

4 December 2012

Mr. Chris Wilson  
Acting Deputy Director- General  
Development Assessment & Systems Performance  
Department of Planning and Infrastructure  
GPO BOX 39  
Sydney NSW 2001

Dear Mr. Wilson

**Exhibition of Preferred Project Report for Rozelle Village / Balmain Leagues Club (MP11\_0015)**

Thank you for the opportunity to provide comment on the project application for Rozelle Village / Balmain Leagues Club. The State Transit Authority operates a large number of bus services along the Victoria Road and Darling Street frontage's of the development. These services, as suggested in the traffic modeling report will be impacted by the proposed development.

The State Transit Authority has assessed the proposal and its supporting documentation and provides the following comments.

▪ **Measures to promote public transport usage**

Victoria Road has recently undergone a major upgrade in association with the duplication of the Iron Cove Bridge. Part of this upgrade included bus lanes and bus priority measures implemented along the corridor. These measures have proven beneficial in increasing bus reliability. What strategies have been considered for encouraging public transport usage?

As previously mentioned, State Transit does not want this re-development to add delays to bus services along Victoria Road. The modelling suggests this will occur and ways to ameliorate this delay should be further investigated. The increase in travel times for buses is generally non compliant with the Director Generals requirements.

All bus stops along Victoria Road and Darling Street in the immediate area of the development should be upgraded to comply with DDA standards. The inclusion of real time information should also be part of the upgrade.

State Transit believes that consideration should be given to the future requirement for Metro Rail and/or similar infrastructure at this site. Plans need to be sufficiently fluid so they can adapt and cater for such infrastructure within the existing site.

It is unclear how the porte le cohere and taxi drop off / pick up is suppose to function, given the small area. The facility needs to be made larger in order for it to be practicable for its application and/or otherwise removed from the plans.

The relocation of the bus stop on the southern side of Victoria Road, east of Darling Street should be further considered in consultation with Roads and Maritime Services and State Transit Authority.

The benefits of additional green time are at best questionable. The demand for Daring Street traffic particularly during the peak periods, is largely driven by the pedestrian demand that cross Victoria Road and the significant

time allocated to the walk and clearance times could not be reduced under the current traffic signal arrangements.

State Transit is supportive of the removal of the car parking on the northern side of Victoria Road between Terry and Darling Streets as well the parking on the eastern of Darling Street between Victoria Road and Red Lion Streets. The latter will assist with the traffic movements using the dual right turn from Victoria Road into Darling Street. The removal of the parking on Darling Street should be operational as a minimum between 6am and 7pm daily.

### Construction

The Transport Management plan does not provide a great deal of detail on the construction traffic movements or the management of construction operations. State Transit would appreciate some clarification on the Construction Management Plan when finalised including the following points:

- Ingress and egress points for construction vehicles;
- Why on site parking for contractors cannot be provided? State Transit considers the majority of contractors will use private vehicles to the site, mainly associated with their speciality tools required for the work.
- Recessed bay that could be used as a deceleration and/or storage area for vehicles needing access to the site associated with demolition and/or construction material.
- Required work zones and kerb space;
- Marshalling and/or call forward areas for heavy construction vehicles
- Points 4.4.4 and 4.4.5 appear to be at odds with each other. It would be desirable to maintain all pedestrian access along Victoria Road and the construction plan should address how this could be achieved.
- Trucks routes should be determined by Roads and Maritime Services, Local Councils and State Transit.

Should you require further information please contact Mr. Brian Mander during business hours on 9245 5750 or by e-mail [brian\\_mander@sta.nsw.gov.au](mailto:brian_mander@sta.nsw.gov.au).

Yours sincerely



Bruce Eldridge

General Manager,

People and Bus Systems