24 December 2021

TfNSW Reference: SYD21/01120/01

Mr Mathew Stewart
General Manager
Canterbury-Bankstown Council
Po Box 8
Bankstown NSW 1885

Attention: Camille Lattouf

Dear Mr Stewart,

PLANNING PROPOSAL BANKSTOWN CENTRAL SHOPPING CENTRE, BANKSTOWN

I refer to your email of 25 August 2021 regarding the Planning Proposal for the Vicinity Central Shopping Centre located at 1 North Terrace, Bankstown and the proposed future location of the bus interchange currently located in Jacob Street.

Transport for NSW (TfNSW) is currently reviewing the bus interchange matter referenced in your email and will provide advice to Council under separate correspondence.

TfNSW understands that the Planning Proposal seeks to amend Bankstown Local Environmental Plan 2015 (BLEP 2015) with respect to Bankstown Central Shopping Centre site to:

- Establish a site-specific height of buildings control, with a maximum building height of 108.2 RL;
- Establish a site-specific floor space ratio (FSR) control of 3.5:1 (which retains the existing available FSR for the land but consolidates it to one LEP provision); and
- Amend the application of BLEP 2015 Clause 6.9 to northern parts of the subject site to allow residential uses to occur on the lower two levels of future redevelopment in those locations.

TfNSW recognises the importance of the Bankstown City Centre as Council's key Strategic Centre.

Given the significant scale of development proposed in the masterplan for the Bankstown Central Shopping Centre site associated with the LEP amendment, as well as the evolving character of the Bankstown City Centre, it is suggested that a comprehensive Transport Study be undertaken to assess the cumulative impacts of the planning proposal on existing and planned public transport infrastructure and regional road network.

Transport for NSW

27-31 Argyle Street, Parramatta NSW 2150 | PO Box 973, Parramatta CBD NSW 2124

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A proposed methodology for a Transport Study to support the LEP amendment is provided at **TAB A** for Council's consideration. It is acknowledged that this would require a significant addendum to the Transport Review prepared by Colton Budd Rogers and Kafes Pty Ltd (December 2019) and the Transport Impact Assessment prepared by GTA Consulting (17 July 2020). As part of this addendum, TfNSW is of the view that consideration should be given for a dynamic network traffic model (i.e. a microscopic or a mesoscopic simulation model) to be undertaken to determine the wider impacts of the proposal and identify any mitigation measures required.

If required, TfNSW is willing to meet with Council and the proponent to discuss the suggested transport assessment methodology outlined in **TAB A** in further detail.

Should you have any questions or further enquiries in relation to this matter, please contact the undersigned on 0418962609 or via email at james.hall@transport.nsw.gov.au.

Yours sincerely

James Hall
A/Senior Manager Strategic Land Use
Land Use, Network & Place Planning, Greater Sydney

TAB A:

TRANSPORT STUDY METHODOLGY

PLANNING PROPOSAL BANKSTOWN CENTRAL SHOPPING CENTRE

It is suggested that a comprehensive Transport Study be undertaken to assess the impact of the proposal on public transport services, transport infrastructure and regional road network.

The study should include reference to (but not limited to) the following documents:

- Future Transport Strategy 2056
- NSW Freight and Ports Plan
- State Infrastructure NSW Design Policy (Better Placed)
- Greater Sydney Region Plan
- South District Plan (GSC)
- Connective City 2036 – Canterbury-Bankstown LSPS
- Bankstown CBD and Bankstown Airport Collaboration Area Place Strategy
- Bankstown Station Design and Precinct Plan – Sydney Metro
- Bankstown Complete Streets CBD Transport and Place Plan
- Practitioner's Guide to Movement and Place
- Beyond the Pavement

The following methodology is suggested for the Transport Study which should be undertaken in consultation with TfNSW, Sydney Metro and Sydney Trains.

Existing conditions assessment

- Define the existing conditions of the transport system serving the master plan site, addressing the levels of performance for all transport modes, including walking, cycling and freight.

Connections

- Assess the impacts and opportunities arising from the master plan proposal on travel demands and operation of the rail and bus networks and future Metro.

- Define a clear, permeable and accessible precinct network of walking and cycling connections to help achieve a sustainable transport system to accommodate the master plan proposal.

- Investigate opportunities for a permanent bus interchange in consultation with TfNSW and Council.

Traffic generation rates

- Traffic generation rates should be identified through empirical evidence (i.e. surveys of similar land uses with comparable characteristics) with consideration of cumulative impacts of other known traffic generating developments within the area of influence.

Transport Modelling

- The following three stage modelling approach should be considered:
    1. Strategic transport modelling using existing model resources (i.e. STM and STFM) to identify travel demands, patterns and mode splits. Critically review the strategic modelling outputs to ensure that they adequately reflect future travel behaviours, including travel patterns and travel demands.
    2. Appropriate modelling software that considers route choice based on travel time delay and dynamic/coordinated traffic signal operations (i.e. microsimulation, hybrid model, or mesoscopic model).
    3. Intersection modelling (incorporating network-based signal operations) - based on the flows from the above modelling exercise.

- The above modelling approach should include a base year model, future years base case (without development), and a separate model with full development and background traffic growth. Consultation should be undertaken with TfNSW and Council to agree on the year the future base should be modelled.

- The applicant's traffic consultant should collaborate with TfNSW and Council to identify and agree on the geographical boundary/extent of the model study area which will be based on the output from the strategic models (Item #1 above), key travel links to measure impacts of development traffic on travel time and intersections to be modelled.

Identified Road and Transport Infrastructure

- Based on the above modelling outputs, identify transport and road infrastructure requirements to support the proposed increase in floor space and changes to land use. Staging based on trigger points linked to GFA/masterplan stages should be identified.

- The applicant's traffic consultant will be required to work in collaboration with Council and TfNSW to develop a precinct network of walking and cycling connections linked to the master plan site to help achieve a sustainable transport system.

Funding of transport and road network infrastructure

- High level strategic/concept engineering plans overlayed on an aerial to scale should be developed to determine feasibility including any third party land components.

- Strategic cost estimates of any identified walking, cycling, and road infrastructure required in support of the planning proposal should be prepared. These costs should align with the NSW Global Rates.

- In consultation with Council, DPIE and TfNSW, identify a planning/funding mechanism to deliver the identified transport infrastructure.