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### 3.1 Introduction

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

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

- Greater Sydney Region Plan - A Metropolis of Three Cities (2018)
- South District Plan (March 2018)
- Hurstville City Centre Urban Design Strategy (2018)
- The Transport Management and Accessibility Plan (TMAP) 2013; and
- The Hurstville Local Environmental Plan (LEP) 2012.



## 3.2 Greater Sydney Region Plan - A Metropolis of Three Cities and South District Plan

The *Greater Sydney Region Plan* was finalised and released by the Greater Sydney Commission in March 2018 and establishes the aspirations for the region over the next 40 years. *A Metropolis of Three Cities* is framed around 10 Directions relating to infrastructure and collaboration, liveability, productivity and sustainability.

The *South District Plan* was also finalised and released by the Greater Sydney Commission in March 2018. The District Plan is a guide for implementing *A Metropolis of Three Cities* at the district level and proposes a 20-year vision by setting out aspirations and proposals for the South District.

In both strategic documents, Hurstville is identified as a strategic centre which plays a significant role in providing jobs close to home.

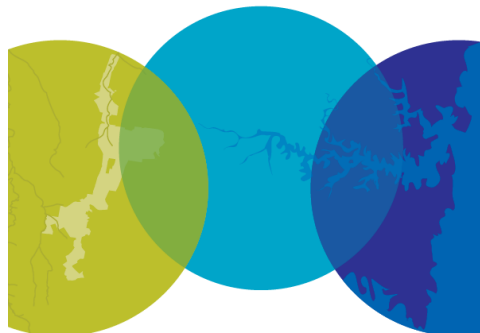
*“Hurstville is an important retail destination for the South District, with its high street and large shopping centres. It is a commercial precinct for residents and has a growing health services sector. Its cultural diversity presents tourism and night-time economy opportunities. These activities are supported by good access to the centre by rail and bus services.”*

As a strategic centre, Hurstville must deliver 3,400 to 8,400 new jobs by 2036.



GREATER SYDNEY REGION PLAN  
**A Metropolis of Three Cities**  
– connecting people

OUR GREATER SYDNEY 2056  
**South District Plan**  
– connecting communities



March 2018



March 2018

## 3.3 Hurstville City Centre Urban Design Strategy 2018

### Hurstville City Centre Concept Masterplan 2004 – Vision and Principles

The *Hurstville City Centre Urban Design Strategy* (Urban Design Strategy) was prepared by Council and adopted at the Council meeting on 25 June 2018. The Urban Design Strategy provides an update to the 2004 Hurstville City Centre Concept Masterplan (Masterplan) and reviews the existing development standards within the centre.

While the 2004 Masterplan continues to provide the backdrop for guiding the future planning and development in the Hurstville City Centre and its principles remain relevant, some of the development densities in the Hurstville Local Environmental Plan (Hurstville City Centre) are beyond those envisaged in the 2004 Masterplan. For this reason, the Urban Design Strategy was prepared to update Council's long term vision for Hurstville City Centre.

The key objectives for the revised Urban Design Strategy are:

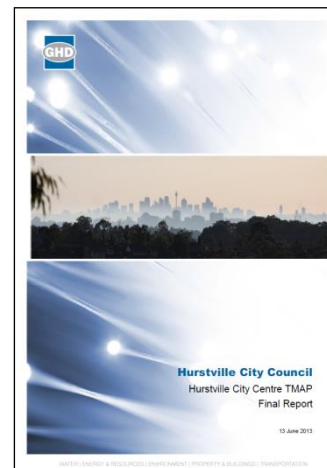
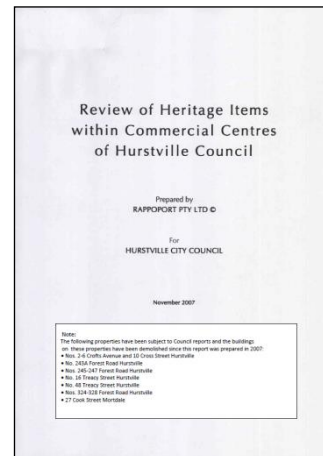
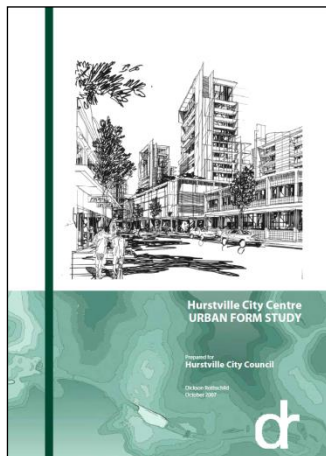
- To reinforce the role of Hurstville as the gateway to southern Sydney;
- To strengthen the use of public and active transport to and within the centre;
- To enhance and strengthen the identity of the centre;
- To improve pedestrian connectivity and movement; and
- To provide block by block planning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

### Other Studies – Hurstville City Centre

Following the preparation of the 2004 Masterplan, a need for subsequent investigations and studies to further develop and implement its principles was identified. These investigations, studies and workshops contributed to the initial public exhibition of the Hurstville LEP (Hurstville City Centre) held in early 2012. Some of the studies prepared following the adoption of the Masterplan include:

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

These background studies together with Council's longer term vision informed the Hurstville Local Environmental Plan (Hurstville City Centre) and this DCP No. 2.



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

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

“A TMAP is:

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

Six land use scenarios were tested as part of the TMAP assessment process, ranging between 0m<sup>2</sup> and 655,000m<sup>2</sup> of new additional Gross Floor Area (GFA) in the draft LEP. The additional development would potentially serve between 7,000 and 17,000 jobs (Metropolitan Plan for Sydney 2036) and accommodate a residential population of between 4,500 and 14,000 people to 2036. The planning horizon for the TMAP is set to 2036, with recognition that some of the development potential may be realised beyond this date.

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

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

#### TMAP Land Use recommendations

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

## 3.5 Hurstville Local Environmental Plan 2012 (Amendment No 3)

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

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