Parade

### Existing Condition

These sites are in multiple ownership and contain a mixture of retail and commercial uses.

### Development Options

The sites can be amalgamated or developed individually.

- Commercial/Retail uses are encouraged at ground level.
- Residential / Commercial above.
- A pedestrian link is required through Site 35D

### Design Principles

- Ensure that development follows the line of Railway Parade
- Smaller buildings are to front Butler Lane

**Controls****BLOCK 35 – SITE 35A, 35B, 35C, 35D & 35E**

35A -	12-14 Butler Road (cnr Butler Lane & Butler Road)
35B -	18 Butler Road (cnr Butler Road and Woniara Road)
35C & 35D –	32 Railway Parade / Woniara Road
35E -	5 Railway Parade

Development Control	Requirement
Use	<ul style="list-style-type: none"> <li>• Ground floor Commercial / Retail.</li> <li>• Upper floors Commercial / Residential</li> </ul>
Height	<ul style="list-style-type: none"> <li>• Butler Lane: 3 Commercial storeys or one Commercial Storey + 3 Residential Storeys</li> <li>• Railway Parade: 5 Commercial Storeys or one Commercial Storey + 5 Residential Storeys</li> </ul>
Floor Space Ratio	<p>Site 35A:</p> <ul style="list-style-type: none"> <li>• Site developed</li> </ul> <p>Site 35B:</p> <ul style="list-style-type: none"> <li>• Commercial 4.2 : 1</li> <li>• Commercial &amp; Residential 4.5 : 1</li> </ul> <p>Site 35C:</p> <ul style="list-style-type: none"> <li>• Commercial 4.5 : 1</li> <li>• Commercial &amp; Residential 3.5 : 1</li> </ul> <p>Site 35D:</p> <ul style="list-style-type: none"> <li>• Commercial 3.8 : 1</li> <li>• Commercial &amp; Residential 2.8 : 1</li> </ul> <p>Site 35D:</p> <ul style="list-style-type: none"> <li>• Commercial 3.8 : 1</li> <li>• Commercial &amp; Residential 2.8 : 1</li> </ul> <p>Site 35E:</p> <ul style="list-style-type: none"> <li>• Commercial 3.6 : 1</li> <li>• Commercial &amp; Residential 3.0 : 1</li> </ul> <p>Site 35F:</p> <ul style="list-style-type: none"> <li>• Commercial 3.8 : 1</li> <li>• Commercial &amp; Residential 4.1 : 1</li> </ul>
Street Setbacks	2m to Butler Lane to form footpath
Awning	Cantilevered to Railway Parade. None to Butler Lane.
Balconies	<ul style="list-style-type: none"> <li>▪ 1 per unit of minimum 8m<sup>2</sup></li> <li>▪ 2.0m minimum dimension</li> <li>▪ can extend 450mm beyond the envelope.</li> </ul>

Development Control	Requirement		
Car Parking Requirement	Parking is to be provided in a basement		
	%	Use	Rate m <sup>2</sup>
	70	Commercial	60
	70	Retail	30
	100	Residential	1.25 spaces per unit One Visitor space per 5
Vehicle Access	From Butler Lane.		

Figure 8: Block 35, Site A to F, Residential / Site Plan

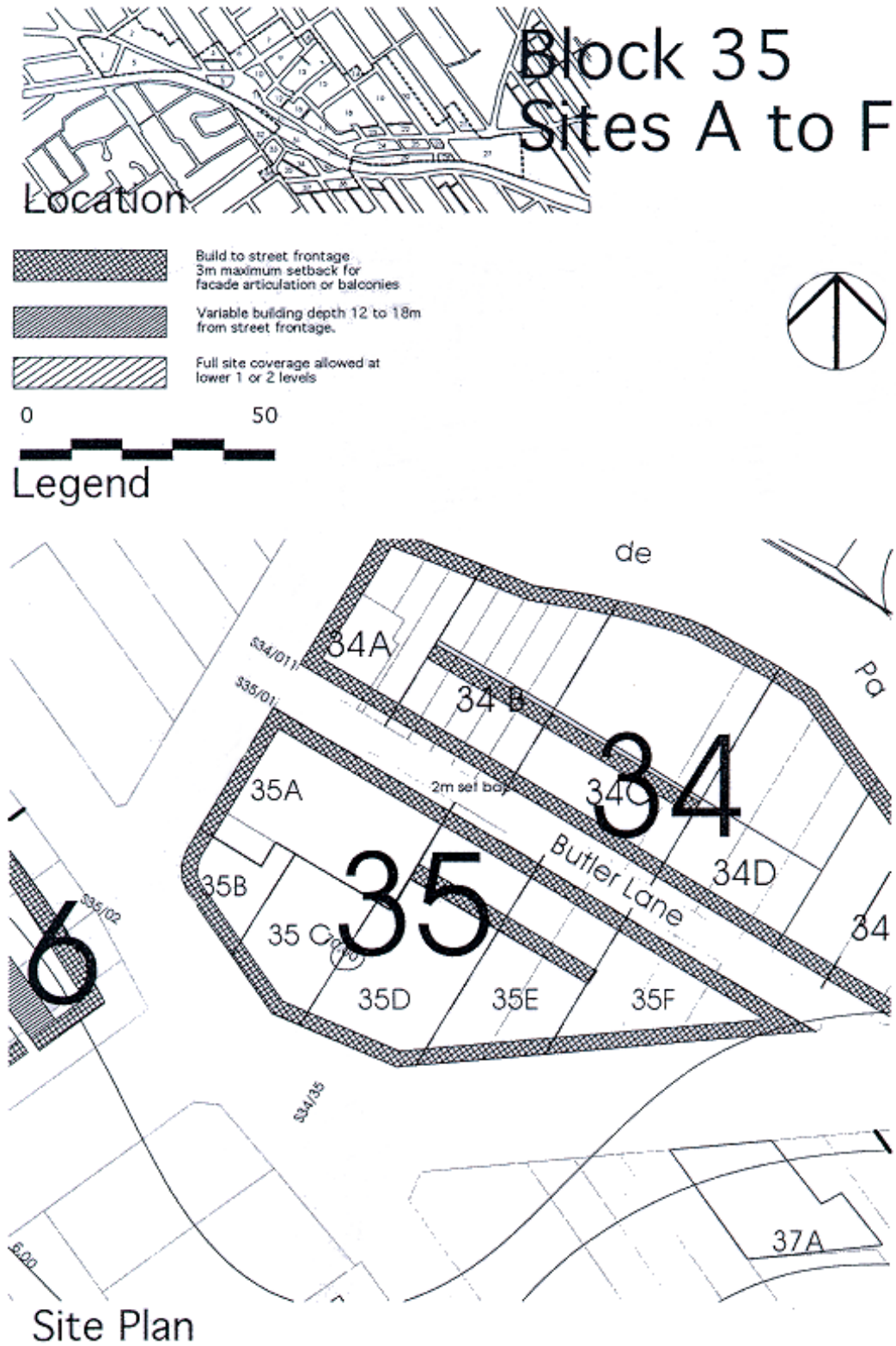


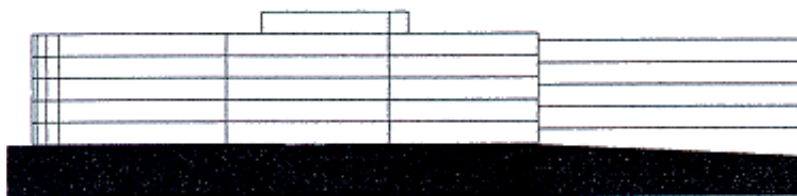


Figure 9. Block 35, Site A to F, Elevations and Axonometric Diagrams

# Block 35 Sites A to F

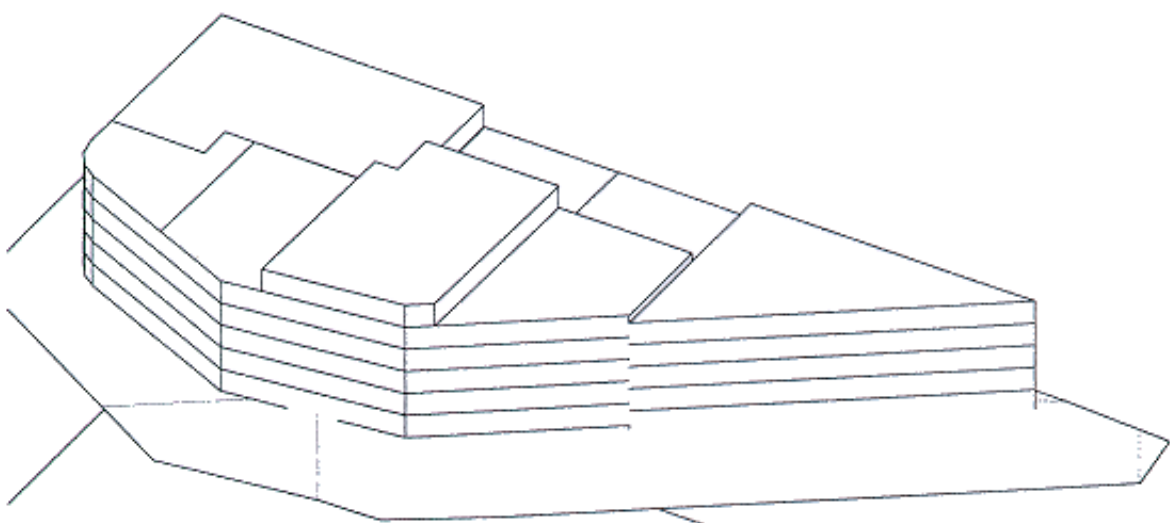


Butler Lane  
Elevation S35/01



Railway Parade  
Elevation S35/02

Elevations



Axonometric

## 7.7 Block 36 – 49-51 Woniara and 1 Hillcrest Avenue

### Site 36A

#### **Existing Conditions**

This site is fully developed.

## 7.8 Block 37 582-604 Railway Parade

37A - 588-604 Railway Parade

35B - 582 – 586 Railway Parade

### Site 37A

#### **Existing Condition**

This site is fully developed.

### Site 37B

#### **Existing Condition**

This site consists of a vacant site on the corner of West Street and Railway Parade and commercial and residential development.

#### **Design Principles**

- Build slim building to form edge to street.
- Step building up the hill.
- Emphasise the corner on Railway Parade and West Street.

### Controls

Development Control	Requirement												
Use	Ground floor Commercial or Residential Upper floors Commercial or Residential												
Height	6-8 storeys Residential 4-6 storeys Commercial												
Floor Space Ratio	Commercial / Residential 2.5 : 1												
Street Setbacks	No												
Awning	No												
Balconies	<ul style="list-style-type: none"> <li>• 1 per unit of minimum 8m<sup>2</sup></li> <li>• 2m minimum dimension</li> <li>• can extend 450mm beyond the envelope</li> </ul>												
Vehicle Access	From Empress Lane												
Car Parking Requirements	At basement level <table border="1" data-bbox="576 958 1268 1272"> <thead> <tr> <th>%</th> <th>Use</th> <th>Rate m<sup>2</sup></th> </tr> </thead> <tbody> <tr> <td>100</td> <td>Commercial</td> <td>50</td> </tr> <tr> <td>100</td> <td>Retail</td> <td>25</td> </tr> <tr> <td>100</td> <td>Residential</td> <td>1.25 spaces per unit One (1) visitor space per 5 units</td> </tr> </tbody> </table>	%	Use	Rate m <sup>2</sup>	100	Commercial	50	100	Retail	25	100	Residential	1.25 spaces per unit One (1) visitor space per 5 units
%	Use	Rate m <sup>2</sup>											
100	Commercial	50											
100	Retail	25											
100	Residential	1.25 spaces per unit One (1) visitor space per 5 units											
Other	Empress Lane is to be widened by one metre. Railway Parade is to be widened by three metres.												

Figure 10: Block 37 Site B Plans

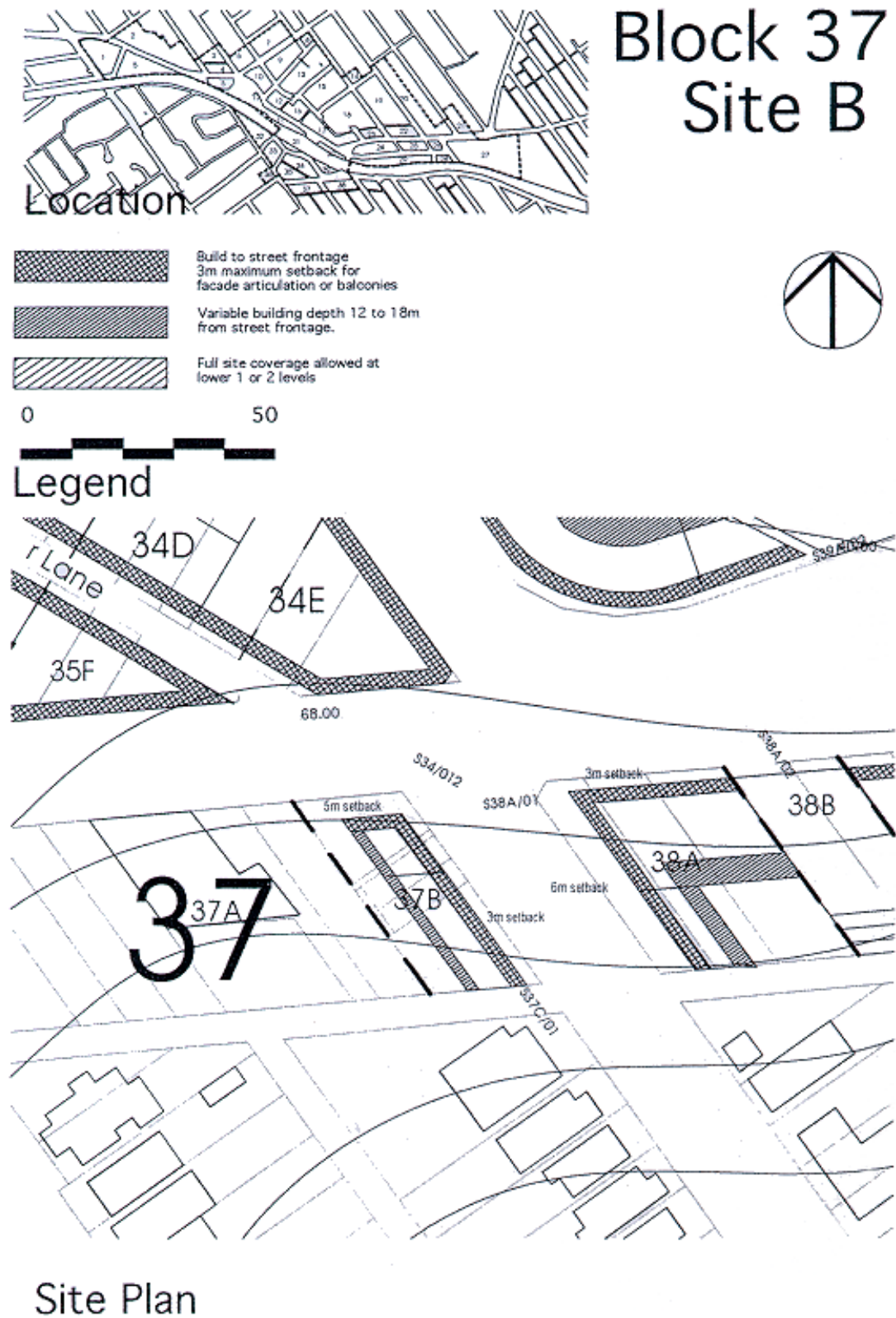
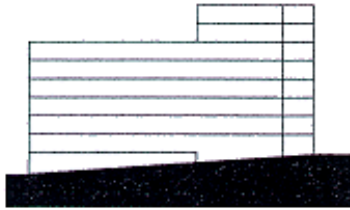



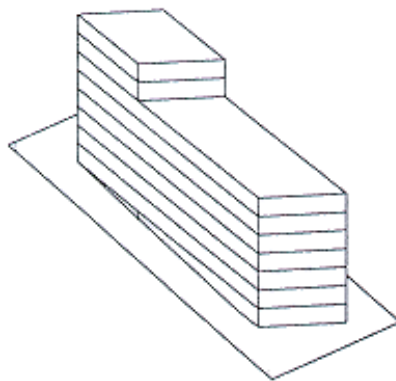
Figure 11: Block 37 Site B, Elevation and Axonometric Diagrams

# Block 37 Site B



Elevation S37C/01

Elevations 



Axonometric

## 7.9 Block 38 – 560 -580 Railway Parade

Block 38 consists of the following sites:

Site 38A -	578 - 580 Railway Parade
Site 38B -	576 Railway Parade
Site 38C -	570 - 572 Railway Parade
Site 38D -	564 – 568 Railway Parade
Site 38E -	560 Railway Parade

### Site 38A, 38B, 38C, 38D & 38E

#### **Existing Condition**

All of these sites in this Block are fully developed.

## 7.10 Block 39 – 1 Ormonde Parade (Hurstville RSL Club)

#### **Existing Condition**

The site is occupied by the Hurstville RSL Club.

#### **Design Principles**

- Define the entrance to Hurstville with a block edge building which follows the alignment of Railway Parade and Ormonde Parade and relates to the curved buildings which define Ormonde Parade.
- Emphasise the corner by increasing the height of the building at the centre.

**Controls**

Development Control	Requirement												
Use	Ground floor Retail Upper floors Residential / Commercial												
Height	<ul style="list-style-type: none"> <li>• 5 Commercial storeys + one Commercial storey in centre as shown; or</li> <li>• One Commercial storey + 6 Residential storeys</li> <li>• 1 Commercial + 7 Residential in centre.</li> </ul>												
Floor Space Ratio	Commercial 4.5 : 1 Commercial / Residential 4.0 : 1												
Street Setbacks	No												
Awning	Cantilevered to Ormonde Parade and Railway Parade												
Balconies	<ul style="list-style-type: none"> <li>• 1 per unit of minimum 8m<sup>2</sup></li> <li>• 2.0m minimum dimension</li> <li>• can extend 450mm beyond the envelope.</li> </ul>												
Car Parking Requirements	<table border="1"> <thead> <tr> <th>%</th> <th>Use</th> <th>Rate m2</th> </tr> </thead> <tbody> <tr> <td>50</td> <td>Commercial</td> <td>50</td> </tr> <tr> <td>50</td> <td>Retail</td> <td>25</td> </tr> <tr> <td>100</td> <td>Residential</td> <td>1.25 spaces per unit One Visitor space per 5 units</td> </tr> </tbody> </table>	%	Use	Rate m2	50	Commercial	50	50	Retail	25	100	Residential	1.25 spaces per unit One Visitor space per 5 units
%	Use	Rate m2											
50	Commercial	50											
50	Retail	25											
100	Residential	1.25 spaces per unit One Visitor space per 5 units											
Vehicle Access	Ormonde Parade												

Figure 12: Block 39 – Site A, Plan

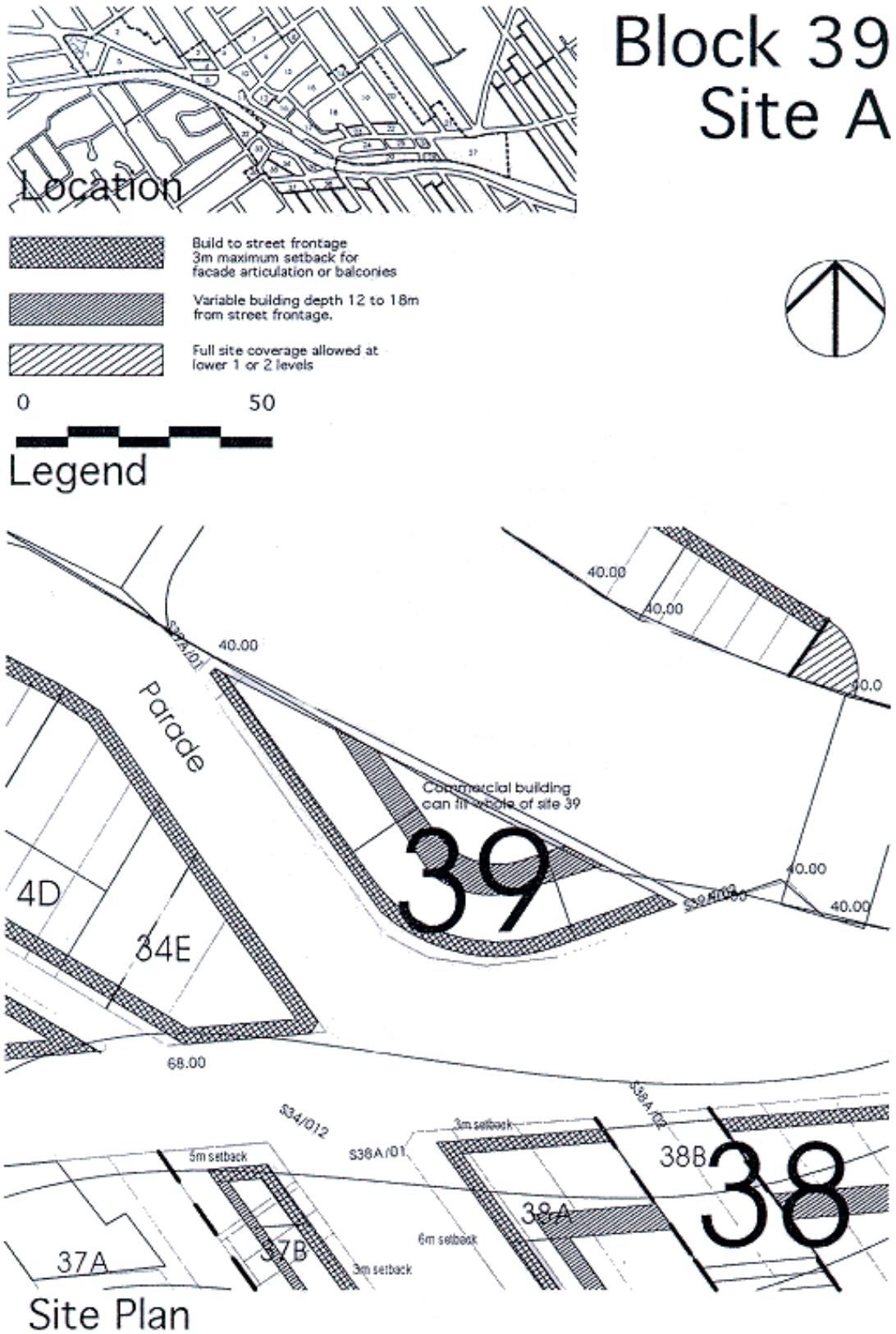
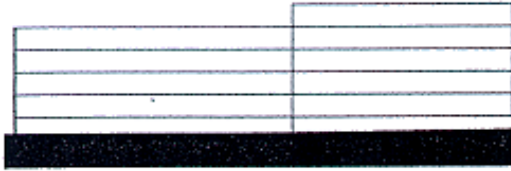




Figure 13: Block 39 – Site A, Elevation and Axonometric Diagram



Elevation S39A/01



Elevation S39A/02

# Block 39 Site A

Elevations



Axonometric

