

EARLJEST PTY LTD

TRAFFIC AND TRANSPORT
INFORMATION FOR PREFERRED
PROJECT REPORT IN RELATION
TO PROPOSED MIXED USE
DEVELOPMENT, 21 – 35 TREACY
STREET, HURSTVILLE

MARCH 2011

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1. INTRODUCTION

- 1.1 Colston Budd Hunt and Kafes Pty Ltd has been commissioned by Earljest Pty Ltd to prepare traffic and transport information in response to matters raised in submissions in relation to a proposed residential and retail development at 21-35 Treacy Street, Hurstville. The site is located on the southern side of Treacy Street, between The Avenue in the east and Ormonde Parade in the west, as shown in Figure 1.
- 1.2 The site is on the southern side of the Hurstville CBD and is currently occupied by commercial/industrial development, with vehicular access from Treacy Street provided by seven driveways.
- 1.3 The proposed development includes retail development of some 4,551m², plus 257 residential apartments. Vehicular access is proposed from Treacy Street via separate driveways for cars and service vehicles. On site parking is proposed for some 274 cars.
- 1.4 A traffic and parking report¹ was submitted with the application. The proposed development has been publicly exhibited. A number of traffic and transport-related matters have been raised in submissions from the Roads and Traffic Authority, Transport NSW, Hurstville Council and Kogarah Council. The matters raised by the various authorities are as follows:

¹ Traffic and Parking Impact for a Concept Plan for a Proposed Mixed Use Development at 21-35 Treacy Street, Hurstville. Prepared by Lyle Marshall & Associates Pty Ltd, December 2010.

RTA (letter of 28 January 2011)

1. *The submitted traffic report does not contain enough detail to properly assess the traffic impact of the subject development on the surrounding road network. The traffic generated from the proposed development will have a significant traffic impact on the surrounding road network and it is considered that traffic modelling should be carried out. The current operational performance of the surrounding intersections has not been provided as part of the submitted traffic report.*

Additionally, the intersection of Railway Parade and The Avenue has not been included in the traffic analysis. Although this intersection is within the Kogarah Council area, this intersection currently operates with significant delays and should be included in the traffic reports overall analysis of the study area.

2. *It should be noted that the Hurstville City Council are currently proposing to change both Park Road and The Avenue from a one way pairing to becoming a two way on both of these roads. The developer needs to liaise with Council and should consider the effect that these changes will have on access as well as the impact on traffic distribution for the proposed development.*
3. *The loading and service area as proposed is unsatisfactory. Concerns are raised with regard to the proposed loading and service area as shown on the development plans (Drawing No: CD-07). Provision should be made for either a loading zone on Treacy Street (subject to approval by Council's Local Traffic Committee) or provision within the subject site for 8.8 metre rigid vehicles, as the retail and supermarket tenants of the proposed development may not have control over the type of delivery vehicles servicing the subject site.*

Council should ensure that vehicles larger than 8.8 metre Medium Rigid Vehicles (MRV) are prohibited from entering the subject site unless provision has been made

for those vehicles on site. The driveway is to be adequately signposted to Council's satisfaction to address this issue.

- 4. The swept path plans contained in the consultant's traffic report (Figure No. 8) are extremely tight and minimal area has been provided for the manoeuvring of service vehicles. Additionally the swept path plan shows an 8.8 metre MRV tracking over a stairwell. The swept path of the longest vehicle (including garbage trucks) entering and exiting the subject site, as well as manoeuvrability through the subject site, shall be in accordance with AUSTROADS. In this regard, a plan shall be submitted to Council for approval, which shows that the proposed development complies with this requirement.*

- 5. Treacy Street is a one way street with traffic moving in a westerly direction. Concerns are raised with regard to the proximity of the proposed retail and residential access driveway to the right turn lane and the shared right turn/through lane from Treacy Street into Alfred Street. Vehicles entering the traffic stream into Treacy Street from The Avenue heading in a southerly direction often turn right into Treacy Street to continue in the through lanes to head west, whilst traffic heading north turning left from The Avenue into Treacy Street weave across into the right turn lanes to access Alfred Street to head north towards Westfield shopping centre. It is this weaving manoeuvre that the RTA has concerns with in relation to the proximity of the proposed access driveway. As the development includes a supermarket, the estimated traffic generation has the potential to exacerbate this road safety concern.*

To adequately examine the abovementioned road safety concern, it is recommended that the applicant submit an Independent Road Safety Audit to DoP and Council for further review and comment (prior to determination).

- 6. The Basement 3 development plan (Drawing No: CD-04) indicates that there will be a total number of 196 residential parking spaces, which is below the required amount of 245 car spaces. The proponent should not rely on on-street parking and council parking*
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facilities to make up for the shortfall in parking provided on site as on street parking in the area is already at a premium during business hours. In addition, the Department of Planning (DoP) shall ensure that the parking provision for the retail component of the development meets Council's requirements.

- 7. The RTA requires the EA report to assess the implications of the proposed development for non-car travel modes (including public transport use, walking and cycling); the potential for implementing a location-specific sustainable travel plan (eg 'Travelsmart) or other travel behavior change initiative); and the provision of facilities to increase the non-car mode share for travel to and from the site. This will entail an assessment of the accessibility of the development site by public transport.*
- 8. It is noted that no bicycle parking facilities are shown on the development plans. Consideration should be given to providing bicycle parking facilities for the retail/residential component of the site, either within the development or close to it, as well as end trip facilities such as showers, changing rooms, etc, to encourage bicycle use for travelling to and from the development.*

The abovementioned concerns shall be addressed to the satisfaction of the Department of Planning and Council prior to the determination of the Environmental Assessment application. Should any amendments to the development proposal or findings of the Independent Road Safety Audit impact on the operation of nearby traffic signals, this supplementary information shall be submitted to the RTA for review and comment.

In addition to the above, the RTA provides the following advisory comments to the Department of Planning for consideration in the determination of the Environmental Assessment application:

- 9. Car parking provision to Council's satisfaction.*
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10. *The layout of the proposed car parking areas associated with the proposed development (including driveway, ramp grades, aisle widths, aisle lengths, parking bay dimensions, sight distances and loading bays) should be designed in accordance with AS 2890.1 – 2004 and AS 2890.2 – 2002.*

The provision of any convex mirrors proposed within the car park, to address a number of blind spots on the circulation and exit driveways, shall be to Council's satisfaction.

11. *The proposed turning areas are to be kept clear of any obstacles, including parked cars, at all times.*
 12. *The required sight lines to pedestrians or other vehicles in or around the car park or entrances shall not be compromised by landscaping, signage, fencing or display materials.*
 13. *All vehicles are to enter and leave the subject site in a forward direction.*
 14. *The separate car parking areas, entry/exit points and the internal circulating driveway need to be clearly delineated through line marking and signage to ensure smooth, safe traffic flows and to reduce vehicle conflict.*
 15. *Provision for building maintenance vehicles and removalists need to be provided on site.*
 16. *All demolition and construction vehicles are to be contained wholly within the site and vehicles must enter the site before stopping.*
 17. *A Construction Traffic Management Plan detailing construction vehicle routes, number of trucks, hours of operation, access arrangements and traffic control should be submitted to Council, for approval, prior to the issue of a Construction Certificate.*
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18. *The developer shall be responsible for all public utility adjustments/relocation works, necessitated by the above work and as required by the various public utility authorities and/or their agents.*
19. *All works / regulatory signposting associated with the proposed development shall be at no cost to the RTA.*

Transport NSW (letter of 15 February 2011)

TNSW has reviewed the Environmental Assessment Report Concept Plan prepared by Economiapds and the Traffic and Parking Impact report prepared by Earljest Pty Ltd and notes the inclusion of a Green Travel Plan as part of the draft statement of commitments. Travel plans should be prepared prior to occupation and included as a condition of consent. TNSW directs the applicant to the Premier's Council for Active Living (PCAL) website, <http://www.pcal.nsw.gov.au/>, and the Roads and Traffic Authority website, <http://www.rta.nsw.gov.au/>, for further information on the preparation of travel plans for workers and residents.

TNSW supports the proposed minimal rate of parking provision and would also support the inclusion of a co-ordinated car share scheme to help minimize private car use as well as take advantage of the different time-of-week demand profiles of the retail and residential uses on site.

In addition to secure basement parking and amenities for workers walking and cycling to the subject site, TNSW request that visitor bicycle parking facilities also be provided at ground level close to entrances, in a visible and weather protected location subject to casual surveillance. For further information on these facilities, TNSW directs the applicant to PCAL's Development & Active Living: Designing Projects for Active Living resource, <http://www.pcal.nsw.gov.au/>.

Hurstville Council (letter of 9 February 2011)

Parking and Access

Attached at Annexure "D" is an independent review of the accessibility implications of the proposal, which concludes "that development of the nature proposed on the Concept Plan, in such context (characterised by underperforming intersections and network decline) will further compound unacceptable and unsustainable accessibility outcomes".

At a more detailed level, the review highlights assumptions and statements which in their current form raise significant doubts in respect of the veracity of the development and require further clarification and review/qualification. Areas highlighted in such regard include:

- o The unsubstantiated departure from existing and proposed parking controls and the likely attendant adverse impacts in nearby precincts including residential neighbourhoods. (It should be noted that parking departures of 113 spaces (29.1%) and 99 spaces (26.5%) occur in respect of Council's prevailing and proposed parking requirements respectively.)*
- o The lack of detail in respect of achieving major changes in travel behavior and parking demands.*
- o The lack of regard to future traffic/transport scenarios*
- o The current design of proposed service facilities and related efficiency and conflict challenges.*

1.5 Council's commissioned review² of the proposed development includes the following:

² Review of Draft Hurstville Town Centre Expansion & Proposed Development At 21-35 Treacy Street, Hurstville.
Prepared by McLaren Traffic Engineering, 28 January 2011.

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 behavior as well as mechanisms to facilitate sustainable change without adversely impacting immediate residential neighbourhoods.*
2. *It is noted that the subject Treacy Street 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.*

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*
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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.)*
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Kogarah Council (letter of 9 February 2011)

- *Council is satisfied that that the proposal will not have a significant impact on the surrounding intersections and that they will continue to operate at a satisfactory level. However, the traffic report states that there has been a submission to the RTA for the approval of The Avenue to be converted to two-way traffic and this may result in changes to the signaling and phasing at the intersection that may produce a flow on effect into the Kogarah area. There has been no analysis done in the traffic report to show the impact on the intersection and traffic flow if the signals are modified.*

- *Council has concerns with respect to the proposed reduction in car parking for the development. As the surrounding on-street parking around the site in the Hurstville area is times, the nearest available unrestricted on-street parking is within the Kogarah LGA around the streets of Railway Parade, Bellevue Parade and Woids Avenue. These streets are in close proximity to the proposed development and due to the development being deficient by 157 car spaces, these streets could be used for parking by residents and visitors to the development. Currently this area has a high percentage of units and the streets are heavily parked out by local Kogarah residents and people using Hurstville train station, and are already at parking capacity. The proposed reduction in the allocation of visitor and retail parking should be reviewed to ensure the project does not adversely impact upon the provision of on-street parking within the surrounding residential areas of the Kogarah LGA.*

- *Due to the narrowness and turning restrictions at the intersection of The Avenue and Railway Parade, larger construction vehicles will find it difficult to come from the Kogarah LGA to access the site, as proposed in the traffic report, and may cause a disruption at the intersection when trying to make the turn.*

- 1.6 Following consideration of the matters raised in submissions, the applicant has prepared amended plans for the development, to address service vehicles and bicycle parking. Additionally, a meeting was held with officers of the RTA on 9 March 2011 in relation to the proposed development.
- 1.7 Information and responses in relation to the above matters raised in submissions are presented in the following chapter.

2. TRAFFIC AND TRANSPORT INFORMATION

2.1 As previously discussed in Chapter 1, amended plans have been prepared to address a number of matters raised in submissions. The amended plans have been prepared to:

- demonstrate how an 8.8 metre medium rigid truck can appropriate enter and exit the loading bay; and
- demonstrate how bicycle lockers and rails can be provided on the site for residents, employees and visitors.

2.2 The amended plans are attached as Appendix A. The information and responses to the matters raised in submissions are presented through the following sections:

- RTA;
- Transport NSW;
- Hurstville Council; and
- Kogarah Council.

RTA

2.3 Following the meeting with the RTA officers on 9 March, we prepared responses to the matters raised in the RTA's letter of 28 January 2011, to reflect the matters discussed at the meeting. These responses, corresponding to the matters numbered in the RTA's letter, and sent to the RTA by email on 9 March, are reproduced below:

1. *Page 4 from the previously submitted traffic report was missing from the submission. This has now been submitted to yourselves [RTA], containing an analysis of the existing traffic conditions. Additionally there is no requirement to analyse the intersection of Railway Parade with The Avenue as part of the current Part 3A application. This intersection would be more appropriately assessed in a broader traffic and transport study for the Hurstville town centre in association with the draft LEP.*
 2. *Council's proposal to change Park Road and The Avenue from one-way to two-way is noted. We understand that this matter would also be more appropriately considered in the broader town centre study. The implications for the proposed development would not be significant and the RTA does not require the applicant to analyse this intersection.*
 3. *Amended plans have been prepared (copy attached), showing an 8.8 metre truck is able to enter the site, circulate and use the loading dock, and exit in a forward direction. A condition of consent could be included limiting the size of trucks to 8.8 metres.*
 4. *The amended plans appropriately provide for 8.8 metre trucks to enter the loading dock. The stairwell shown in the traffic report has been relocated on the architectural drawings. A plan is attached showing the relocated stairwell.*
 5. *A road safety audit could be required by a condition of consent, and provided prior to the issue of a construction certificate for the building.*
 6. *We understand that the RTA is not concerned by the proposed provision of car parking for the development.*
 7. *While we did not discuss this matter in detail, we propose that a travel access guide be prepared for the development, prior to occupation certificate. The travel access guide could be required by a condition of consent.*
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8. *The amended plans (copies attached) show how bicycle parking can be provided in the basement (as lockers, for residents/employees) and on the ground level (as racks, for visitors).*
9. *See comment in relation to point 6 above.*

The other matters raised in the RTA's letter (points 10 to 19) are advisory and do not require further work from the applicant at this point. Where appropriate, they could be included as conditions of consent.

- 2.4 Following this correspondence, the RTA provided, by email, a response on 10 March. A copy of the RTA's correspondence is attached as Appendix B.

NSW Transport

TNSW has reviewed the Environmental Assessment Report Concept Plan prepared by Economiapds and the Traffic and Parking Impact report prepared by Earljest Pty Ltd and notes the inclusion of a Green Travel Plan as part of the draft statement of commitments. Travel plans should be prepared prior to occupation and included as a condition of consent. TNSW directs the applicant to the Premier's Council for Active Living (PCAL) website, <http://www.pcal.nsw.gov.au/>, and the Roads and Traffic Authority website, <http://www.rta.nsw.gov.au/>, for further information on the preparation of travel plans for workers and residents.

- 2.5 This matter is noted. A condition of consent could be included requiring preparation of a travel access guide for the building, prior to occupation certificate.

TNSW supports the proposed minimal rate of parking provision and would also support the inclusion of a co-ordinated car share scheme to help minimize private car use as well as take

advantage of the different time-of-week demand profiles of the retail and residential uses on site.

- 2.6 This matter is noted. A space could be designated in the basement for a 'goget' car share vehicle or similar initiative.

In addition to secure basement parking and amenities for workers walking and cycling to the subject site, TNSW request that visitor bicycle parking facilities also be provided at ground level close to entrances, in a visible and weather protected location subject to casual surveillance. For further information on these facilities, TNSW directs the applicant to PCAL's Development & Active Living: Designing Projects for Active Living resource, <http://www.pcal.nsw.gov.au/>.

- 2.7 The amended plans in Appendix A include bicycle parking at ground level for visitors.

Hurstville Council

Attached at Annexure "D" is an independent review of the accessibility implications of the proposal, which concludes "that development of the nature proposed on the Concept Plan, in such context (characterised by underperforming intersections and network decline) will further compound unacceptable and unsustainable accessibility outcomes".

- 2.8 We note that Council's current planning controls for the site provide for a development floor space ratio of 4:1. With a site area of 4,119m², a 4:1 FSR would allow 16,476m², compared to 29,022m² as currently proposed.

- 2.9 Based on:
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- 4,551m² retail (as currently proposed);
 - 11,925m² residential (the remaining area under a 4:1 FSR);
 - one space per 25m² for retail (Council's DCP rate for retail parking); and
 - one space per 100m² for residential (Council's DCP rate for residential parking);

a development with a 4:1 FSR could provide some 300 parking spaces. This compares to the proposed development, with some 274 spaces.

- 2.10 Therefore, the proposed development would not have greater traffic generation or effects than a potential smaller development on the site. We note that co-locating complementary land uses in town centres, with good access to public transport and other services and facilities, is consistent with government objectives to reduce demand for travel by car.

At a more detailed level, the review highlights assumptions and statements which in their current form raise significant doubts in respect of the veracity of the development and require further clarification and review/qualification. Areas highlighted in such regard include:

- *The unsubstantiated departure from existing and proposed parking controls and the likely attendant adverse impacts in nearby precincts including residential neighbourhoods. (It should be noted that parking departures of 113 spaces (29.1%) and 99 spaces (26.5%) occur in respect of Council's prevailing and proposed parking requirements respectively.)*

- 2.11 In relation to parking in surrounding residential streets, streets within the Hurstville town centre generally provide time-restricted parking and are therefore not conducive to long stay residential, employee or visitor parking. We note that Kogarah Council's submission suggests that streets south of the railway line are
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already heavily used for parking. On this basis, residents in the proposed development will not be able to utilise these streets for parking.

2.12 The proposed parking provision will mean that buyers of the one bedroom apartments would not require a car.

2.13 Finally the proposed reduced parking rates are consistent with DoP's desire to reduce car parking provision for the proposed development.

- *The lack of detail in respect of achieving major changes in travel behavior and parking demands.*

2.14 Being located in the Hurstville CBD, residents will be close to services and facilities in the town centre within ready walking distance. Residents, employees and visitors will have the opportunity to use public transport (bus and rail services within 400 metres) when they travel. As discussed above, the reduced parking provision in the development will mean that buyers of the one bedroom apartments would not require a car.

- *The lack of regard to future traffic/transport scenarios*

2.15 As previously discussed, the broader changes in the Hurstville CBD, including possible changes in The Avenue and Park Road, and other future development in the town centre, would be more appropriately assessed in the traffic and transport study in association with the draft LEP.

- *The current design of proposed service facilities and related efficiency and conflict challenges.*
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2.16 This matter is addressed above in points 3 and 4 of paragraph 2.3.

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 behavior as well as mechanisms to facilitate sustainable change without adversely impacting immediate residential neighbourhoods.*

2.17 These matters are addressed above in paragraphs 2.8 to 2.10 and 2.11 to 2.14.

2. *It is noted that the subject Treacy Street 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.*

2.18 These matters are addressed above in paragraphs 2.8 to 2.10.

- 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.)*

2.19 Parking provision is addressed in paragraphs 2.11 to 2.14.

- 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.)*

2.20 This matter is addressed in paragraphs 2.8 to 2.10.

- 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.)*

2.21 As previously discussed, it is considered that these matters would be more appropriately addressed in the traffic and transport study in association with the draft LEP.

- 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.)*

2.22 These matters are partly discussed above in paragraphs 2.10 to 2.14. A travel access guide could be included as a condition of consent for the development, to be prepared prior to occupation certificate for the building.

- 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*
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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.)*

2.23 These matters are addressed in paragraphs 2.11 to 2.14.

- 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.)*

2.24 This matter is addressed in points 3 and 4 of paragraph 2.3.

Kogarah Council

- o Council is satisfied that that the proposal will not have a significant impact on the surrounding intersections and that they will continue to operate at a satisfactory level. However, the traffic report states that there has been a submission to the RTA for the approval of The Avenue to be converted to two-way traffic and this may result in changes to the signaling and phasing at the intersection that may produce a flow on effect into the Kogarah area. There has been no analysis done in the traffic report to show the impact on the intersection and traffic flow if the signals are modified.*

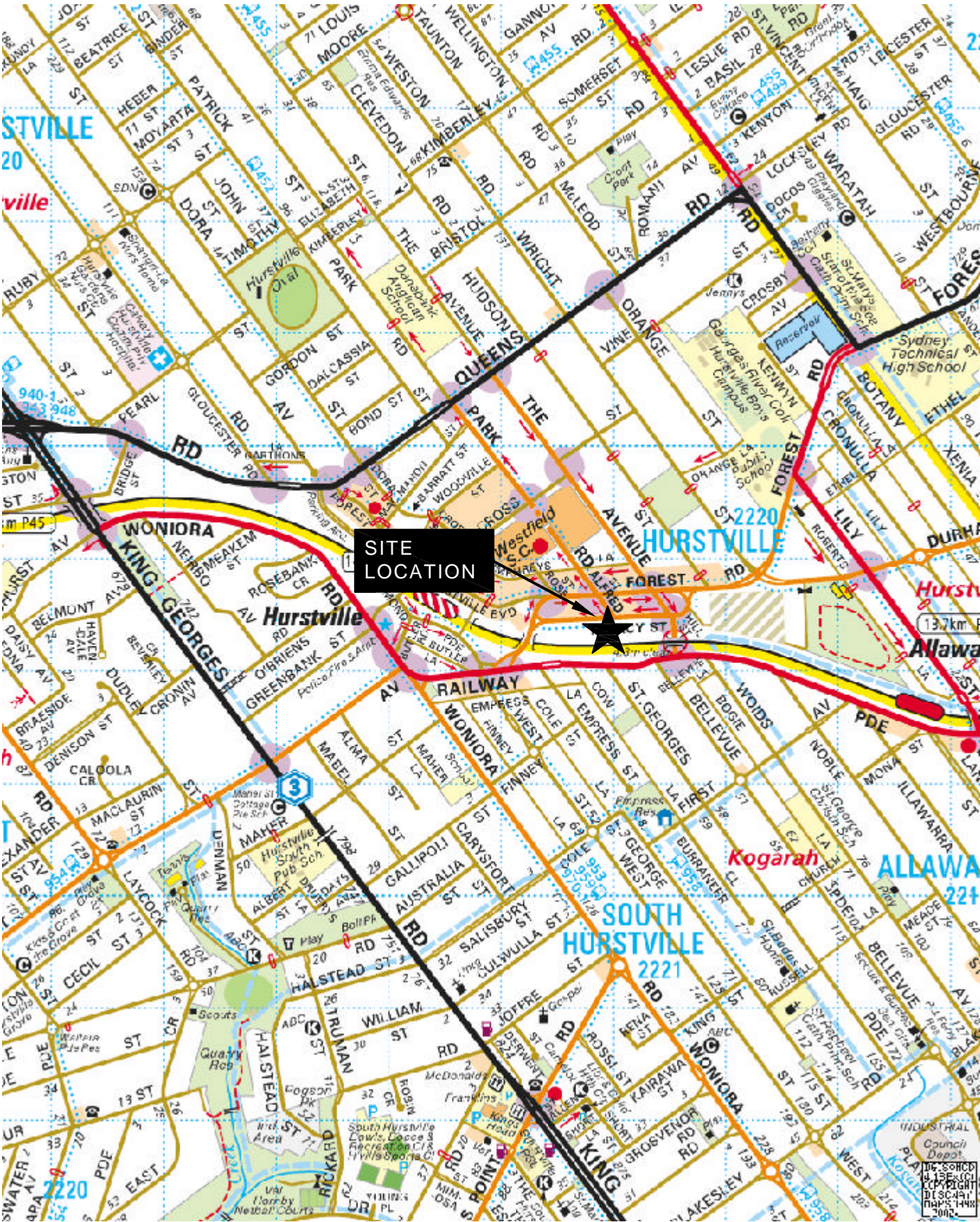
2.25 This matter is noted, and is addressed in points 1 and 2 of paragraph 2.3.

- *Council has concerns with respect to the proposed reduction in car parking for the development. As the surrounding on-street parking around the site in the Hurstville area is times, the nearest available unrestricted on-street parking is within the Kogarah LGA around the streets of Railway Parade, Bellevue Parade and Woids Avenue. These streets are in close proximity to the proposed development and due to the development being deficient by 157 car spaces, these streets could be used for parking by residents and visitors to the development. Currently this area has a high percentage of units and the streets are heavily parked out by local Kogarah residents and people using Hurstville train station, and are already at parking capacity. The proposed reduction in the allocation of visitor and retail parking should be reviewed to ensure the project does not adversely impact upon the provision of on-street parking within the surrounding residential areas of the Kogarah LGA.*

2.26 These matters are addressed in paragraphs 2.11 to 2.14.

- *Due to the narrowness and turning restrictions at the intersection of The Avenue and Railway Parade, larger construction vehicles will find it difficult to come from the Kogarah LGA to access the site, as proposed in the traffic report, and may cause a disruption at the intersection when trying to make the turn.*

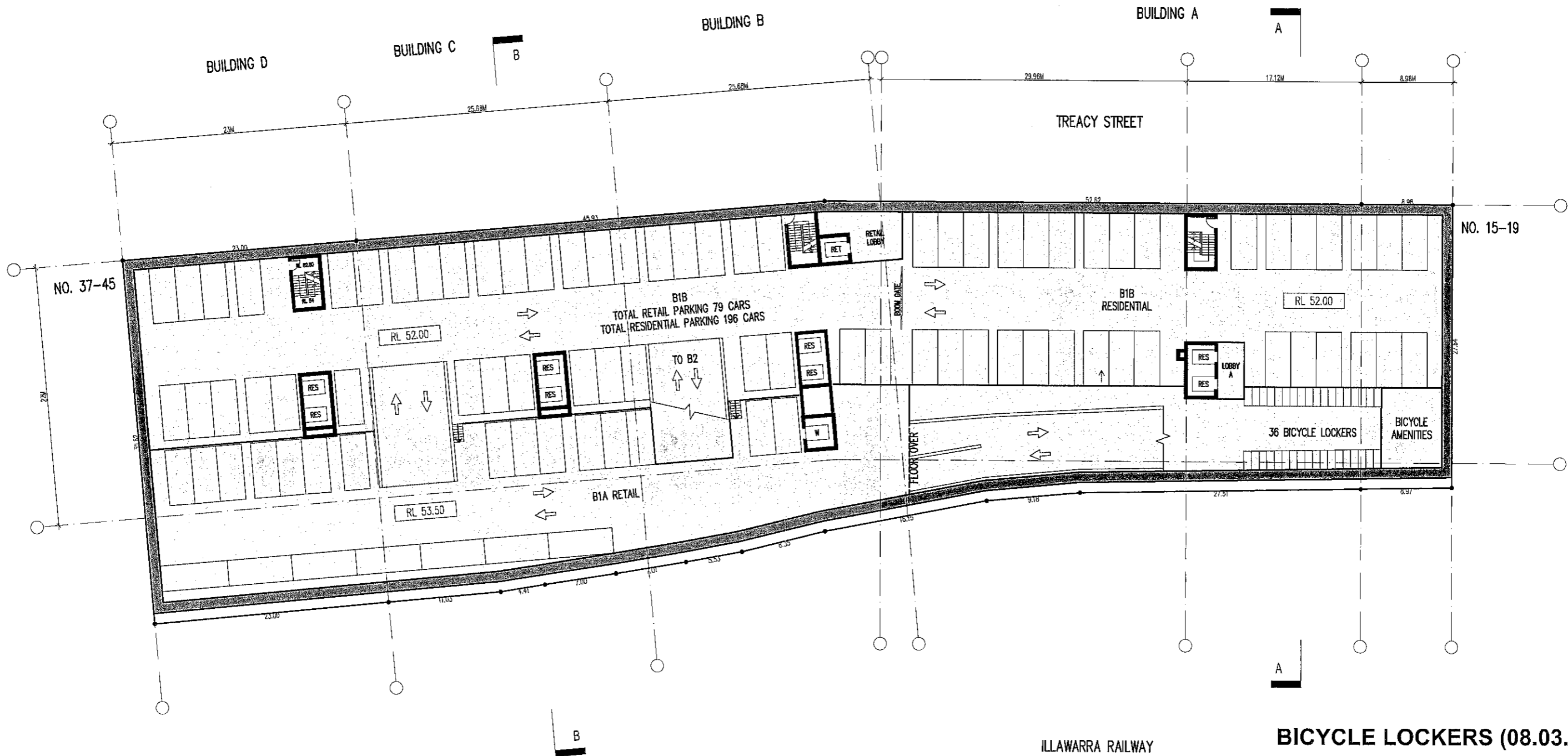
2.27 This matter is noted. A condition of consent could be included requiring the preparation of a construction traffic management plan for the development to be prepared prior to the construction certificate stage. The construction traffic management plan would include details of truck routes, taking into account road network constraints in the vicinity of the site.



Location Plan

APPENDIX A

Amended Plans



BICYCLE LOCKERS (08.03.11)

STANISIC ASSOCIATES ARCHITECTS

LEVEL 3, 348 KENT STREET
 SYDNEY NSW 2000
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 E. Info@stanisic.com.au
 www.stanisic.com.au



PROJECT
**21-35 TREACY STREET
 HURSTVILLE NSW**

CLIENT
**EARLJEST PTY LTD ATF
 HURSTVILLE UNIT TRUST**

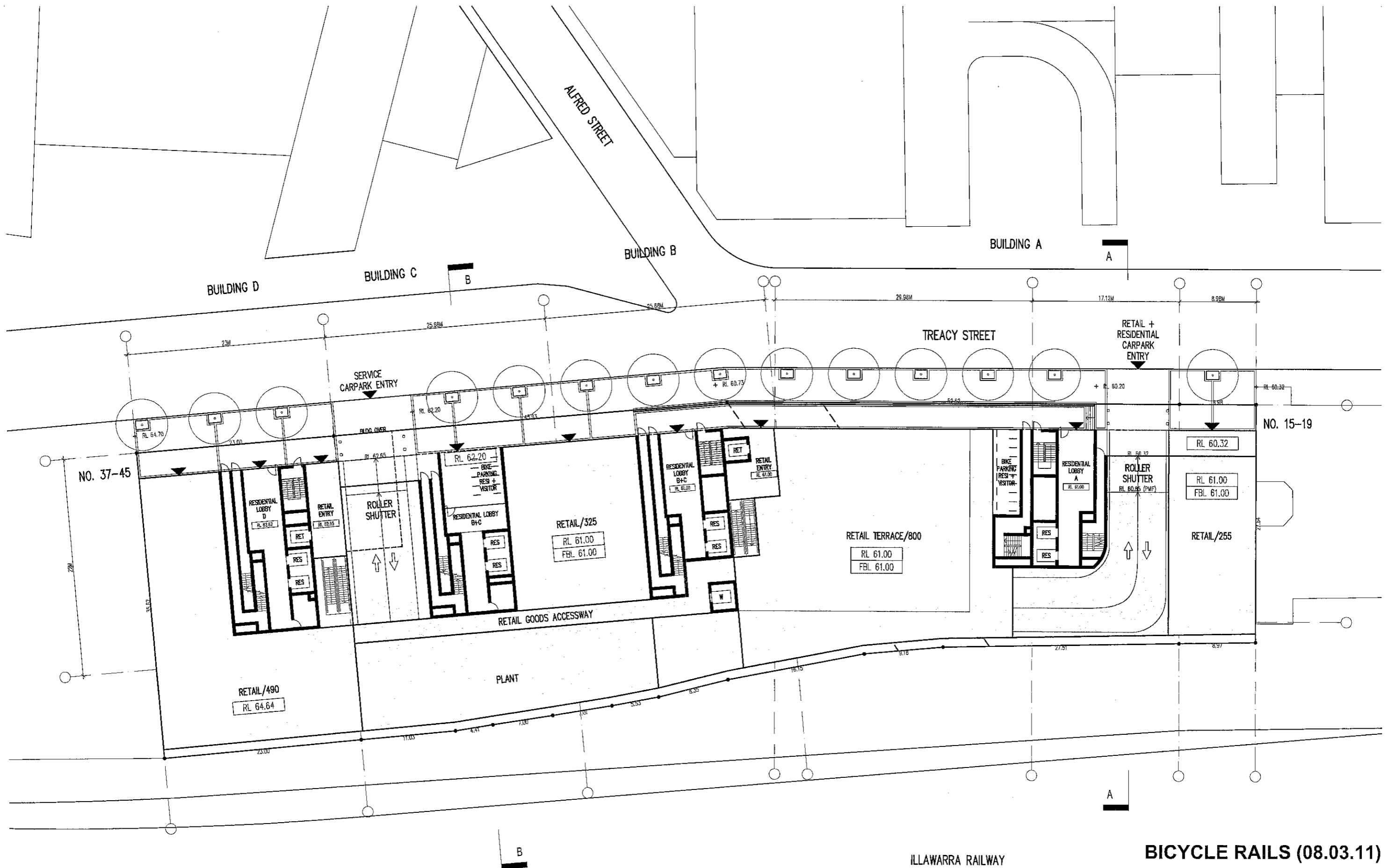
No.	DATE
A	26.11.10
B	10.12.10

REVISION / ISSUE DETAILS
 FOR TEST OF ADEQUACY
 FOR EXHIBITION

DRAWING TITLE
BASEMENT 1

SCALE: 1:400@A3	DATE: 10.12.10	DRAWN: QD
PROJECT NUMBER: 10 011	DRAWING NUMBER: CD06	REVISION: B





ILLAWARRA RAILWAY

BICYCLE RAILS (08.03.11)

STANISIC ASSOCIATES ARCHITECTS LEVEL 3, 346 KENT STREET SYDNEY NSW 2000 T. 02 9299 7871 F. 02 9299 7872 E. info@stanisic.com.au www.stanisic.com.au	PROJECT 21-35 TREACY STREET HURSTVILLE NSW	CLIENT EARLJEST PTY LTD ATF HURSTVILLE UNIT TRUST	No. A B	DATE 26.11.10 10.12.10	REVISION / ISSUE DETAILS FOR TEST OF ADEQUACY FOR EXHIBITION	DRAWING TITLE RL 61.00 GROUND LEVEL	SCALE: 1:400@A3	DATE: 10.12.10	DRAWN: JN DZ
							PROJECT NUMBER: 10 011	DRAWING NUMBER: CD08	REVISION: B



APPENDIX B

RTA correspondence

Joshua Hollis

From: Joshua Hollis
Sent: Thursday, 10 March 2011 4:15 PM
To: 'michael.woodland@planning.nsw.gov.au'
Cc: 'Rusty Moran'; fs@stanisic.com.au; Gary Punch
Subject: FW: Proposed Mixed Use Development, 21-35 Treacy Street, Hurstville

Michael,
Further to our meeting this afternoon, below is the RTA's response to the matters discussed between the applicant, myself and the RTA yesterday.
Please contact us if you require any further information.
Regards,

Joshua Hollis
Director
Colston Budd Hunt & Kafes Pty Ltd
Suite 1801 - Tower A, Zenith Centre
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Chatswood NSW 2067
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From: TANCEVSKI Aleks [mailto:Aleks_TANCEVSKI@rta.nsw.gov.au]
Sent: Thursday, 10 March 2011 3:50 PM
To: Joshua Hollis; HALL James C
Cc: Rusty Moran
Subject: RE: Proposed Mixed Use Development, 21-35 Treacy Street, Hurstville

Josh,

As discussed at our meeting on 9 March 2011 the RTA has reviewed the supplementary information forwarded to the RTA for review in relation to the issues raised in our letter to the Department of Planning dated 28 January 2011. Furthermore, I provide the following responses in relation to your points raised in your email below:

1. The RTA now has a full copy of the Traffic Report and raises no objection to the proposed development.
2. Point 2 of the RTA's letter is intended to make the DoP and the developer aware of potential changes in the Hurstville CBD and that these issues should be taken into consideration. The RTA does not require the developer is to analyse the impact this may have on nearby intersections.
3. The RTA has reviewed the swept path plans for the proposed loading and service area and is satisfied that the loading and service can accommodate an 8.8 metre truck. The loading and service area shall be conditioned to limit the size of trucks to 8.8 metres.
4. Noted
5. The RTA has highlighted this road safety concern to bring this concern to the attention of the consent authority (DoP). An Independent Road Safety Audit shall be set as a condition of consent and the Independent Road Safety Audit should be submitted prior to the issue of a Construction Certificate. However, as stated in the RTA's letter to the DoP, should any amendments to the

development proposal or findings of the Independent Road Safety Audit impact on the operation of nearby traffic signals, this supplementary information shall be submitted to the RTA for review and comment.

6. The parking requirements are a matter for the Department of Planning.

7. Noted

8. Noted

9. Refer to Point 6 above. .

I trust that the above responses have addressed the points raised in your email.

Regards,

Aleks Tancevski

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From: Joshua Hollis [mailto:joshua.hollis@cbhk.com.au]
Sent: Wednesday, 9 March 2011 4:33 PM
To: TANCEVSKI Aleks; HALL James C
Cc: Rusty Moran
Subject: Proposed Mixed Use Development, 21-35 Treacy Street, Hurstville

James and Aleks,

Thank you for meeting with the applicant and myself today in relation to the above development.

This email is to confirm our understanding of the matters discussed at the meeting, including the matters raised in the RTA's letter to Department of Planning of 28 January 2011.

In relation to the matters raised in your letter, we note as follows:

1. Page 4 from the previously submitted traffic report was missing from the submission. This has now been submitted to yourselves, containing an analysis of the existing traffic conditions. Additionally there is no requirement to analyse the intersection of Railway Parade with The Avenue as part of the current Part 3A application. This intersection would be more appropriately assessed in a broader traffic and transport study for the Hurstville town centre in association with the draft LEP.
2. Council's proposal to change Park Road and The Avenue from one-way to two-way is noted. We understand that this matter would also be more appropriately considered in the broader town centre study. The implications for the proposed development would not be significant and the RTA does not require the applicant to analyse this intersection.
3. Amended plans have been prepared (copy attached), showing an 8.8 metre truck is able to enter the site, circulate and use the loading dock, and exit in a forward direction. A condition of consent could be included limiting the size of trucks to 8.8 metres.
4. The amended plans appropriately provide for 8.8 metre trucks to enter the loading dock. The stairwell shown in the traffic report has been relocated on the architectural drawings. A plan is attached showing the relocated stairwell.
5. A road safety audit could be required by a condition of consent, and provided prior to the issue of a construction certificate for the building.
6. We understand that the RTA is not concerned by the proposed provision of car parking

for the development.

7. While we did not discuss this matter in detail, we propose that a travel access guide be prepared for the development, prior to occupation certificate. The travel access guide could be required by a condition of consent.
8. The amended plans (copies attached) show how bicycle parking can be provided in the basement (as lockers, for residents/employees) and on the ground level (as racks, for visitors).
9. See comment in relation to point 6 above.

The other matters raised in the RTA's letter (points 10 to 19) are advisory and do not require further work from the applicant at this point. Where appropriate, they could be included as conditions of consent.

We would appreciate your confirmation of the above matters to confirm that with the amended plans, the RTA is satisfied that the proposed development is satisfactory.

In the meantime, please contact us if you have any further queries.

Regards,

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