Exhibition of Modification Request
Eastlakes Shopping Centre - Mixed Use Development

Application No. MP 09_0146 MOD 4
Location 19A Evans Avenue and 193A Gardeners Road, Eastlakes

Introduction

We disagree with the conclusion drawn by Crown Group that the impact on traffic flow would not be noticeable in the daily variation of demand for bus services in the area.
We have undertaken an analysis of the AM Peak hour traffic and compared to Crown Group's numbers. The PM peak hour numbers should not significantly change from the AM peak hour
traffic numbers and as such have not provided our own analysis.

Crown development report

2.33 Thus the proposed modifications to the southern site would result in an increase of some 31 trips by bus in the AM peak hour and some 30 trips by bus in the PM peak hour
These trips would be spread over the four bus routes that service the area which provide an average 16 buses per hour in the peak periods.
When these additional trips are spread across these services it would result in increases of 1 to 2 passengers per bus. Such an increase would not be noticeable in the daily variation of
demand for bus services in the area.

Objection

The Crown development application argues that the spread of service would result in an increase of 1 - 2 passengers per bus. They also indicated that on average 16 buses per hour operate in the
peak period.

Our calculations show that the peak period should only extend for that one hour because commuters need to arrive at their work destination by 8.30 am - 9 am.
 According to Crown only 16 - 32 extra seats (1-2 seats x 16 buses) are needed to cover for the increase number of residents brought about by the development, if approved
Just on a cursory look, this seems incorrect as there are 468 apartments in the development proposal.

We do not have estimated figures from the application as to the estimated number of residents however we have their rational for car paces required and have used this to provide
an estimate as to the number of residents

No. of residents requiring extra bus seats at peak hour AM				Table 1 - est. residents based on car spaces allocated by development application per Urbis letter to Department of Planning and Environment, 28 February 2018		
Development application						
No. of extra seats required per bus	1-2					
during peak hour traffic				**Units**	**Residents**	**Type of Apartment**
				52	52	studio
Lodgement of Objection by us (REVISED)				185	185	1 bedroom
We have calculate the number of seats available per bus across the 21 buses that we have determined in our calculations (refer Bus tabs)				171	342	2 bedroom
No. of residents	609					
				59	118	3 bedroom
No. of buses at AM peak	21	(refer to Bus 343, 418, 357 tabs - analysis of buses available at peak time)		1	2	4 bedroom
		now excluding 301 bus due to change of route			-90	estimated residents not working

No. of extra seats required per bus during peak hour	**29**		**468**	**609**

Conclusion

The impact of the development on the peak hour flow increases the number of seats by 29 or more, not the 1-2 seats per bus projected by the developers.

Eastlakes is a high density area already and an additional development of 14 storeys, being a increase from the original 6 storeys will result that Eastlake residents and residents from other suburbs en route to work destination will likely not be able to obtain   a seat on the bus they have been accustomed to take during peak hour if the development goes ahead.

The development application asserts that a 1-2 seats per bus allocation would not effect the daily variation of demand for bus services is incorrect. We have shown that the number is more like 29 seats per bus (23 seats when 301 operated) during peak hour. The 301 route has changed and only goes to Eastgardens from Eastlakes and the 304 route introduced from Rosebery (not Eastlakes to Redfern no longer the CBD). Hence, the 301 route now excluded from our computtaions has increased the number of seats required per trip from 23 to 29.

This is more than 10 times the projected amount by the developers. We argue that the logic we used to determine the 29 seats per bus is more appropriate as it hones in on what the relevant peak hour is for AM ans PM commuters for example with AM peak hour it will deliver the commuter to their place of work between standard start times of 8:30 am and 9:00 am