

7 August 2026

TfNSW Reference: SYD25/00993/02
DPHI Reference: SSD-90572458



Ms. Kiersten Fishburn
Secretary
Department of Planning, Housing, and Infrastructure
Locked Bag 5022
Parramatta NSW 2124

Attention: Gabriel Kim

**ENVIRONMENTAL IMPACT STATEMENT
REDEVELOPMENT OF EASTLAKES SHOPPING CENTRE
19A EVANS AVENUE, EASTLAKES**

Dear Ms. Fishburn,

Thank you for inviting Transport for NSW (**TfNSW**) to review and comment on the Environmental Impact Statement (**EIS**) for the abovementioned State Significant Development (**SSD**) application.

TfNSW appreciates the opportunity to provide comment on the EIS and provides advice for the Department of Planning, Housing and Infrastructure's (**DPHI**) consideration in **TAB A**.

If you have any further inquiries in relation to this matter, please contact Narelle Gonzales on 0409541879 or by email at development.sydney@transport.nsw.gov.au

Yours sincerely,

Rachel Davis
Senior Land Use Planner
Transport Planning Branch
Planning, Integration and Passenger

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TAB A

Transport Impact Assessment (TIA)

TfNSW has reviewed the submitted TIA (prepared by PTC, dated 29/05/2026) and provides the following comments, which TfNSW requests are addressed in the Response to Submissions:

Traffic Modelling

1. The traffic modelling does not include future base and future development scenarios for an appropriate future assessment year. Given the scale of the proposal, the TIA should identify and justify an appropriate future assessment year (i.e. + 10 years) and assess future base and future development scenarios incorporating relevant background traffic growth, any committed developments and planned transport network changes.
2. TfNSW notes that there are no Saturday trips assessed for residential dwellings shown in table 14 and table 16. TfNSW requests that Saturday residential trip generation is considered in the assessment, to consider the impacts when higher residential trip generation coincides with the highest retail traffic generation during the Saturday midday peak hour.
3. TfNSW requests further justification for the following assumptions used for Retail rates in the TIA:
 - The TIA has estimated the retail Gross Leasable Floor Area (GLFA) as 75% of Gross Floor Area (GFA), consistent with the Guide to Traffic Impact Assessment (GTIA), which provides this as a guide. However, noting the Applicant has obtained a value of 70% for the operating floor space, the accurate GFA to GLFA calculations should be able to be provided for this development.
 - For the proposed retail component, a 20% internal capture allowance has been applied to reflect the mixed-use nature of the development, however, justification for this reduction has not been provided. Justification should be provided with reference to the anticipated customer catchment data.
 - No data/justification has been provided to support the proposed trip distribution. This should be provided. There has only been a (seemingly low) increase of 10 vehicles for the right turn into Racecourse Place, out of a net trip generation of 291.
4. TfNSW provides the following comments on the Sidra modelling provided:
 - TfNSW notes that there are errors with the inclusion of the development trips in the modelling inputs (e.g. for Gardeners Road/Racecourse Place, no northbound right turn trips added and use of 333 in both scenarios for the existing/base weekend and the Scheme 3A weekend scenarios).
 - The existing signalised intersection scenarios use existing signal phasing and timing, while the development scenarios use optimised signal phasing and timing. This does not provide a consistent basis for determining the impacts of the development.
 - The applicant should review (and revise where necessary) the cycle times utilised for the modelling, as TfNSW notes the use of 68 seconds for one scenario for Gardeners Road/Racecourse Place (Scheme 3A weekend). Base and development scenarios should be assessed using the following:
 - AM, PM and weekend peaks to be modelled with 140 seconds cycle time.
 - Pedestrian protection time settings of 8 seconds should be included within the modelling for all pedestrian crossings that have a vehicle/pedestrian conflict.

Note: Any proposed changes to traffic control signals would require TfNSW's approval under Section 87 of the *Roads Act 1993* and would require the developer to enter into a Works Authorisation Deed.

Crash Data

5. The TIA does not document existing road safety performance or provide a review of recent crash data within the identified area of influence. This information should be provided, together with an assessment of any relevant crash patterns, road safety issues and implications for the proposed development.

Travel Demand Measures

6. It is appreciated that the TIA describes the existing pedestrian, cycling and public transport facilities, proposed pedestrian connections and on-site bicycle facilities, and includes pedestrian survey and modelling information. However, it does not clearly assess the additional demand for walking, cycling and public transport generated by the development or the development's impacts on the safety, accessibility, capacity and operational efficiency of these modes. Further assessment should assess/address:
 - pedestrian demand and desire lines
 - the safety and capacity of the surrounding pedestrian network, pedestrian and cyclist access and connectivity
 - interactions with the proposed vehicular access arrangements
 - access to and capacity of surrounding public transport facilities and services
 - whether improvements to pedestrian, cycling or public transport infrastructure are required/any mitigation measures required to support the development.

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