

VICINITY CENTRES

TRANSPORT ASPECTS OF  
PLANNING PROPOSAL FOR  
PROPOSED MIXED USE  
DEVELOPMENT, BANKSTOWN  
CENTRAL SHOPPING CENTRE

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## I. INTRODUCTION

- I.1 Colston Budd Rogers and Kafes Pty Ltd has been retained by Vicinity Centres to review the transport aspects of a planning proposal for mixed use development at Bankstown Central shopping centre on Stacey Street, Rickard Road and North Terrace at Bankstown. The site location is shown in Figure I.
- I.2 The existing centre provides some 81,000m<sup>2</sup> GLA and 3,300 parking spaces. It has frontage to, and vehicular access from, Stacey Street, Rickard Road, Jacobs Street, The Mall, The Appian Way, North Terrace and Lady Cutler Avenue.
- I.3 The existing planning controls provide for a 3:1 floor space ratio (FSR) for the site and permit mixed use development. There are provisions to allow a bonus 0.5:1 FSR.
- I.4 The planning proposal would provide for mixed use development, including retail, commercial, hotel, residential, student accommodation, serviced apartments and child care, with a FSR of 3.5:1. The planning proposal also seeks to amend the height controls for the site.
- I.5 The Sydenham to Bankstown Urban Renewal Corridor Strategy has been released. Additionally, the Sydenham to Bankstown railway line is being upgraded and converted to metro as part of the Sydney Metro City and Southwest rail project.
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- 1.6 The scale of development envisaged in the planning proposal would include some 18 buildings, largely around the perimeter of the site. The additional development would include some 110,000m<sup>2</sup> commercial, 1,800 rooms for student accommodation, 550 hotel rooms, 100 serviced apartments, 1,000 residential apartments and a child care centre. The existing retail uses on the site would reduce by some 7,000m<sup>2</sup>. The redevelopment would provide improved connections to and from Bankstown station.
- 1.7 This report reviews the transport implications of the planning proposal through the following chapters:
- Chapter 2 - describing the existing conditions; and
  - Chapter 3 - reviewing the transport implications of the planning proposal.

## 2. EXISTING CONDITIONS

### Site Location and Road Network

- 2.1 Bankstown Central shopping centre is north of the railway line within the Bankstown CBD and has frontage to Stacey Street, Rickard Road, North Terrace, Jacobs Street, The Mall, Lady Cutler Avenue and The Appian Way as shown in Figure 1. It is immediately north of the Bankstown railway line and Bankstown station.
- 2.2 The existing centre provides some 81,000m<sup>2</sup> GLA and some 3,300 parking spaces. Parking areas are provided north of the centre (between the centre and Rickard Road), south of the centre (the North Terrace car park) and on the eastern part of the site (east of Lady Cutler Avenue). Access to parking is provided from Stacey Street, Rickard Road, Lady Cutler Avenue, North Terrace, Jacobs Street and The Mall.
- 2.3 Surrounding land use in the Bankstown CBD includes commercial and retail development to the west and medium to higher density residential development to the north. Bankstown railway station is immediately south of the site. There is a railway underpass between North Terrace and South Terrace, adjacent to the site.
- 2.4 The road network in the vicinity of the site includes Stacey Street, Rickard Road, North Terrace, Wattle Street, Lady Cutler Avenue, Jacobs Street, Sir Joseph Banks Street, The Mall and The Appian Way.
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- 2.5 Stacey Street forms part of a north-south arterial route, connecting Bankstown with Menai and Heathcote in the south and Silverwater and Carlingford in the north. Through Bankstown, Stacey Street generally provides a four lane undivided carriageway with two traffic lanes in each direction. It is elevated over the Bankstown Railway Line where it passes the centre. Clearways operate in peak periods. Stacey Street has signalised intersections with Greenacre Road, Rickard Road and the Wattle Street ramp, where it also provides signalised access to the shopping centre. These intersections provide additional lanes for turning traffic.
- 2.6 Rickard Road runs east-west on the northern side of the Bankstown CBD. It provides part of a ring road for the CBD. Rickard Road generally provides a four lane carriageway with two traffic lanes in each direction. It has signalised intersections with Jacobs Street, Sir Joseph Banks Street and Lady Cutler Avenue.
- 2.7 South of the site, North Terrace runs parallel to the railway line and passes beneath Stacey Street where it joins Wattle Street. North Terrace generally provides for one traffic lane in each direction, clear of intersections, with angle parking on its southern side. At its western end it is one-way westbound. It provides access to Bankstown railway station and bus interchange. Its intersection with Lady Cutler Avenue is controlled by traffic signals.
- 2.8 Lady Cutler Avenue links North Terrace with Rickard Road. Both intersections are controlled by traffic signals. Lady Cutler Avenue provides access to parking areas for the centre. It provides a four lane undivided carriageway with two traffic lanes in each direction. There is a signalised pedestrian crossing between the Lady Cutler car park and the centre.
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- 2.9 Jacobs Street and Sir Joseph Banks Street provide local access into the CBD from the north. They generally provide for one traffic lane and one parking lane in each direction, clear of intersections. They provide access to commercial development close to the CBD and low to medium density residential development further north.
- 2.10 The Mall links Chapel Road with Jacobs Street. Between Fetherstone Street and The Appian Way, The Mall is one-way eastbound. This section of The Mall combines with The Appian Way, North Terrace and Fetherstone Street to provide one-way circulation around the block fronting these streets. These roads generally provide two traffic lanes and two parking lanes in the one-way sections.
- 2.11 The Appian Way is one way south from Rickard Road to The Mall, where it is closed. It provides access to parking in the civic precinct which includes Council offices, the Town Hall and Paul Keating Park.

#### Planning for the Area

- 2.12 The Sydenham to Bankstown Urban Renewal Corridor Strategy has been released. It identifies a potential additional 36,000 dwellings and 10,000 jobs in the corridor by 2036. For Bankstown, the strategy includes the following:
- Bankstown will continue to provide shops, jobs and community services for the wider corridor to support the District Centre's employment target;
  - a potential station square will be the heart of Bankstown Station Precinct enhancing pedestrian activity and providing new north-south connections;
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- future development around the station will provide a visual marker for Bankstown Station Precinct;
- Bankstown CBD will be renewed and modernised as it redevelops for increased jobs and homes.

2.13 The Bankstown Station Precinct Plan will include a new metro station and interchange. This work will be undertaken in association with the Sydenham to Bankstown railway line upgrade and conversion to metro as part of the Sydney Metro City and Southwest rail project.

2.14 This rail project will provide for 15 services per hour at peak times. Trains will stop at all stations and will connect, via the wider network, to Martin Place, Barangaroo, North Sydney, Chatswood and Macquarie Park. There will be interchange facilities with other rail services at Sydenham, Central and Martin Place.

2.15 In association with the Sydenham to Bankstown Urban Renewal Corridor Strategy, an Integrated Transport Strategy<sup>1</sup> has been prepared. The strategy *“recommends a range of transport initiatives that would be required to support the urban renewal corridor strategy while complementing the proposed Sydney Metro City and Southwest project. The recommended initiatives will improve accessibility locally and between the corridor and other major destinations at Sydney Olympic Park, Parramatta, Liverpool and Burwood.”*

2.16 The vision for the transport system includes the following:

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<sup>1</sup> “Sydenham to Bankstown Urban Renewal Corridor Integrated Transport Strategy.” Prepared by ARUP, 25 October, 2015.

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- *Supporting urban renewal to provide more housing choice along the corridor and additional local travel opportunities*
- *Optimising the benefits of transport investment and the opportunity for travel behavior change arising from the proposed Sydney Metro City and Southwest project*
- *Developing an efficient transport system that is affordable and accommodates customer needs*
- *Encourage public and active transport for travel within and outside the corridor in keeping with the better connectivity and amenity in the urban environment*
- *Manage travel demand considering different reasons for travel to leverage existing and planned infrastructure*

2.17 The strategies and initiatives identified in the Integrated Transport Strategy to achieve this are as follows:

- *Supporting urban renewal by providing a range of improved travel choices and reducing reliance on private vehicles*
  - *Providing connections for a permeable pedestrian network to support local movements and improving accessibility to town centres and public transport nodes. This would include infrastructure upgrades such as footpath improvements and new crossing points as well as the introduction of 40km/h speed limits and complementary design elements in high pedestrian activity areas*
  - *Providing a high quality cycleway network that connects to key employment destinations, including the implementation of a regional cycleway adjacent to the existing rail corridor between Bankstown and Sydenham*
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- *Supporting the introduction of the proposed Sydney Metro City & Southwest by providing multi-modal transport access to station precincts*
- *Providing an improved, more connected bus network which supports the growth of the corridor – including the introduction of new cross-regional bus services linking to the corridor to key destinations such as Sydney Olympic Park and Sydney Airport, and improving the quality of customer interchange especially at Bankstown, Campsie and Canterbury*
- *Retaining the functionality of the arterial road network for longer distance private vehicle and freight trips, including to support the introduction of WestConnex*

2.18 Specific measures identified in the report include the following:

- bus priority measures along existing Parramatta to Bankstown bus corridor, including Hume Highway, Chapel Road and Canterbury Road;
  - new bus service connecting Bankstown with Macquarie park via Sydney Olympic Park;
  - increased frequencies for bus routes feeding Sydney Metro City & Southwest stations, including routes 905, 907, 909 and 925 via Bankstown;
  - introduce a shared bicycle/pedestrian path along the existing rail corridor between Bankstown and Sydenham;
  - support councils within the Sydenham to Bankstown corridor in planning and delivering bicycle plans;
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- include bicycle parking at Sydney Metro City & Southwest station precincts, and in new developments;
  - include a requirement for a site travel plan to be prepared in new developments above a certain threshold;
  - provide pedestrian-friendly design at metro stations, including wide footpaths and clear wayfinding;
  - support councils within the Sydenham to Bankstown corridor in planning and delivering pedestrian access and mobility plans;
  - provide bus priority measures and/or frequency enhancements on the bus route between Bankstown and Burwood;
  - introduce light rail between Parramatta and Bankstown;
  - widen Stacey Street to three lanes in each direction between Macauley Avenue and Hume Highway (this project is currently under construction);
  - provide grade-separation at the Hume Highway/Stacey Street intersection;
  - introduce Sydney Metro City & Southwest for high frequency rail services along the corridor;
  - increase frequencies on the heavy rail line between Bankstown and Lidcombe to six per hour in peak periods and four per hour outside peak periods;
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- reduce parking rates for commercial and industrial uses around public transport nodes;
- provide suitable treatments to reinforce the existing shared zones in Bankstown City Plaza;
- improve pedestrian accessibility between the southern end of the plaza and the railway station.

2.19 The planning proposal is consistent with the above infrastructure and transport measures to encourage and facilitate development within the corridor. The planning proposal therefore sits within the broader planning framework of the Sydenham to Bankstown Urban Renewal Corridor Strategy, Sydney Metro City and Southwest rail project and associated studies.

2.20 Council has prepared a Section 94A plan which includes measures to accommodate additional development in the area, including the Bankstown CBD.

#### Bankstown Complete Streets

2.21 The draft Bankstown Complete Streets document (April 2019) has been prepared by council as a CBD transport and place plan. It has been prepared as a masterplan to guide street and transport upgrades in Bankstown CBD, to cater for the expected increase in employment, students and residents over the next 20 years.

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- 2.22 It presents a masterplan and concept design for streets in the CBD, which includes changes to parking controls, intersections, pedestrian and cycle arrangements, bus arrangements and priorities.
- 2.23 The masterplan is largely confined to existing public places (streets and other council owned land such as parks). However, it also relies on a number of measures being implemented on privately owned land, including Bankstown Central.
- 2.24 A ring road is identified for the CBD, to reduce traffic volumes on other CBD streets. The ring road would include Macauley Avenue, Chapel Road, Brandon Avenue, Greenwood Avenue, Marion Street, Meredith Street, Rickard Road and Stacey Street. To a large extent, these roads already function to provide a ring road for the CBD. Modifications to other roads, as identified in the masterplan, would likely increase traffic flows on the ring road system, including Rickard Road.
- 2.25 The masterplan identifies an extension of Jacobs Street to connect to North Terrace through the Bankstown Central site. Jacobs Street, including the proposed extension, and North Terrace, west of the extension, would form part of the major bus route through the CBD.
- 2.26 In association with the changes to bus operations, and to improve connectivity within the CBD, a number of roads close to the site are proposed to be converted to two-way, including The Mall, The Appian Way, Fetherstone Street and North Terrace (west of The Appian Way).
- 2.27 A number of measures are proposed on streets adjacent to the shopping centre, including:
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- traffic signal upgrades at Rickard Road/Jacobs Street, Rickard Road/Sir Joseph Banks Street (including potential car park access to the shopping centre), Rickard Road/Lady Cutler Avenue, Lady Cutler Avenue pedestrian crossing and Lady Cutler Avenue/North Terrace. The upgrades at these intersections include pedestrian crossings on all approaches and phase changes to support the ring road and bus movements;
- new traffic signals at Jacobs Street/The Mall, The Mall/The Appian Way and North Terrace/Jacobs Street. These are proposed in association with the proposed Jacobs Street extension, to cater for bus and pedestrian movements;
- a new shared pedestrian/cycle path on the southern side of Rickard Road, adjacent to the centre;
- a new pedestrian bridge over the railway line at Lady Cutler Avenue;
- time-restricted parking (one hour) in North Terrace and Lady Cutler Avenue, adjacent to the centre, plus a drop-off zone in Lady Cutler Avenue; and
- removing the angle parking from the southern side of North Terrace and provide parallel parking on both sides.

2.28 A Traffic Modelling Assessment Report (prepared by GTA Consultants, 18 April 2019) was prepared in association with the complete streets masterplan. This report considers the following measures:

- upgrade to Stacey Street/Fairford Road;
- upgrade to Stacey Street/Greenacre Road;
- a roundabout at and closure of McDonald Lane;
- Stacey Street widened to three lanes in each direction;
- upgrade to Stacey Street/Hume Highway;
- opening Kitchener Parade/Rickard Road northern leg;
- The Appian Way made pedestrian only during peak hours and closure of Fetherstone Street to traffic;
- relocated interchange to new bus only link;
- closure of Olympic Parade from Marion Street;
- Bankstown City Plaza converted to pedestrian only link;
- traffic signals at Greenwood Avenue/Brandon Avenue and Stanley Street/McDonald Lane;
- changes to traffic signal phasing and cycle times;
- clearways at Greenwood Avenue and Brandon Avenue; and
- removing parking on Chapel Road southbound approaching Rickard Road, to provide two right turn lanes.

### Public Transport

- 2.29 The shopping centre is adjacent to Bankstown Railway Station. Bankstown is on the Bankstown Line (Liverpool to City via Bankstown).
- 2.30 Services through Bankstown are every 15 minutes in each minutes in each direction. During weekday peak periods, services are more frequent.
- 2.31 Local bus services are provided by a number of operators. There are bus interchanges on the northern and southern sides of the railway line as well as an interchange at Centro Bankstown. Services include:
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- route 905: Bankstown to Villawood and Fairfield;
- route 907: Bankstown to Parramatta;
- route 908: Bankstown to Merrylands;
- route 909: Bankstown to Parramatta;
- route 911: Bankstown to Auburn;
- route 913: Bankstown to Strathfield;
- route 922: East Hills to Bankstown;
- route 923: Panania to Bankstown;
- route 924: East Hills to Bankstown;
- route 925: East Hills to Lidcombe via Bankstown;
- route 926: Revesby Heights to Bankstown;
- route 939: Greenacre to Bankstown;
- route 940: Hurstville to Bankstown;
- route 941: Hurstville to Bankstown;
- route 944: Hurstville to Bankstown;
- route 945: Hurstville to Bankstown;
- route 946: Hurstville to Bankstown;
- route 962: Bankstown to Miranda and Cronulla;
- route M90: Liverpool to Burwood;
- route M91: Hurstville to Parramatta;
- route M92: Sutherland to Parramatta;

2.32 Overall, the site has good access to regular public transport services. As noted earlier, the Sydney Metro City and Southwest rail project will upgrade rail services to Bankstown. It will include a new station, pedestrian links and interchange. The planning proposal includes integration with the new metro station, including pedestrian links.



### 3. TRANSPORT REVIEW FOR PLANNING PROPOSAL

- 3.1 The planning proposal would provide for mixed use development, including retail, commercial, hotel, residential, student accommodation, serviced apartments and child care, with a FSR of 3.5:1. The planning proposal also seeks to amend the height controls for the site.
- 3.2 The scale of development envisaged in the planning proposal would include some 18 buildings, largely around the perimeter of the site. The additional development would include some 110,000m<sup>2</sup> commercial, 1,800 rooms for student accommodation, 550 hotel rooms, 100 serviced apartments, 1,000 residential apartments and a child care centre. The existing retail uses on the site would reduce by some 7,000m<sup>2</sup>. The redevelopment would provide improved connections to and from Bankstown station.
- 3.3 Consistent with the planning for the new metro line and redevelopment of the Sydenham to Bankstown corridor, the proposed development will provide significant services, facilities and residential development in the CBD, close to other services and facilities, as well as existing and future public transport services. This means that traffic generation and the need to travel will be reduced. Employees and visitors will have the opportunity to use public transport when they travel.
- 3.4 This chapter reviews the implications of the planning proposal through the following sections:
- ❑ public transport, walking and cycling;
  - ❑ site travel plan;
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- ❑ parking provision;
- ❑ access, servicing and internal layout;
- ❑ traffic generation; and
- ❑ summary.

### Public Transport, Walking and Cycling

- 3.5 As previously discussed, the site is adjacent to Bankstown railway station and bus interchanges. Rail services operate on a 15 minute headway in each direction. Numerous bus services provide links to surrounding areas.
- 3.6 The future new metro line, interchange and pedestrian connections between the metro station and Bankstown CBD will improve the accessibility of the both the CBD and public transport services. The planning proposal provides an opportunity to better integrate the town centre with these public transport services. Appropriate bicycle parking will be included in the redeveloped centre.
- 3.7 The planning proposal would provide for increased employment, retail and residential densities in the CBD and adjacent to public transport services. The proposal would therefore be consistent with the planning for the renewal of the Sydenham to Bankstown corridor. It will also satisfy the broader planning objectives of:
- (a) improving accessibility to housing, employment and services by walking, cycling, and public transport;
  - (b) improving the choice of transport and reducing dependence solely on cars for travel purposes;
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- (c) moderating growth in the demand for travel and the distances travelled, especially by car; and
- (d) supporting the efficient and viable operation of public transport services.

#### Site Travel Plan

- 3.8 To encourage travel modes other than private vehicle, it is proposed to adopt a travel demand management approach, through preparation of a site travel plan to meet the specific needs of the site, future employees, residents and visitors. The specific requirements and needs of the future employees and residents will be incorporated in the site travel plan to support the objectives of encouraging the use of public transport.
- 3.9 The principles of the site travel plan, to be developed in consultation with council, RMS, bus and rail operators and other stakeholders, will include the following:
- encourage the use of public transport, including bus services to and through Bankstown at the existing and future new interchanges;
  - identify existing bus routes which stop adjacent and close to the site, including the location of bus stops and pedestrian crossings at signalised intersections;
  - work with bus operators to improve services;
  - encourage public transport by employees and visitors through the provision of information, maps and timetables in the site travel plan;
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- raise awareness of health benefits of walking and cycling (including maps showing walking and cycling routes, including through and adjacent to the site);
- encourage cycling by providing safe and secure bicycle parking, including the provision of lockers and rails for employees, residents and shoppers;
- provide appropriate on-site parking provision, consistent with appropriate council/RMS controls and the objective of reducing traffic generation.

#### Parking Provision

- 3.10 At future development application stages, appropriate parking will be provided for the various components of the development.
- 3.11 Part B5 of the Bankstown Development Control Plan 2015 does not include parking requirements for shopping centres. For shops with more than 4,000m<sup>2</sup> GFA, the DCP indicates that appropriate parking should be determined based on parking surveys.
- 3.12 RMS surveys of the parking demands of large shopping centres (greater than 80,000m<sup>2</sup>) have found peak demands in the range 3.5 to 3.6 spaces per 100m<sup>2</sup> GLA. By comparison, surveys of existing parking demands at the centre have found demands of 3.9 spaces per 100m<sup>2</sup>.
- 3.13 For the mixed use components, including commercial, student accommodation, hotel, serviced apartments and child care centre, reduced rates of parking should be provided, compared to conventional commercial development, taking into account the excellent existing and future public transport services.
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- 3.14 DCP 2015 includes a parking requirement of one space per dwelling, plus one space per five dwellings for visitors, for residential flat buildings in the B4 zone.
- 3.15 By comparison, the RMS guidelines include the following parking rates for high density residential development:
- 0.4 – 0.6 spaces per one bedroom apartment;
  - 0.7 – 0.9 spaces per two bedroom apartment;
  - 1.2 – 1.4 spaces per three bedroom apartment; and
  - one space per five to seven apartments for visitors.
- 3.16 In future development applications, appropriate parking will be provided, with reference to the above rates, and the site's location in the Bankstown CBD, adjacent to excellent existing and future public transport services.

#### Access, Servicing and Internal Layout

- 3.17 Access to the shopping centre and the new mixed use buildings would continue to be provided from Stacey Street, Rickard Road, North Terrace, Lady Cutler Avenue, Jacobs Street and The Mall. New access would be provided from The Appian Way. Internally, improved connections would be made between the retail car parks, so that vehicles can circulate on-site without exiting to the adjacent road network. The internal connections would link the retail parking areas on the site and would include connections between upper parking levels across Lady Cutler Avenue.
- 3.18 Pedestrian access would be provided from the above streets. The development would include provision for through site connections, to better connect to the station, surrounding areas and other services and facilities in the CBD.
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- 3.19 Access to and from the car parks would be controlled. The details of the proposed access arrangements would be provided in future development applications.
- 3.20 Access to and from residential buildings would be provided from within the site, or from new locations on the external road network.
- 3.21 The majority of service vehicles would continue to access the site from North Terrace, to the basement level loading docks.
- 3.22 Parking and circulation areas will be designed, at the development application stages, in accordance with the Australian Standard for Parking Facilities (Part 1: Off-street car parking, Part 2: Off-street commercial vehicle facilities and Part 6: Off-street parking for people with disabilities), AS 2890.1:2004, AS 2890.2 – 2002 and AS 2890.6:2009.

#### Traffic Generation

- 3.23 Traffic generated by development envisaged in the planning proposal will have its greatest effects during weekday afternoon and Saturday peak periods when it combines with other traffic on the surrounding road network.
- 3.24 Being located within the CBD, and with reduced rates of parking, the commercial component would have a likely traffic generation of some 0.3 vehicles per hour per 100m<sup>2</sup> at peak times. This is comparable to other town centre and CBD locations.
- 3.25 Based on RMS surveys, the residential apartments would have a generation of some 0.15 vehicles per hour per apartment two-way at peak times.
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- 3.26 The student accommodation, hotel and serviced apartments would have a lower traffic generation than the residential; some 0.1 vehicles per hour. The child care centre would have a generation of some 0.7 vehicles per hour per place, based on RMS surveys.
- 3.27 The retail development on the site would reduce by some 7,000m<sup>2</sup>. The retail uses have a traffic generation of some four vehicles per hour per 100m<sup>2</sup> at peak times.
- 3.28 Taking into account the reduced retail development, the scale of development envisaged in the planning proposal would result in an increase of some 500 vehicles per hour two-way at peak times. Spread between multiple access points, across a number of street frontages, its effects in any location would be modest.
- 3.29 In association with other measures identified in the Bankstown CBD Complete Streets masterplan, consideration could also be given to the following measures, to improve the operation of CBD intersections:
- providing additional capacity on the northern leg of the Jacobs Street/Rickard Road intersection by marking two lanes for a greater approach distance;
  - providing additional capacity at the Stacey Street/Wattle Street intersection at the shopping centre exit; and
  - lengthening the left turn lane into Rickard Road for northbound traffic on Stacey Street.
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3.30 As previously noted, the widening of Stacey Street to six lanes is currently occurring. This will improve the capacity of the Stacey Street intersections.

3.31 Council's Section 94A plan includes the following works:

- streetscape works within The Mall, The Appian Way, Chapel Road, North Terrace, South Terrace and Rickard Road;
  - new footpath construction along Jacobs Street;
  - cycle facilities and footpath/cycleway connections into and around Bankstown CBD;
  - upgrade pedestrian facilities near Chapel Street and The Mall;
  - upgrade crossings/intersections at Railway Station precinct;
  - upgrade pedestrian crossing at North Terrace near The Appian Way;
  - upgrade traffic management and facilities at The Appian Way;
  - upgrade pedestrian access and facilities at Jacobs Street and The Mall;
  - upgrade pedestrian facilities at the intersection of Lady Cutler Avenue and North Terrace; and
  - upgrade traffic management at the intersection of The Mall and The Appian Way.
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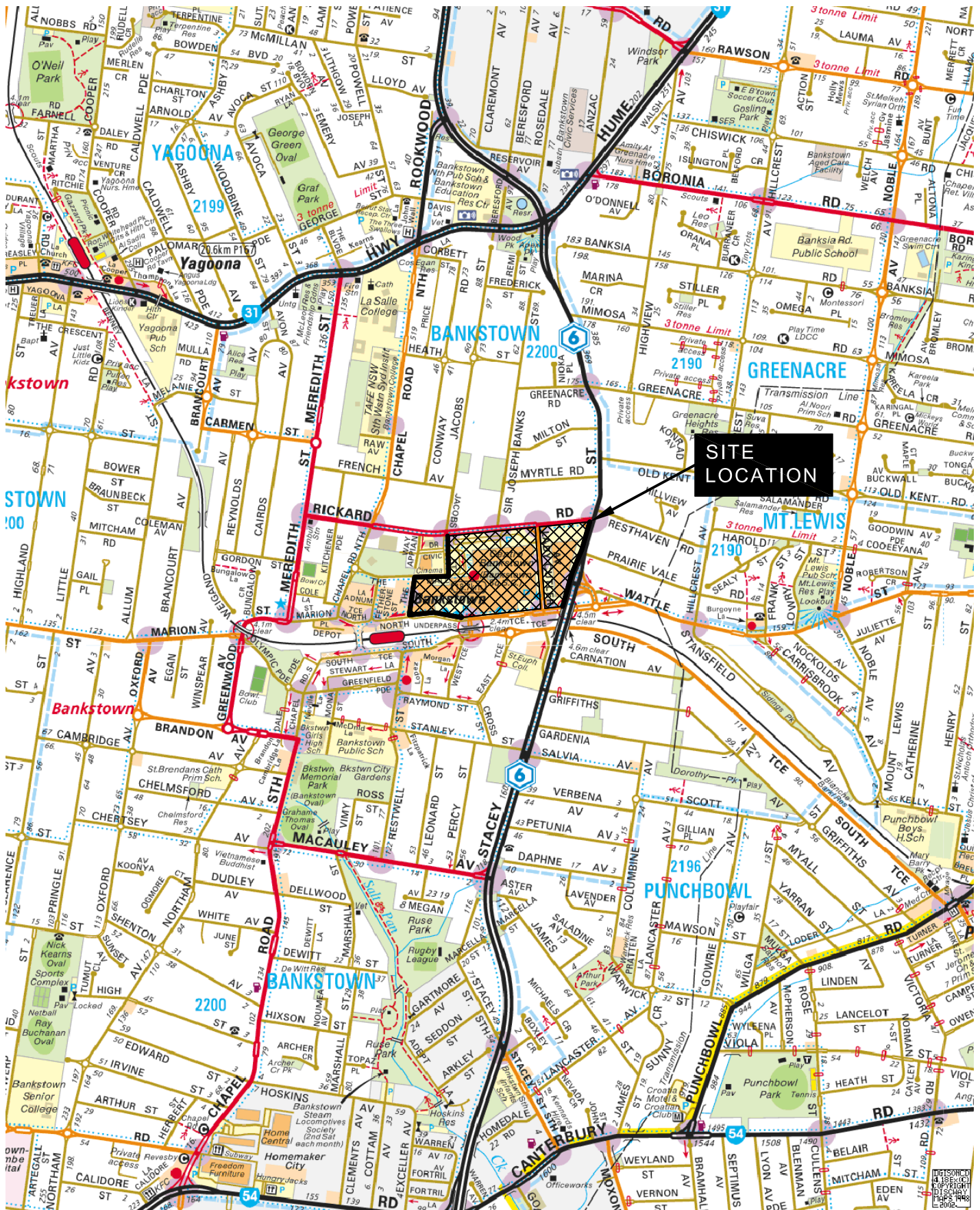


- 3.32 At the appropriate stage in the planning process, the development will make appropriate contributions towards these works under the Section 94A plan.

Summary

- 3.33 In summary, the main points relating to the transport implications of the planning proposal are as follows:
- i) the planning proposal is for a FSR of 3.5:1 and amended height controls, to accommodate a mixed use development including retail, commercial, hotel, residential, student accommodation, serviced apartments and child care;
  - ii) the planning proposal is consistent with planning for Bankstown under the Sydenham to Bankstown Urban Renewal Corridor Strategy and the Sydney Metro City and Southwest rail project;
  - iii) the planning proposal provides for improved connections to and greater integration with the new Bankstown Metro station;
  - iv) the Complete Streets masterplan has been prepared by council to guide street and transport upgrades in Bankstown CBD, to cater for the expected increase in employment, students and residents over the next 20 years;
  - v) a series of transport and infrastructure works has been identified in these planning studies to accommodate and facilitate development within the Sydenham to Bankstown corridor and CBD;
  - vi) a site travel plan will be prepared for the development;
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- vii) appropriate parking will be provided as part of future development applications, consistent with the site's location in the Bankstown CBD and the objective of reducing traffic generation;
  - viii) access, servicing and layout arrangements will be provided in accordance with AS 2890.1:2004 and AS 2890.2 – 2002 as part of future development applications;
  - ix) the scale of development envisaged in the planning proposal would result in relatively modest traffic increases on the surrounding road network, with modest traffic effects;
  - x) to improve the capacity of CBD intersections consideration could be given to:
    - providing additional capacity on the northern leg of the Jacobs Street/Rickard Road intersection;
    - providing additional capacity at the shopping centre exit at the Stacey Street/Wattle Street intersection; and
    - lengthening the left turn lane into Rickard Road for northbound traffic on Stacey Street;
  - xi) council's section 94A plan also includes a series of improvements to accommodate development in the town centre; and
  - xii) at the appropriate stage in the planning process, the development will make appropriate contributions under the Section 94A plan.
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## Location Plan