



2. Hurstville Draft Amended Masterplan

The Hurstville Draft Amended Masterplan was reviewed and the development was assessed against current and proposed land uses and corresponding employees. The quantum of parking required based on the preferred parking rates by land use for Hurstville was also assessed.

2.1. Current and Proposed Land Uses

SKM reviewed the current land use data available from Hurstville City Council. Based on further discussions with Hurstville City Council the following assumptions were applied:

- There is a 50% retail/commercial breakdown of the existing floor space area in the Hurstville City area; and
- Floor space employment generation rates of 20sqm/employee for commercial and 25sqm/employee for retail.

These assumptions were applied to the Amended Hurstville City Centre Masterplan and future land use within the Hurstville City centre. The current and proposed land-uses for Hurstville are detailed in **Table 2-1** and the corresponding number of employees in the Hurstville City area is detailed in **Table 2-2**.

■ Table 2-1: Changes in Land use within Hurstville City Centre

Land Use	Existing (sqm)	Projected ³ (sqm)	Increase	
			(sqm)	%
Commercial GFA	101,697	418,338	316,641	311%
Retail GFA	101,697	338,585	236,888	233%
Total	203,394	756,923	553,529	272%

■ Table 2-2: Projected employment growth within Hurstville City Centre

Land use	Existing Employees	Projected Employees	Increase	
			Employees	%
Commercial	5,085	20,917	15,832	311%
Retail	4,068	13,543	9,475	233%
Total	9,153	34,460	25,307	276%

³ Based on Hurstville City Centre Amended Masterplan



The assessment indicates that the implementation of the Amended Masterplan would result in an employment growth of 276% within Hurstville City Centre. Assuming a linear relationship between employment growth and Journey To Work (JTW) trips growth, the Amended Masterplan would result in an additional 15,000 daily JTW trips and a total of 20,000 daily JTW trips into Hurstville City Centre. It should be noted that this is a conservative estimate as it does not include the development opportunities of Council's Civic Precinct and the redevelopment of Westfields Precinct.

Initial population increase provided to SKM was from 19,032 persons to 20,648 persons, as a result of the Amended Masterplan which is equivalent to 8.5% increase in population. Adopting the same methodology to estimate employment JTW trip growth, there would be an additional 200 JTW trips and a total of 2,500 JTW trips out of Hurstville City Centre in total. It should be noted that we have been further advised that this is considered to be a particularly conservative estimate of projected population increase.

The current high provision of unlimited parking in the Hurstville City centre results in a high degree of car dependence by commuters and workers travelling to Hurstville City Centre with 70% of employees travelling to work by car.

2.2. Parking

The previous Hurstville City Centre Master Plan⁴ states that the existing parking supply is currently sufficient in the area. The existing parking spaces are shown in Table 2-3. Approximately 60% of parking spaces (2,356 spaces) within Hurstville LGA are currently time unrestricted.

■ **Table 2-3: Existing Parking Spaces within Hurstville City Centre**

Existing Parking Spaces (Within the Study Area)	No. Of Spaces
Council owned car parks (3hr Limit)	1225
Council owned land (unrestricted)	196
On-Street Parking (restricted)	460
On-Street Parking (unrestricted)	340
Westfield Parking (unrestricted)	2160
Total	4380

Arup Consulting were commissioned by Hurstville City Council in August 2009, to undertake a review of the current parking rates for the Hurstville City Centre and to make recommendations for the future parking rates as part of the broader review of the Council development controls for the

⁴ Adopted by Hurstville Council in December 2004



area. The parking rates⁵ recommend in this report were applied to the Amended Masterplan and 10,600 additional parking spaces would be required based on Hurstville Councils recommended parking rates. The breakdown of parking by land use is detailed in **Table 2-4**. Based on currently adopted rates 10,650 additional parking spaces would be required to accommodate the commercial and retail developments proposed in the Amended Masterplan. SKM has assumed that the required 10,650 parking spaces will be built as part of the Masterplan.

■ **Table 2-4: Additional number of parking spaces required for the proposed commercial and retail development⁶**

HCC Parking Rates	Existing GFA	Masterplan Proposed GFA	Additional GFA	Additional Parking Spaces Required
Commercial (Central Core) - 1 space per 200sqm	50,078	132,688	82,611	413
Commercial (Remainder City Centre) - 1 space per 100sqm	51,619	285,650	234,031	2,340
Retail - 1 space per 20sqm	101,697	338,585	236,889	7,896
Total	203,393	756,923	553,530	10,650

⁵ Hurstville City Council Parking Rate Review, Arup, August 2009

⁶ Parking spaces for residential development is not calculated due to a lack of detailed residential development information



3. Impact of the Hurstville Draft Amended Masterplan

To assess the impact of the Hurstville Draft Amended Masterplan we reviewed the current travel patterns and mode splits in the Hurstville area and then using the projected land-uses we analysed the impact of the Draft Amended Masterplan on the road and public transport networks in the Hurstville City Centre. We also reviewed current and proposed upgrades to the bus and rail networks to accommodate the increase in demand as a result of the Hurstville Draft Amended Masterplan. The impact on the 2009 road network was also reviewed to assess what level of infrastructure investment would be required to accommodate the Hurstville Draft Amended Masterplan in the peak hours.

3.1. Existing situation and proposed changes

3.1.1. Existing travel patterns

We assessed the current Journey to Work data using 2006 data provided by the Transport Data Centre, which is part of Transport and Infrastructure, New South Wales and provides up-to-date information on current and future travel patterns and employment and population trends.

The journey to Work (JTW) data from the Transport Data Centre (TDC) was analysed to determine the existing travel patterns in the Hurstville City Centre⁷. Travel zones 641 and 642 were assumed to represent the study area. The results of the analysis are shown in **Table 3-1**.

■ **Table 3-1: Journey to Work Trips to and from Hurstville City Centre**

Mode	JTW Trips From Hurstville City Centre		JTW Trips To Hurstville City Centre	
	Number of Trips	% Mode Split	Number of Trips	% Mode Split
Train	1,032	45%	743	14%
Bus	30	1%	233	4%
Ferry or Tram	0	0	0	0
Car (including car driver and car passenger)	990	43%	3,728	70%
Other Mode (including walk and cycle)	221	10%	648	12%
Total	2,273	100%	5,352	100%

⁷ originate 2006 Travel Zone 641 and 642 were chosen for this analysis

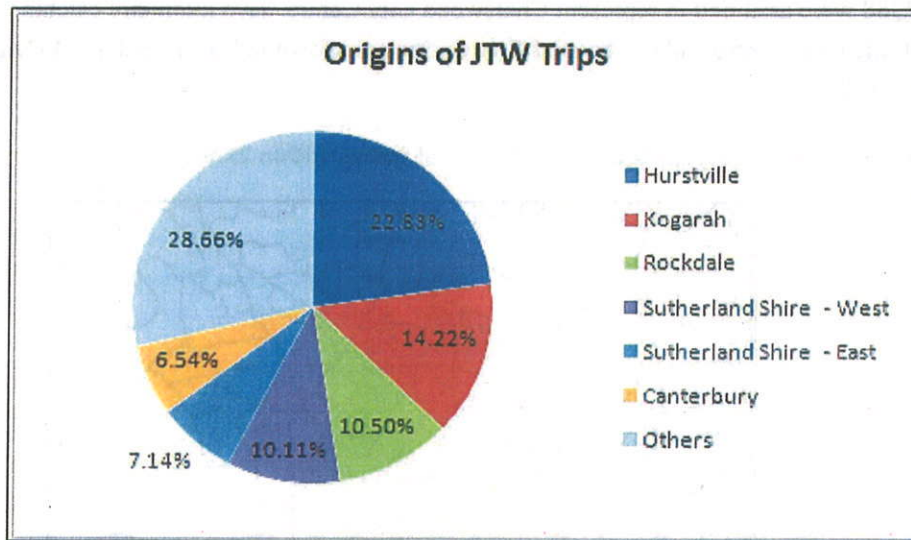


Data Source: 2006 TDC Journey to Work Database

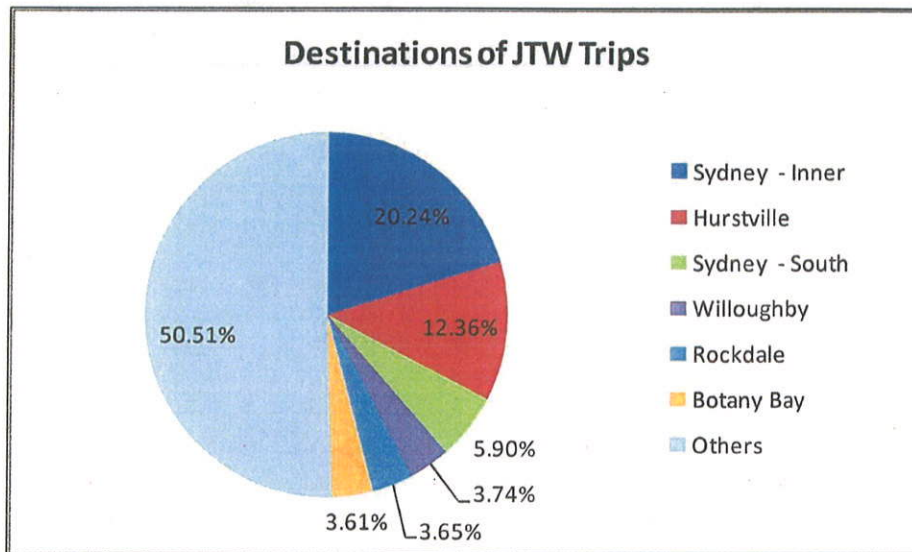
The JTW data suggests that the majority of work related travel in the Hurstville City Centre is inbound (5352 trips) and 70% of these trips are by car and public transport accounts for less than 20% of total JTW trips. This suggests that there is a high degree of car dependency by employee commuters travelling to Hurstville City Centre.

The origins and destination of JTW trips into and out of Hurstville City Centre are shown in **Figure 3-1** and **Figure 3-2** respectively.

■ **Figure 3-1: Origins of JTW trips to Hurstville City Centre**



■ **Figure 3-2 Destinations of JTW trips from Hurstville City Centre**



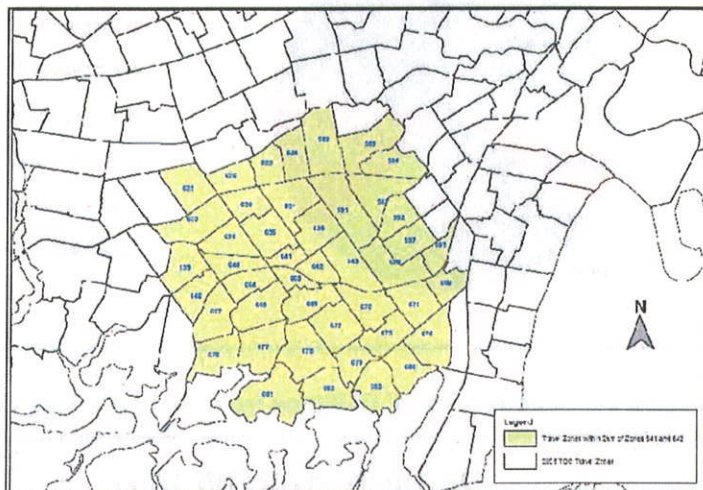


The JTW data also indicates that:

- A significant proportion (65%) of JTW trips to Hurstville City Centre originate from Hurstville and surrounding Statistical Local Area (SLA). This 65% comprises 23% from Hurstville SLA, 14% from Kogarah SLA, 11% from Rockdale SLA and 17% from Sutherland SLA; and
- A significant proportion of JTW trips from Hurstville City Centre go to Sydney CBD (20%) and Hurstville SLA (12%).

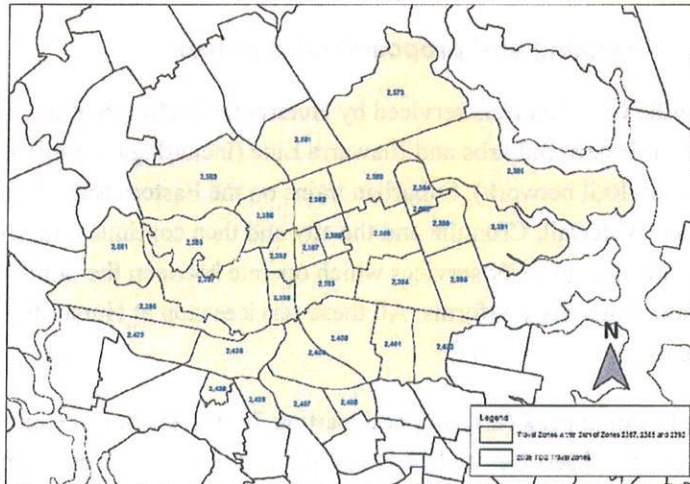
The JTW data was then further analysed to determine the existing JTW travel pattern within a 2km walking and cycling catchment of Hurstville city centre. This was then compared against JTW travel patterns to and from Chatswood City Centre which has good public transport connectivity, and substantial co-located residential, retail and commercial land uses. Travel zones 2392, 2387 and 2388 were assumed to represent Chatswood City Centre. Two kilometre catchment maps for Hurstville City Centre and Chatswood City Centre are shown in **Figure 3-3** and **Figure 3-4** respectively.

- **Figure 3-3: Hurstville City Centre - Travel zones within 2km catchment**





■ Figure 3-4: Chatswood City Centre - Travel zones within 2km catchment



The mode share of JTW trips into Hurstville City Centre and Chatswood City Centre are presented in Table 3-2.

■ Table 3-2: JTW trips within 2km catchment comparisons

Mode	To Hurstville City Centre		To Chatswood city Centre	
	Number of JTW trips	Mode share	Number of JTW trips	Mode share
Bus	109	8%	203	11%
Car as Driver	707	51%	633	34%
Car as Passenger	177	13%	154	8%
Other Modes (incl Walk and cycle)	283	20%	748	40%
Train	119	9%	142	8%
Total	1,395	100%	1,880	100%

Table 3-2 shows that 64% of people within 2km catchment of Hurstville City Centre choose to drive to Hurstville to work and only 20% choose to cycle and walk to work. In contrast only 42% of people within 2km catchment of Chatswood City Centre drive and 40% walk or cycle to work.

The low walk and cycle JTW mode share to Hurstville City Centre, compared with Chatswood, suggests that policies to encourage more sustainable modes of travel should be developed and implemented. The NSW Transport and Infrastructure Metropolitan Transport Plan commits the NSW government to substantial transport investment in Sydney and of particular relevance to



Hurstville City Centre is the completion of priority missing links in the Metro Sydney Strategic Cycle Network.

3.1.2. Existing and proposed rail services

Hurstville City Centre is serviced by Hurstville CityRail Station. The station is located on the CityRail Eastern Suburbs and Illawarra Line (including Cronulla Branch, which forms Sector One of the CityRail network). Suburban trains on the Eastern Suburbs and Illawarra Line operate between Waterfall, Cronulla and the city and then continue onto Bondi Junction and then turn back. There are also intercity services which operate between the South Coast and Central and terminate at Central intercity platforms. All these services stop at Hurstville Railway Station during peak periods.

In the morning peak (arriving or departing 7:30 to 8:30am at Central Station), there are a total of 17 city bound rail services and 14 Hurstville bound rail services stopping at Hurstville Railway Station. This equates to a train every 4-5 minutes in both directions at Hurstville Railway Station. Thus a high level of rail service is currently being provided to and from Hurstville.

It should be noted that as the Cronulla Branch Line Duplication Project nears completion, a new timetable is proposed by RailCorp. The new timetable provides 17 additional weekday suburban services throughout the day as well as doubling the service level between Sutherland and Cronulla in the morning peak hour, off-peak and on weekends. This would result in an increased service level and reliability to and from Hurstville City Centre throughout the day.

Hurstville Railway Station is the 14th busiest railway station of CityRail network⁸. The latest CityRail Travel Statistics⁹ indicates that during the AM peak (6:00am to 9:30am) a total of 6,280 passengers access Hurstville Station and 1,940 people exit the station. The numbers highlight that while rail services are presently well utilised by Sydney CBD bound trips, spare capacity exists for passengers to access Hurstville City Centre in the outbound direction.

Table 3-3 summarises the existing mode share for trips to Hurstville Railway Station in the AM peak and applies them to 2007 peak period patronage data.

⁸ Based on AM Peak passenger numbers for the 2007 calendar year

⁹ A compendium of CityRail Travel Statistics, June 2008