

10/8/12

Ms. Natasha Harras
Department of Planning and Infrastructure
GPO Box 39
SYDNEY NSW 2001

Dear Natasha,

MP09_0146 – Mixed use development at Eastlakes Shopping Centre

Thank you for the opportunity to provide input into the proposed redevelopment of the Eastlakes Shopping Centre. State Transit has reviewed the proposal in conjunction with the transport and accessibility study requests that the following items be given further consideration.

1. Roundabout treatment at the intersection of Evans Avenue and Racecourse Place. The proposal is to construct a mountable roundabout at this intersection with a two lane egress from the development. Sydney Buses routes 301 and 303 operate through this intersection. We have some concerns that a two lane discharge reduces sight lines at the intersection and may create a conflict point between buses turning and mounting the roundabout and vehicles leaving the car park. We request that a road safety assessment be undertaken for the proposed two lane egress to identify potential safety problems.

If the road safety assessment determines that a roundabout is the most suitable control for this intersection then the design of the roundabout should comply with the State Transit Bus Infrastructure Guide.

2. Mode shift to public transport. The traffic and accessibility study states the target mode shift of passenger trips to public transport in the NSW 2021 plan. Sydney Buses routes 301 and 303 operate via the site to the Sydney CBD as well as route 343 which operates along Gardeners Road to the Sydney CBD. These services are already operating at capacity during the AM peak period. Any additional patronage growth would require additional trips to be funded by Transport for NSW. The consideration and cost implications of adding additional trips to cater for patronage growth should be discussed with the Transport for NSW Bus Planning Group.

A separate assessment of bus stops adjacent to the site should be undertaken to determine compliance with the requirements of the Disability Discrimination Act 1992 and the State Transit Bus Infrastructure Guide. If the requirements are not met, then these facilities should be upgraded as part of the development.

3. Commercial parking calculations. The methodology used to calculate the commercial parking capacity (stated at 3.5 spaces per 100m² of GLA) is based on the parking demand generated by the current site. It would be expected that the redevelopment of the site will grow demand. As such calculations using current parking demands will underestimate the capacity required. This would likely increase congestion around the entrance to the car park at Evans Avenue. Congestion at the car park entrance would in turn create delays for bus services.

It is suggested that the parking requirements of the RMS Guide to Traffic Generating Development for fast trade and supermarket retail be applied. This would require on average 4.2 spaces be provided per 100m² of GLA.

4. Car park allocations and traffic generation. The traffic and accessibility study shows a fairly balanced generation of traffic into the current site from the entrances off Evans Avenue and Barber Avenue. However the redistributed traffic generation shows a considerable shift of vehicle movements to the Evans Avenue entrance.

The reallocation of traffic is inconsistent with the parking capacities proposed. The study states that of the 436 spaces proposed 94 will be provided on the northern car park (entrance via Evans Avenue) and 392 spaces in the southern car park (entrance via Barber Avenue). This suggests that while the majority of the traffic will enter the site via the Evans Avenue, the supply of parking on the northern site is significantly less than the southern side where traffic generation is lower. This would increase congestion at the entrance to the car park in Evans Avenue. As stated previously, congestion at the car park entrance would in turn create delays for bus services

To discuss these comments further, please contact State Transit's Traffic Manager Mr. Robert Rosadi on 9245-5614.

Yours sincerely,



Brian Mander
Bus Operations Manager