



Transport
for NSW

Eastwood Station Commuter Car Park

Consultation Report





Note: Throughout this report we have included quotations from participants across the various engagement activities. These have been incorporated 'as is' without any changes from Transport for NSW.

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Chinese

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Korean

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Acronyms and abbreviations

Council	City of Ryde Council
FAQ	Frequently Asked Questions
REF	Review of Environmental Factors
TAP	Transport Access Program
TfNSW	Transport for NSW



Executive Summary

Eastwood is a vibrant and growing community, and a key location on the Sydney metropolitan rail network. The demand for public transport to and from the Eastwood area is growing.

Transport for NSW is looking to meet this demand by providing additional commuter parking spaces through the delivery of a new commuter car park, as well as improving the interactions of pedestrians, traffic and public transport at Eastwood Station.

The project is part of the Transport Access Program, a NSW Government initiative to provide a better public transport experience for our customers by delivering safe, modern and accessible transport infrastructure across NSW. Since the program began in 2012, more than 450 projects are currently underway or have been completed.

Following a review of potential sites in the area and initial consultation with City of Ryde Council, Transport for NSW identified two potential locations for the commuter car park:

- the lower field of Eastwood Park, West Parade
- above the bus interchange on West Parade

Community consultation on the two options was undertaken in Eastwood from late March until early May 2017.

Consultation activities such as 'pop-up' stalls at Eastwood Station and 'drop-in' sessions at the Eastwood Women's Rest Centre allowed the community to meet with the project team to learn more about the project, ask questions and provide feedback on the two options.



More than 400 stakeholders submitted their feedback to Transport for NSW for consideration during this time. The engagement activities with the community has given Transport for NSW valuable insight and helped the project team understand what is important to our customers and the broader community.

The feedback received showed that the people of Eastwood placed a high value on community activities that revolve around open space, while also supportive of more commuter parking.

Other ideas that were provided by the community included the provision of bicycle facilities, direct links to the platform, and sustainable infrastructure like solar power and electric car charging stations. Alternative locations for a commuter car park were also suggested.

The key themes raised during the consultation process have been used by Transport for NSW to further assess the two options presented to the community as well as a potential new location.

The new location that has been considered is underneath the upper Eastwood Oval, as this addresses the key themes raised during the consultation process.

Providing commuter parking underneath the oval would maintain green open space on both the lower and upper ovals, remove the need for cars to use West Parade to access the car park, and minimise visual impacts in the Eastwood village precinct.

Providing a commuter car park underneath the upper oval is the preferred option that will be assessed in a Review of Environmental Factors later this year. Further consultation with the community will be undertaken during this time.

The project team thank everyone who took the time to contribute to this consultation process.



1 Purpose of this report

The Transport Access Program is a NSW Government initiative to provide a better experience for public transport customers by delivering accessible, modern, secure, and integrated transport infrastructure.

In early 2015 Eastwood was identified as the location for a new commuter car park, due to its growing population and customer use. Eastwood is also an express stop on the main northern train line between Sydney and the Central Coast.

Following investigation into potential locations near Eastwood Station for a new commuter car park in March 2017, two options were presented to the community for consideration. Feedback from the community and rail customers has helped progress a preferred location.

This report has been prepared to summarise the feedback received by Transport for NSW during community consultation on the Eastwood Commuter Car Park early concepts. The report provides an overview of:

- Consultation activities undertaken
- Stakeholder groups consulted
- Themes in community feedback
- Next steps



2 The options

Following investigation into potential locations near to Eastwood Station for a new commuter car park, and consultation with Council, two options were presented to the community for consideration. Feedback has helped progress a preferred location that reflects community priorities and values.

These two locations were both based on West Parade and included a 270 space ground level car park on the lower oval of Eastwood Park with a multi-use synthetic field on top; and a 250 space six-storey multi-level car park above the West Parade bus interchange.



Lower field of Eastwood Park, West Parade

One potential location identified by TfNSW was the lower field of Eastwood Park adjacent to West Parade. The key features of this location are summarised as follows:

- converting the existing lower playing fields into a ground level commuter car park, providing around 270 new spaces
- construction of an all-weather, multi-use synthetic field above new car park for the community and sporting groups to use
- six accessible parking spaces
- upgrade to the change rooms and facilities building
- lighting and CCTV.



Artist's impressions of the Eastwood Park proposed location.





Artist's impression of the multi-storey site on West Parade.

Multi-storey, West Parade

The second potential location identified by TfNSW was the construction of a multi-storey car park over the bus interchange on West Parade. The key features of this location are summarised as follows:

- providing around 250 car spaces
- improved lighting and CCTV
- four accessible parking spaces
- construction of a lift
- integrated access to trains and buses.





3 Objectives of consultation

Transport customers and community members were asked to provide feedback on the two early concepts. The aim of the consultation was to help the project team understand what is important to transport customers and the broader community. To help encourage an open and ideas based discussion people were asked to consider:

- Which option you think is best for the new car park and why
- What features you might like incorporated into a commuter car park facility in your preferred location
- What constraints and opportunities you may see
- provide opportunities for stakeholders and the community to express their view about the potential locations
- understand and access valuable local knowledge from the community and stakeholders

The objectives of the consultation activities were to:

- provide accurate and timely information about the potential locations to relevant stakeholders and the community
- raise awareness of the various components of each of the potential locations
- record the details and input from community engagement activities
- facilitate positive interactions with interested community stakeholders
- ensure a comprehensive and transparent approach
- establish communication channels so stakeholders are kept informed throughout the project.

How we consulted

A number of consultation activities were undertaken to inform the community of the early concept designs at each location and provide them opportunities to have their say.



- distribution of a project newsletter at Eastwood Station and to the local community



- two 'pop-up' stalls at Eastwood Station to provide the community with information and the opportunity to ask questions in person



- installation of posters at Eastwood Station that included a summary of the options, the community consultation dates, and how to provide feedback



- two 'drop-in' events at the Eastwood Women's Rest Centre so the community could meet with the project team to ask questions and provide feedback



- project webpage updated with a summary of the project and information on how to provide feedback



- publication of 'Frequently Asked Questions' document on project webpage



- Community infoline, enquiries email and mailing address.

Feedback was directly received from 440 stakeholders including 435 individuals and five stakeholder groups.

In addition, feedback was received from City of Ryde Council (Council) following meetings with Council staff and a presentation to local Councillors.

Formal feedback on the two concepts was provided by Council in a letter dated 5 April. TfNSW also sought Council's advice on consultation activities.

Some Councillors also chose to provide feedback separate to Council. These were considered alongside feedback received from the local community.

Separate to the community consultation activities undertaken by TfNSW, the State Member for Ryde also conducted an online survey of the two potential locations. The results were provided to TfNSW for consideration.

A petition containing 1,347 signatures was also submitted to TfNSW for consideration.





4 What we heard

Community feedback received during the consultation period was wide and varied, and showed support for commuter parking in Eastwood.

In addition to the two options of the lower field and Eastwood Park and the multi-storey car park on West Parade, the community presented us with a range of ideas and suggestions about potential alternative locations, possible features, and things they would like to see considered within the final design.

Most people supported additional parking being created within Eastwood, however, there was no clear consensus on where that parking should be located.

While feedback indicates the multi-storey option has the highest level of support within the community, it is still relatively low at only 28.5%.

Figure 1 Preferred option

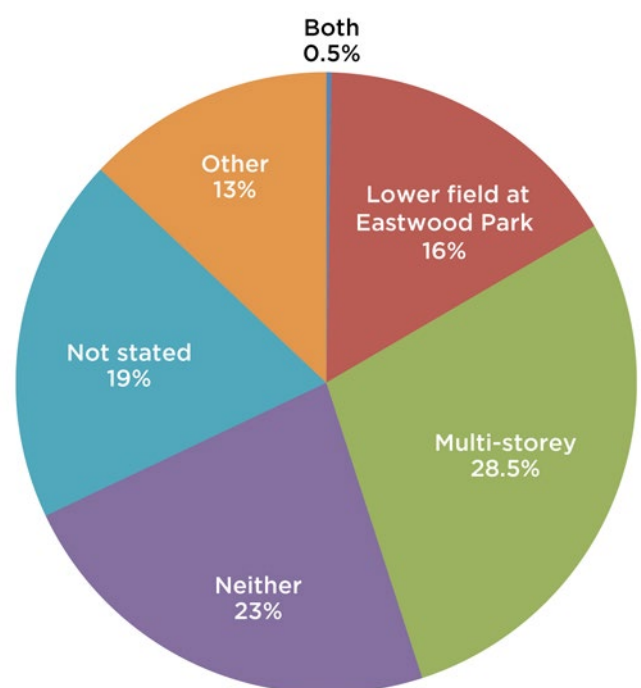


Figure 2 Key themes raised in community and stakeholder feedback

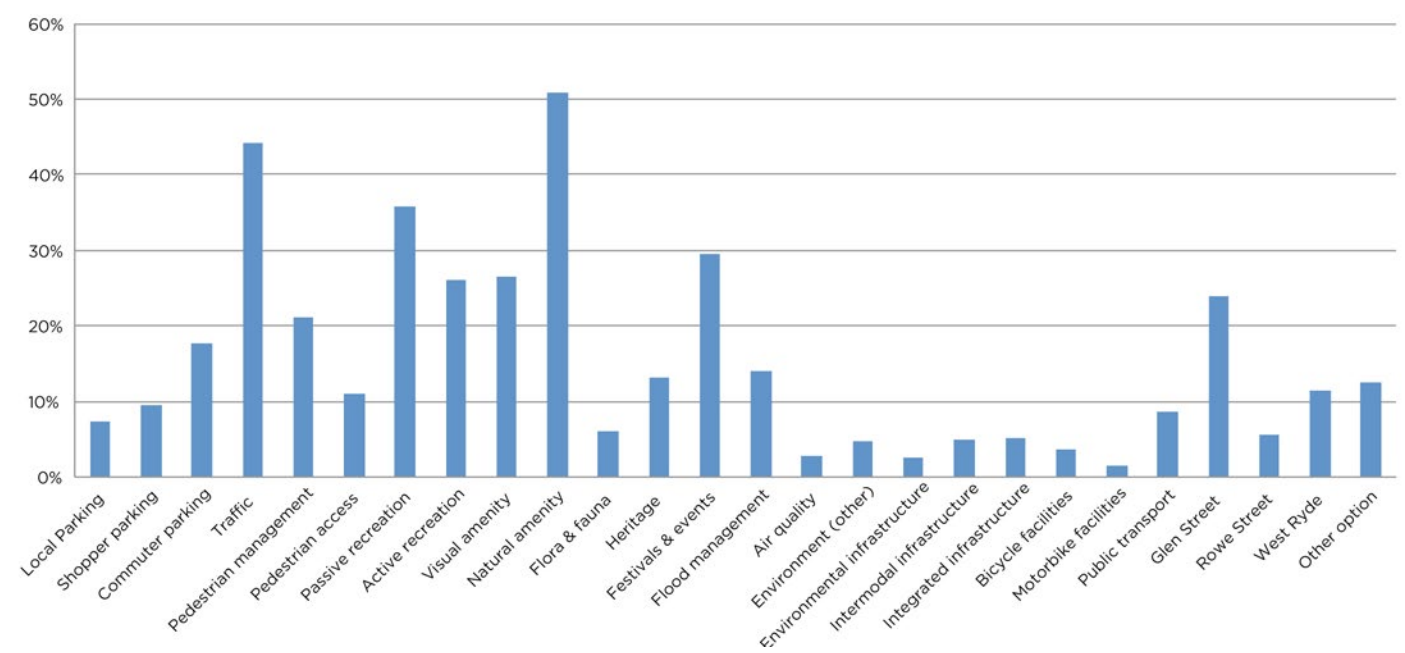
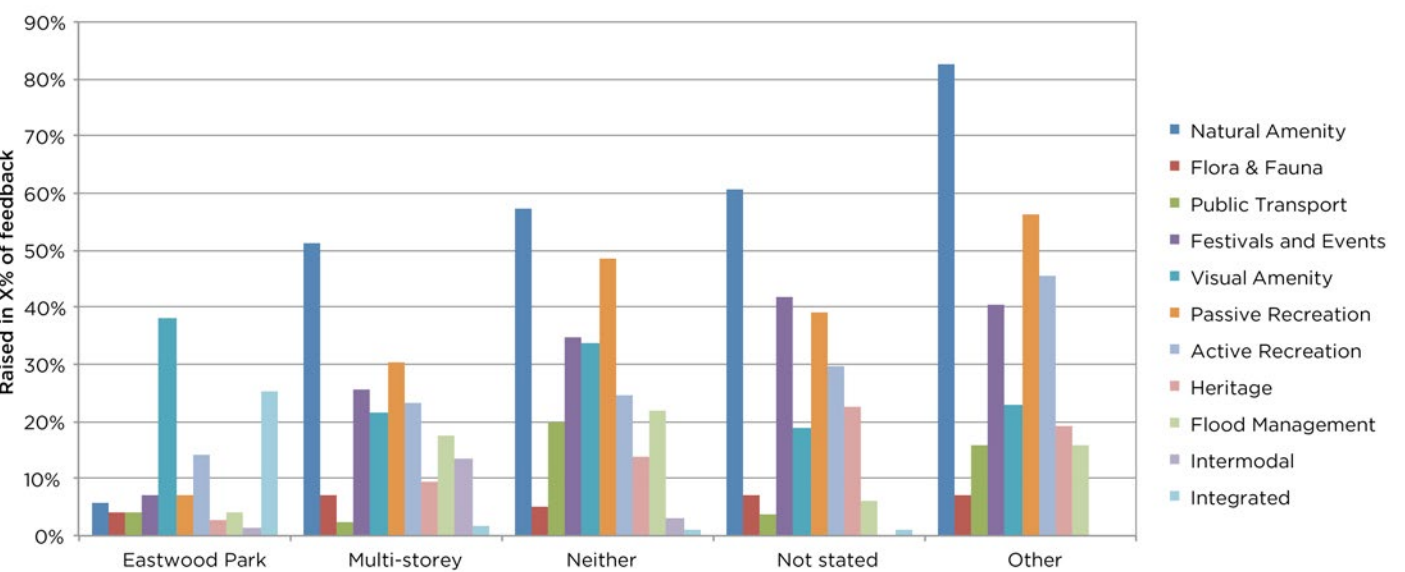


Figure 3 Key themes by preferred option





Natural amenity, recreation, the Granny Smith Festival and value of place

Natural amenity was the most commonly raised theme within the community feedback received and included comments around the importance of open space to the local community, and easy access to nature. For many people, a synthetic turf that could be used by the community in all conditions was not of equal value as natural turf, with some also raising concerns around the comfort and suitability for some sporting groups using it.

The use of the lower field of Eastwood Park for both passive and active recreation, and community events such as the Granny Smith and Korean festivals was also frequently part of the feedback.

Despite information available in the project FAQ, there was a view within received feedback that festivals, events, and passive recreational activities would not be able to be held on a raised field at Eastwood Park.

Traffic, parking and pedestrians

Traffic was the second most commented on issue in the feedback that was received, with 44% of all responses identifying it as an issue within the local area.

It was a key consideration for those who either supported neither option or an alternative location. Concerns were raised by the community that the construction of a car park in either of the two proposed locations could bring more traffic to an already congested area.

Pedestrian management and better coordination of traffic flow with signalised or alternative crossing methods such as over or underpasses were suggested as potential solutions.

While many people recognised the need for more commuter parking; the need for additional shopper, short term and local parking was also raised. Provision of additional parking for shoppers is not a focus of the Transport Access Program however, there are no planned restrictions on the use of the car park for alternative purposes such as shopper parking. It is anticipated that commuters would likely have the first opportunity to use the commuter parking due to the peak commute period occurring prior to shop opening times.

Suggested infrastructure and facilities

In the feedback, a number of people suggested different infrastructure and facilities they would like to see incorporated into the design. These included:

- Bike facilities including parking and bike lane
- Motorbike parking
- Solar power
- Charging stations for electric cars
- Lighting
- Future-proofing
- Child play area
- Trees & vegetation
- Toilet facilities
- More accessible spaces and spaces for parents with prams
- Links direct to platform
- Kiss & ride area
- Weather protection and seating at bus interchange
- End of trip facilities (lockers, toilets, showers)
- Upgraded library, childcare centre, meeting rooms

These ideas and features will be considered during the design development phase.



Alternative suggestions

While additional parking within Eastwood was generally supported, areas such as West Ryde, Epping, and Denistone were suggested as possible alternatives. Many people also gave feedback suggesting the existing Glen Street multi-storey car park or a location on Rowe Street as a possible alternative.

Glen Street

There was significant feedback during consultation about the possibility to add additional levels to the Glen Street car park and it was commonly believed that this had not been considered as a potential option.

Adding commuter parking spaces to the existing multi-storey on Glen Street was considered during initial investigations into potential locations. The Glen Street location was not progressed as the current structure has not been designed to bear additional levels and loading. Following an engineering assessment adding additional levels was determined to not be viable. Therefore the existing structure would need to be demolished and rebuilt to meet the increased parking need, which would be a significant cost, with extensive impact to the community because of the loss of over 400 parking spaces during construction.

Property acquisition would also have been required to progress this option. It was estimated that this option would cost significantly more than either of the presented options.

Rowe Street and east of the Station

There was some community support for a car park to be constructed on Rowe Street or east of the Station in general as it was suggested that this would avoid adding to congestion along West Parade.

A location on Rowe Street was initially identified as a potential option however, upon further investigation a number of factors, including significant property acquisition, indicated that it would not be the best solution.

West Ryde, Epping and Denistone

West Ryde, Epping and Denistone were also suggested in some of the feedback as potential alternative locations. Eastwood was identified as a priority above these locations due to factors which include the limited number of all-day parking in the area and the growing demand and use of Eastwood Station.

Eastwood is also a key location on the Sydney Trains network with express services to and from Central servicing the station during the morning and afternoon peak. Eastwood is the preferred location for a commuter car park.

An ongoing review is being undertaken by Transport for NSW to assess the feasibility of a number of proposed projects across the NSW public transport network. The review takes into account transport and urban planning priorities, future patronage at the station as well as the existing customer experience.

Flood management

Flood management, particularly relating to the lower field of Eastwood Park option, was another theme that was commonly raised throughout the feedback received.

TfNSW is aware of the history in relation to flooding at the Eastwood Park, lower field site. Strategies to minimise flooding impacts would have been considered during the detailed design phase, if this was the preferred site.

Heritage

TfNSW is aware of the heritage assets in the surrounding area including the Keith Shaw stand and the Croquet Club. There were no impacts anticipated to the existing heritage elements based on either initial option, or the current preferred location. Heritage in the local area would be carefully managed with input to be provided from an independent heritage consultant.

Urban design and visual amenity

Visual amenity and urban design were common themes raised within the community feedback received, with the appearance of the car park an important element to many people for both of the potential locations.

Feedback from TfNSW urban design specialists also considered how the proposed options would interact with the existing landscape, such as the height of each location relative to surrounding buildings, creation of barriers between the station, shops, and surrounding amenities, and impact on existing flora and green space.

The artist's impressions were created as an aid to help the community visualise what each of the options may look like. Whilst they have been drawn to look as realistic as possible, there is still a lot of work to do before a final design can be completed. The community will be given the opportunity to provide feedback during the REF that will help to shape the final outcome.

Urban design and landscaping would consider and integrate with existing facilities such as the Eastwood Library and Croquet Club.





Artist's impressions of the Eastwood Park proposed location. Indicative only, subject to detailed design.

5 Next Steps

Key themes

Clear themes emerged from the feedback at the pop-up stalls and in the written submissions received from the community. The key themes are summarised as follows:

- Providing commuter parking is important to our customers
- Retain open space for passive recreation, events (e.g. Granny Smith Festival) and existing use by sporting groups
- Recognise the lower oval as a meeting place and connection point for the local community
- Consider local traffic and pedestrian management issues, especially along West Parade
- Keep visual amenity elements such as immediate connection between lower oval and its relationship to the train station and broader village precinct
- Consider measures to mitigate existing flood issues

- Use turf on any playing field rather than a synthetic surface.

The feedback we received has helped Transport for NSW understand what is important to our customers and the broader Eastwood community.

Consultation outcomes

Following the consultation process, the following sites were considered again using the key themes raised by the community:

- Glen Street multi-storey car park
- Rowe Street site
- Multi-storey car park, West Parade
- Lower Eastwood Park

In addition to the key themes resulting from the consultation process, Transport for NSW has also considered the following to identify the preferred location:

- Consultation results received by Transport for NSW did not demonstrate overwhelming support for the multi-storey car park adjacent to the station, or the lower Eastwood Oval option





Indicative artist's impression of carpark entrance. Further screening treatments will be addressed in detailed design.

- The need to provide a commuter car park still exists as Eastwood remains a key station on the Sydney Trains network. Other stations in the immediate vicinity such as West Ryde and Denistone do not have the same strategic importance for commuter travel.
- Transport for NSW has undertaken a robust consultation process and incorporated the feedback in the further options development
- Further analysis of previous options such as the existing council car park in Glen Street, an area in Rowe Street still indicate that these options are not viable due to cost, constructability and displacement of existing user groups.

Upper Oval, Eastwood Park

Following consideration of community feedback, and further testing of the options considered to date, TfNSW developed a new concept which involves building an underground car park below the existing upper oval at Eastwood Park.

Key features include:

- A single level car park underneath the upper Eastwood Oval
- Over 300 car spaces
- New turf oval with improved drainage and irrigation
- CCTV and lighting
- Construction of an access road from Lakeside Road
- Landscaping to enhance visual amenity
- Pedestrian path and lighting between the commuter car park and the station
- Approximately 12 month construction timeframe.

Providing commuter parking underneath the upper oval incorporates many of the key themes raised during the consultation process.

Green space

Providing commuter car parking underneath the upper oval maintains green open space on both the upper and lower Eastwood Park. The upper oval would not be synthetic following construction. The soil and grass surface (including the turf wicket) would be reinstated following construction.



Passive recreation and community events

The lower park would not be impacted during construction and would continue to be available for community events, passive recreation and sporting activities. The upper oval would be available for community events such as the Granny Smith Festival, as well as sporting activities and passive recreation following construction.

Minimising traffic impacts

Traffic is a known issue within Eastwood, and specifically along West Parade. Detailed studies including traffic will be undertaken now that a preferred option has been identified. Pedestrian management and better coordination of traffic flow with signalised or alternative crossing methods will be considered as part of these studies. These would then be assessed in a REF.

Access to the car park is proposed to be from Lakeside Road, reducing the number of vehicles using Railway Avenue and West Parade.

Flooding

Because the upper oval is higher than the lower oval, the potential impacts associated with 1:100 year flooding are reduced. Should the project be approved, Transport for NSW would investigate retention of water, to be captured for irrigation of the upper oval and enhanced flood mitigation measures, during detailed design.

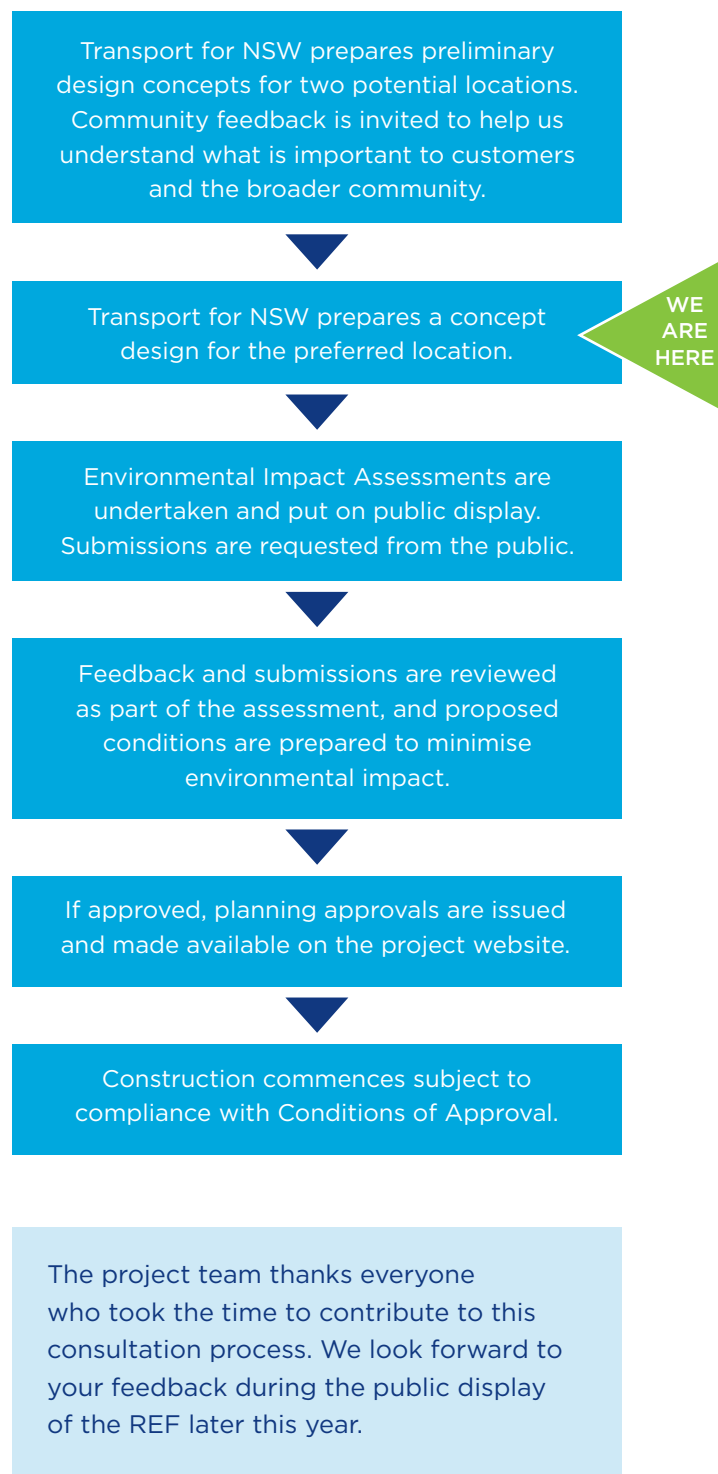
Visual amenity

Building the commuter car park underneath the upper oval also minimises visual impacts around the station and Eastwood village precinct. The lower park would not be impacted during construction and the current visual amenity and connectivity between the station and village precinct would be maintained. Screening treatments to shield the interface of the car park entrance and lower field will be addressed in detailed design.

Review of Environmental Factors

The upper Eastwood Park is the preferred option and will be assessed in a Review of Environmental Factors (REF) later this year. The REF will include specialist studies that assess the potential environmental impacts including traffic, noise, flora and fauna, flooding and urban design associated with the construction and operation.

The REF will be placed on public display in the coming months and feedback from the community invited at this time. Further consultation activities including pop-up stalls and drop in sessions will be held at this time and widely publicised within community networks.





For more information

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