

Reference: 25139

9 April 2026

TQM

Anwar Yazbek

Email: anwar@tqmdc.com.au

Dear Anwar,

Re: 105 Forest Road & 1A Hill Street, Hurstville (SSD-84552728) – Traffic Response to RFI

I have considered the relevant traffic and parking matters contained in DPHI and Council's comments.

This supplementary assessment responds to those matters and is to be read in conjunction with the revised plans and Transport Impact Assessment (TIA). The corresponding responses are tabulated in **Attachment 1**.

I trust the above adequately responds to DPHI and Council's concerns. Otherwise, please do not hesitate to contact me at 02 7255 8198 to discuss this further.

Yours faithfully,



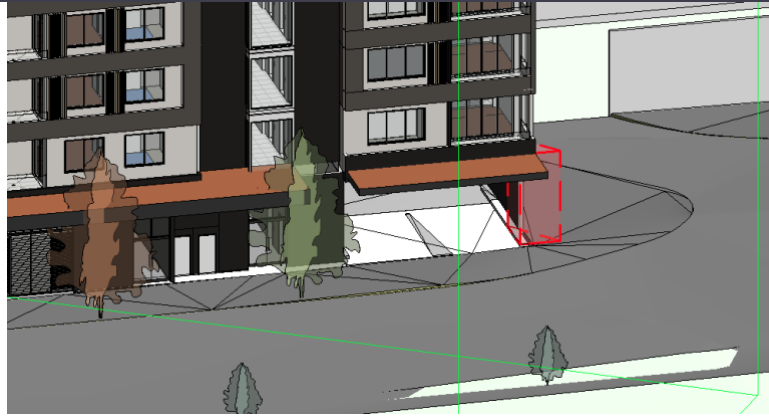
Bernard Lo BE (Civil), MTrans, PRE 0001491
Principal

Attachment 1

Response to RFI

Details	Genesis Response
Council Comments (Item 7)	
• Additional Traffic Surveys – it is requested additional traffic surveys be carried out at the following key intersections that will be impacted by the proposed development: ○ Intersection of Hill Street and Treacy Street which contains the main point of light and heavy vehicle access to the site. Vehicles queue back from the traffic signals at the Treacy Street/The Avenue intersection through the Treacy Street/Hill Street intersection to Forest Road during peak and off peak times. Queuing of vehicles through the Hill Street/Treacy Street intersection will impact vehicles exiting the development site resulting in vehicles queuing back into the site. ○ Treacy Street/The Avenue/Treacy Street railway underpass which is highly likely to be the intersection used to access the site from streets on the southern side of the T4 Rail Line.	Traffic surveys have been undertaken at these two intersections and incorporated into the SIDRA modelling. Details of the assessment outcome are provided in the revised TIA.
• Incorrect Route Assumptions – the likelihood of the “Depart Route Distribution” described in Figure 6-2 of the submitted Traffic Impact Assessment (TIA) is challenged. The “South” route is unlikely to be via westbound on Treacy Street which takes drivers into the busy Hurstville CBD. Travel patterns in the area show the “South” route is more likely to be via the Treacy Street railway underpass to Railway Parade and therefore additional intersection analysis needs to be	The south trip route has been updated as per the comment.

carried out at the Treacy Street/The Avenue/Treacy Street railway underpass intersection and the Treacy Street railway underpass/Railway Parade intersection.	
• Vehicle Queue Analysis Inadequacies – the TIA does not include a queue analysis at the Hill Street driveway to determine if the 8.8m length of driveway from the “Security Roller Shutter” to the property boundary satisfies vehicle queue length requirements. The 8.8m length caters for the queuing of one (1), B85 Australian Standard Design Vehicle only within the site which an initial check with the Australian Standard reveals it to be inadequate. The 8.8m length does not cater for the Medium Rigid Vehicle (MRV) to stand fully within the site whilst waiting for the shutter to open. It is also highly unlikely that the B85 vehicle when arriving at the site and operating a required intercom will be fully within the site when stationary.	The roller shutter has been set back further into the site to increase the vehicle queue spaces (approximately 2 vehicles). Vehicle queuing analysis in accordance with AS 2890.1 has also been included in the revised TIA.
• Excessive Vehicle Crossing Width – the proposed vehicle crossing width of approximately 9m is unsatisfactory on pedestrian safety grounds. It is unsafe for pedestrians on this busy footpath area having to cross such a wide area with vehicles frequently entering and exiting the site, including heavy vehicles. An analysis will need to be carried out to determine if a vehicle crossing is the appropriate facility on pedestrian safety grounds and if the entry and exit sides need to be separated and a refuge type facility provided o Council's footpath area to improve safety.	The 8.4m wide combined access driveway complies with the Category 2 access driveway as per AS2890.1.
• Sightlines for Pedestrian Safety – there is no mention in the TIA, nor can it be reasonably determined from the architectural drawings,	A 3D perspective of the access driveway is provided below for reference, demonstrating compliant pedestrian sight lines.

if sightlines for pedestrian safety at the vehicle crossing satisfy the requirements of AS/NZS 2890.1:2004 Parking Facilities, Part 1 - off street car parking.	
• Non-compliant Rates for Bicycle Parking – the rates used to determine bicycle parking provision on Drawing No. 0.03 Rev “H” for the visitor and commercial components are different to those in Council’s GRDCP. Although the overall total of required bicycle parking spaces is similar to GRDCP, it is considered GRDCP rates should apply particularly if the number of apartments and retail GFA varies in the future.	The architectural plan has been revised to ensure bicycle parking rates are consistent with Council’s DCP.
• Insufficient Carwash Facilities – the provision of one (1) car wash bay for 273 vehicles parked on 5 basement levels is inadequate. At least one car wash bay will be required on each basement level.	The DCP requires 1 car wash bay for developments of 4 or more dwellings. The provision of a car wash bay within the development complies with the DCP requirement.
• Reference to Meade Park – reference is made to “Meade Park to the south” which is a relatively small park over 800m from the site on the	The TIA has been updated to include Kempt Field.

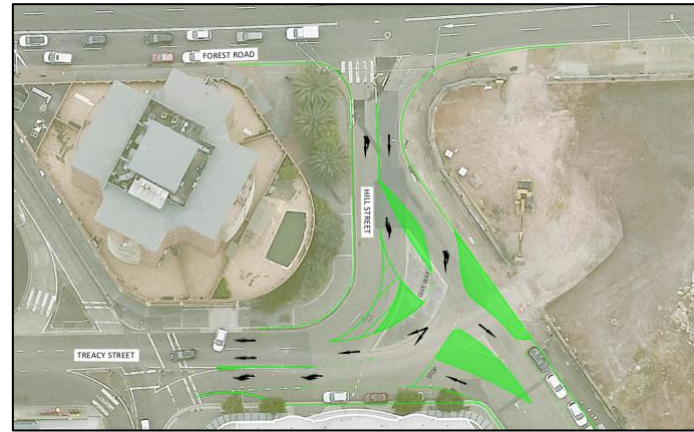
southern side of the T4 Rail line. Unsure as to why there is no mention of the much larger Kempt Field some 300m to the east.	
DPHI Comments (Item 9)	
Traffic Impact Analysis Access routes must be validated to reflect realistic travel patterns. Following validation, the applicant must justify whether additional intersections requested by Council should be added to the SIDRA network analysis. The applicant must review and confirm the network cycle time (70 s currently assumed) against observed or SCATS data to ensure the model reflects existing conditions. The applicant must address cumulative impacts consistent with the Cumulative Impact Assessment Guidelines for State Significant Projects.	The access route has been updated as per the comment. The observed traffic signal cycle time of the following intersections are: • Forest Road and The Avenue – 100 s • Forest Road, Park Road and Alfred Street – 100 s • Treacy Street and The Avenue – 70 s The SIDRA model has been updated accordingly to reflect the observed cycle time The revised TIA has now included cumulative impact assessment.
Parking The applicant must assess accessible parking provision in line with adaptable dwelling numbers and Building Code of Australia requirements.	The number of accessible parking is subject to access consultant.
Loading and Servicing The applicant must confirm that Council's waste collection vehicle (typically longer than 8.8m) can be safely and efficiently accommodated within the MRV loading bay.	The assessment notes that the approved waste arrangement is 8.8m private waste truck.

Site Access and Safety

Vehicles turning from Forest Road (eastbound) into Hill Street must merge across a short section with solid barrier line-marking. The TIA has not assessed the safety or operational implications of this movement under increased development traffic. Additional assessment focusing on safety and operation and any necessary mitigation is required.

A concept layout of this intersection has been developed to facilitate safer merging movements.

An extract of the concept plan is provided below for ease of reference, with detailed plan provided in the revised TIA.



Active Transport

Existing active-transport infrastructure around the site is in poor condition. The development is expected to generate increased pedestrian movements to/from key destinations such as the station, schools, and parks. The TIA must identify required upgrades or improvements, including consideration of safe crossing points and accessible footpath connections.

The existing pedestrian network in the vicinity of the site is considered adequate, with footpath crossings and connecting paths providing convenient access to key surrounding destinations such as Hurstville Town Centre, Hurstville railway station, local shops, nearby supermarkets, and Kempt Field.