



## Planning

Mr Victor Lampe  
General Manager  
Hurstville City Council  
PO Box 205  
HURSTVILLE BC NSW 1481

RECEIVED BY RECORDS

22 OCT 2010

Attn: Brett Daintry, Director, Planning and Development

Dear Mr Lampe

I refer to Council's submission of the Draft Hurstville Local Environmental Plan (Hurstville City Centre) 2010 (CCDLEP) to the Department for review on 26 August 2010.

Following a review of the submitted material, I advise that the Department supports NSW Transport and the RTA in their request that Council prepare a Transport Management and Accessibility Plan (TMAP) for the CCDLEP before exhibition of the draft plan. This is required to adequately demonstrate consistency with s.117 Direction 3.4 – *Integrating Land Use and Transport*.

If following receipt of this letter Council resolves to progress the CCDLEP in its current form, Council should also proceed with the TMAP study as it cannot be made contingent on State funding. However, I invite Council to make a submission seeking funding assistance from the Department under the LEP Acceleration Fund.

I note the relationship between the CCDLEP and the draft Hurstville Comprehensive Local Environmental Plan 2011 (DLEP). In this regard, I am prepared to agree to Council's request to defer the City Centre area from the DLEP, in order to allow the DLEP to be progressed in accordance with agreed timeframes (June 2011). Once completed, the CCDLEP can be integrated with the DLEP.

However, I would ask Council to give consideration to an alternative approach to retain the City Centre area as part of the DLEP, and reduce the proposed additional floorspace in the CCDLEP to a level consistent with the targets set for the Hurstville Centre in the South Subregional Strategy. Then, following the outcomes of a TMAP study, I would encourage Council to lodge a Planning Proposal for the City Centre area as the first amendment to the DLEP.

Council is required to seek a revised Gateway Determination for the CCDLEP, given the LEP will not be completed within agreed timeframes.

Should you have any queries in regard to this matter please contact Mr Chris Aston, Sydney Region East on (02) 9228 6446.

Yours sincerely

Tom Gellibrand  
Deputy Director-General  
Plan Making and Urban Renewal

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The General Manager  
Hurstville City Council  
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Attention: Brett Daintry

**PROPOSED COMMERCIAL ONLY CORE DRAFT LOCAL ENVIRONMENTAL PLAN (LEP),  
DRAFT CITY CENTRE DRAFT LEP & DRAFT COMPREHENSIVE LEP**

Dear Sir/Madam,

I refer to the meeting on 4 August 2010 between the Department of Planning, Roads and Traffic Authority (RTA), Transport NSW and Council to discuss the traffic and transport impacts of the proposed Commercial Only Core Draft Local Environmental Plan (LEP), City Centre Draft LEP and the Comprehensive Draft LEP.

As stated at the meeting, the RTA does not object to the gazettal of the Commercial Only Core Draft LEP.

However, the RTA maintains its objection to the City Centre Draft LEP as "*the level of development proposed would result in extreme congestion in the road network and would require significant road infrastructure and a significant mode shift to more sustainable modes, which would also require a significant investment in the public transport, cycle and pedestrian networks*" (SKM – Accessibility Review of the Draft Amended City Centre Masterplan, 21 June 2010).

It is noted that Council proposes to transform Hurstville City Centre from a Major Centre into a Regional Centre for Sydney, which is inconsistent with the current Sydney Metropolitan Strategy. This Strategy currently identifies Parramatta, Liverpool and Penrith as the only Regional Centres for Sydney and designates Hurstville CBD as a Major Centre. The scale of development proposed for this City Centre should be consistent with the Sydney Metropolitan Strategy.

The RTA maintains its objection to the City Centre Draft LEP until such time that a comprehensive Traffic Management and Accessibility Plan (TMAP) is undertaken for the entire Hurstville City Centre precinct (including the Commercial Only Core) and shall be undertaken in accordance with the Interim Guidelines.

The TMAP process provides an opportunity to identify a package of traffic and transport infrastructure measures required to support future development, regional and local intersection and road improvements, vehicular access options for adjoining sites, public transport needs, the timing and cost of infrastructure works and the identification of funding responsibilities associated with the development. In this regard, the TMAP shall address (but not necessarily be limited to) the following issues:

1. Identify an ultimate floor space threshold for the City Centre and associated road and transport infrastructure upgrades required. As part of this process, an infrastructure staging plan based on floor area thresholds should be identified. The identified works shall be supported by detailed traffic analysis.
2. Establish funding responsibilities associated with any identified road and transport infrastructure upgrades. In this regard, the RTA has no firm plans or commitment to the likely required upgrades of State and Regional roads to support the scale of development proposed.

In establishing the funding responsibilities, Council's Section 94 Developer Contribution Plan should recognise the clear distinction between regional and local works and associated contributions. Only local roads and their direction connections to the State Road network should be incorporated into a Section 94 Contributions Plan.

The agreed ultimate State and Regional road network upgrades would be the basis for further discussion with the Department of Planning to establish an appropriate funding mechanism.

It should be noted that any identified works on the arterial road network requires approval of the RTA under the Roads Act, 1993.

3. Identify an appropriate mode share to public transport. Whilst the RTA supports all measures that would increase the use of sustainable modes of transport, the adopted mode share to public transport should be based on appropriate empirical analysis to the satisfaction of the RTA and Transport NSW.
4. The TMAP shall be supported by micro-simulation modelling. Prior to submitting these models, the RTA requires the models to be audited and the audit procedure should be carried out by a suitably qualified and independent party.

The RTA will not release its objection to the proposed City Centre Draft LEP until such time that a satisfactory TMAP and micro-simulation modelling is submitted to the RTA for review and comment.

As a result of the above, Council should give consideration to separating the City Centre Draft LEP from the Comprehensive Draft LEP. The RTA will respond to the Comprehensive Draft LEP under separate cover.

If you wish to discuss this matter further, please contact the undersigned by phone on 8849-2047 or via email [james\\_hall@rta.nsw.gov.au](mailto:james_hall@rta.nsw.gov.au)

Yours faithfully,



James Hall  
A/Land Use Planning & Assessment Manager  
Transport Planning, Sydney Region

6 September 2010

CC Faye Roberts – Department of Planning