

**ANNEXURE "D"**  
**Independent Accessibility Review**  
**21 – 35 Treacy Street, Hurstville**

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28 January 2011

2011/003.L02 CM/sm

Hurstville City Council  
Mr Brett Daintree  
C/o Pascoe Planning Solutions  
PO Box 774  
CAMDEN NSW 2570  
Attention: Mr Graham Pascoe  
Dear Graham,

**Review of Draft Hurstville Town Centre Expansion & Proposed Development  
At 21-35 Treacy Street, Hurstville**

Further to your request, the undersigned has reviewed the information provided to date including a brief review of the SKM traffic report for the expanded intensified centre and the Lyle Marshall traffic report concerning the development scale of the abovementioned project with particular regard to its impact in the City Centre given the nominated sites for expansion / intensification. Further, we have had regard to other Council traffic information sourced from ARUP in 2007 and SKM in 2009.

The preceding Council sourced information already indicates many under performing intersections and a decline in network performance. Indeed the latest SKM report attached to the City Centre expansion / intensification identified average traffic speed reductions from 25km/hr to 6.8 km/hr during the morning peak and 21.4km/hr to 4.5km/hr during the evening peak period.

Our limited review (that excludes a detailed review of the PARAMICS & SIDRA models that were used to assess external traffic impacts) highlights the following:

1. There appears to be clear challenges in implementing Council's future City Centre vision as summarised in the Draft City Centre LEP. Such challenges would appear to require further scrutiny, focusing in particular upon public transport infrastructure and travel behaviour as well as mechanisms to facilitate sustainable change without adversely impacting immediate residential neighbourhoods.
2. It is noted that the subject Treacy Street site is not a nominated site for expansion / intensification, yet the Concept Plan proposal seeks to advance a development significantly beyond the prevailing / proposed controls in a future accessibility environment that clearly has major challenges as alluded to above.
3. These currently unresolved challenges (as reflected in the DoP non endorsement of the current Draft City Centre LEP, a plan of expansion / intensification) will only be further compounded with a development of the proposed scale.



4. At a more detailed level there are many assumptions and statements included in the Concept Plan supporting documentation which require clarification / review / qualification. These include in summary:
- a. The 33% reduction sought in on-site car parking for the retail component. *(The proposal provides a significant departure from existing and proposed parking rates that are not considered sustainable and will likely reflect adversely in nearby precincts including residential neighbourhoods.)*
  - b. The external traffic impacts of the proposed development compared with a compliant development scale for the site. *(A comparative analysis needs to be provided to facilitate an objective assessment.)*
  - c. The cumulative external traffic impacts arising from this higher scale development (than envisaged under Council's controls) coupled with the future development envisaged under Council's future vision (and as modified under the SKM assessment) with the use of more appropriate micro-simulation models such as PARAMICS and SCATES / LINSIG. *(The current traffic analysis has regard only to existing circumstances and not projected future growth.)*
  - d. More detailed "Green Travel Plan" & TMAP with regard to how targets of reduced car parking demand for the retail and residential components will be achieved. *(The apparent gravity of both current and future accessibility scenarios is such that changes to travel behaviour and related parking consequences must produce sustainable outcomes rather than be a mere desire.)*
  - e. The traffic report identifies that some 191 retail employees will be generated and that 136 of those employees will drive to work (i.e. 71%). The retail parking supply of 79 spaces (reduced by 33%) is therefore inadequate to accommodate any retail customers unless employees are restricted from parking on-site. This matter needs further detailed consideration. *(Changed travel behaviour and consequential parking demands is critical. The current proposal is not considered sustainable.)*
  - f. Details of how parking demand beyond that adopted can be adequately controlled in terms of potential spill over effects into nearby residential precincts and other public car parking areas. *(The parking strategy lacks detail and raises significant concerns in respect of consequential adverse neighbourhood impacts.)*
  - g. More details of on-site servicing and required adjustments to achieve an efficient and operable loading dock floor plate. *(The proposed servicing facilities do not facilitate the efficient, conflict free servicing.)*

We attach (in **Annexure A**) a summary of development statistics within the town centre of Hurstville that excludes the proposed development at 21-35 Treacy Street, Hurstville for information that needs to be included in any cumulative impact assessment.

In conclusion, we wish to stress that current and projected accessibility environment in the City Centre presents many challenges and that development of the nature proposed in the Concept Plan, in such context, will further compound unacceptable and unsustainable accessibility outcomes.

Please contact the undersigned should you require further information or assistance.

Yours faithfully

M<sup>C</sup>LAREN TRAFFIC ENGINEERING



Craig M<sup>C</sup>Laren

Director

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RTA Accredited Level 3 Road Safety Auditor  
Traffic Control Plans (Red Card)

**ANNEXURE A**

**Future Developments within Hurstville**

**Dora Street Medical Centre:**

- Corner Queens Rd / Dora St
- 12,000m<sup>2</sup> commercial, 8 stories.
- Accommodation for over 120 staff
- Parking for approx. 410 vehicles, including 150 public parking spaces operated by council
- 350m from Hurstville train station

**Barratt and Woodville Streets Mixed Use:**

- 65 dwellings, 432m<sup>2</sup> retail, 1,727m<sup>2</sup> commercial
- 220-410m from Hurstville train station

**New Illawarra Catholic Club:**

- Woodville St
- Multi-storey 2,384m<sup>2</sup> commercial
- 270m from Hurstville train station

**The Avenue Commercial Development:**

- 15,000m<sup>2</sup> commercial
- 400-940m from Hurstville train station

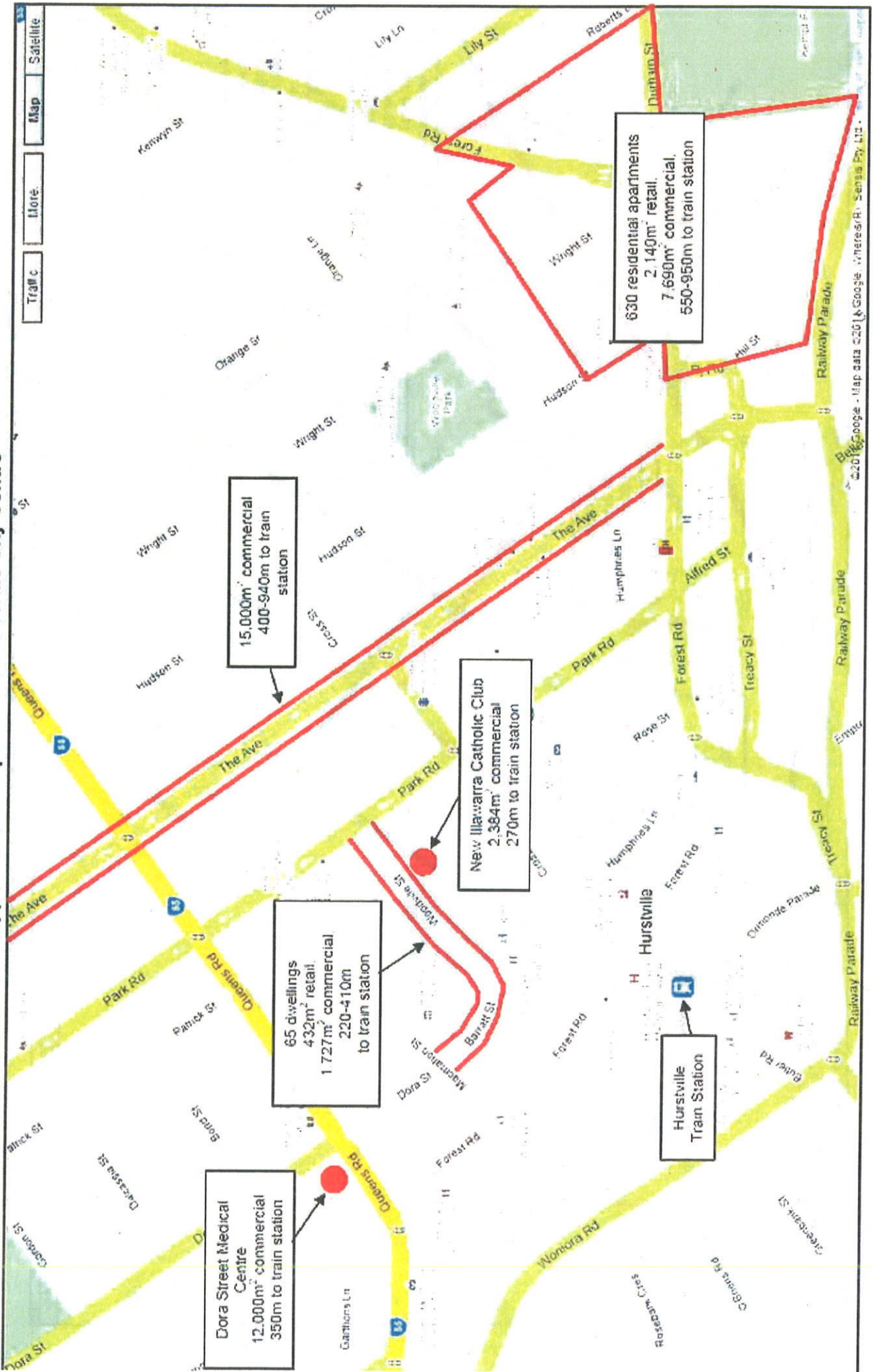
**East Quarter:**

- 630 residential apartments, 10,000m<sup>2</sup> retail and commercial
- 550-950m from Hurstville train station

Scenario	No. of Dwellings	Retail (m <sup>2</sup> GLFA)	Commercial (m <sup>2</sup> GFA)	Vehicle Trips - AM Peak			Vehicle Trips - PM Peak		
				Total			Total		
				In	Out	Tot.	In	Out	Tot.
<b>1. Approved Developments (Council data)</b>									
Dora St Medical Centre	0	0	12,000	153	27	180	27	153	180
Barratt & Woodville Sts Mixed Use	65	432	1,727	29	24	53	30	41	70
New Illawarra Catholic Club	0	0	2,384	30	5	36	5	30	36
The Avenue Commercial	0	0	15,000	191	34	225	34	191	225
East Quarter	630	2,140	7,690	155	202	357	225	217	443
<b>Sub-Total</b>	<b>695</b>	<b>2,572</b>	<b>38,801</b>	<b>559</b>	<b>292</b>	<b>851</b>	<b>321</b>	<b>633</b>	<b>954</b>
<b>2. Long Term Potential Development (SGS report, excluding approved developments)</b>									
Retail Core	100	9,950	3,050	106	75	180	232	346	578
City Centre North	235	3,980	15,250	235	116	351	176	334	510
City Centre West	200	1,990	3,050	65	71	136	99	115	215
Western Bookend	850	995	1,525	85	245	330	246	124	370
City Centre East	350	1,990	8,100	114	120	234	145	168	314
Eastern Bookend	370	995	1,525	51	111	162	120	82	202
<b>Sub-Total</b>	<b>2,105</b>	<b>19,900</b>	<b>30,500</b>	<b>656</b>	<b>738</b>	<b>1,393</b>	<b>1,019</b>	<b>1,170</b>	<b>2,189</b>
<b>Grand Total</b>	<b>2,800</b>	<b>22,472</b>	<b>69,301</b>	<b>1,214</b>	<b>1,030</b>	<b>2,244</b>	<b>1,340</b>	<b>1,803</b>	<b>3,143</b>

**Table 6: Net Increase in Traffic Generation from Developments**  
(City Centre Traffic Study ARUP-2007.pdf)

# Approved Developments in Hurstville City Centre



Long Term Development Forecast (excluding approved developments)

