

Patrick Lebon

From: Michael Dixon <Michael.Dixon@transport.nsw.gov.au>
Sent: Friday, 14 April 2023 6:36 PM
To: Camille Lattouf
Cc: James Hall; Patrick Lebon
Subject: Bankstown Central Pre Planning Proposal - Response

Importance: High

Follow Up Flag: Follow up
Flag Status: Flagged

Dear Camille,

Due to time constraints (information received 30th March) Transport for NSW (TfNSW) is unable to undertake a thorough review of, and provide detailed review comments on the updated TIA and modelling undertaken for the Bankstown Central Planning Proposal at this time. The information received also excludes soft copy modelling files which would be required to undertake a thorough review of the updated AIMSUN model.

Notwithstanding the above, we have undertaken a preliminary review and consider that the best approach to dealing with any outstanding traffic and transport issues at the planning proposal stage, given the constrained nature of the existing road network, would be through the development of a Travel Demand Management Plan (TDMP) to minimise the traffic generating impact of the proposal. This TDMP should include, but not be limited to, the following:

- Improving pedestrian and active transport connections to the interim bus interchange, future permanent bus interchange, railway station and future metro station, and neighbouring land uses. This should also include interactions between the proposed development and the proposed shared use path on the northern side of North Terrace identified for safeguarding in the *Bankstown Station Design & Precinct Plan* (September 2021).
- Lower parking rates are supported, however consideration needs to be given to measures that ensure lower parking rates (especially for the commercial and residential land uses) do not simply result in increased parking on neighbouring streets and high parking turnover that increases the availability of parking (resulting from additional timed parking restrictions on-site). This would increase traffic generation, which is undesirable. It is noted that the TIA provides additional retail parking but does not account for the additional retail trips resulting from new retail offerings (floor space). In general, further clarification is required with respect to forecast traffic generation (e.g. Table 7.4 in the updated TIA appears to show inconsistencies in the 'Demand for Car Parking Spaces', number of rooms, parking spaces, and movements per room with the remainder of the report).
- Measures to promote and accommodate increased bus patronage given the large number of additional trips forecast on the public transport system (noting the railway line will not serve all travel movements/directions of travel).
- How loading/unloading and service vehicles will access the site without significant safety and amenity impacts in areas of higher pedestrian/cyclist activity.
- Mechanism to review the TDMP upon construction and occupation of the initial stages of the proposed development to identify whether the objectives are being met and if further measures are required.

Please note that TfNSW has written to Vicinity Centres to provide conditional support for their bus interchange proposals and will work collaboratively with Council on future bus layover designs that are also sympathetic to place needs.

Based on time constraints, Stantec has only undertaken traffic modelling for the worst case scenario, which is the weekday PM peak and has advised that traffic modelling will be undertaken for both weekday peaks (AM and PM) as part of any future development application (DA) lodged. TfNSW has accepted this 'in principle' due to time

constraints, subject to both the AM and PM peak being undertaken as part of any abovementioned DA provided it is traffic modelling that incorporates the cumulative traffic generation for the entire master planned development.

Transport for NSW reserves the right to provide further comments during the exhibition of the Planning Proposal for the Bankstown Central site (upon receipt of an updated Planning Proposal and associated documentation including, but not limited to, soft copy modelling files).

Kind regards,

Michael

Michael Dixon

A/Principal Land Use Planner
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I acknowledge the Aboriginal people of the country on which I work, their traditions, culture and a shared history and identity. I also pay my respects to Elders past and present and recognise the continued connection to country.

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From: Michael Dixon

Sent: Tuesday, 11 April 2023 9:33 AM

To: Camille.Lattouf@cbc.city.nsw.gov.au

Cc: James Hall <James.HALL@transport.nsw.gov.au>; Peter Mann <Pete.Mann@transport.nsw.gov.au>

Subject: RE: Bankstown Central

Hi Camille,

Thanks for sending across Stantec's report. Unfortunately with the limited amount of time (6 business days) for review of the report we are unlikely to have a response back to you on this one today (even assigning this one some priority over the last few work days). We also have some senior staff still on leave.

We should have some comments back to your team by COB Thursday.

Regards,

Michael

Michael Dixon

A/Principal Land Use Planner
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From: Camille Lattouf <Camille.Lattouf@cbc.city.nsw.gov.au>

Sent: Thursday, 30 March 2023 2:25 PM

To: Peter Mann <Pete.Mann@transport.nsw.gov.au>

Cc: Alex Campbell <Alex.Campbell2@transport.nsw.gov.au>; Patrick Lebon <Patrick.Lebon@cbc.city.nsw.gov.au>

Subject: Bankstown Central

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Hi Pete,

I hope you're well.

I refer to the Gateway determination issued by the Department of Planning and Environment for the planning proposal for the Bankstown Central planning proposal at 1 and 1A North Terrace, Bankstown.

Condition 1d i-iii of the Gateway determination requires the following:

"1. Prior to community consultation, the planning proposal is to be updated to:

b. address consistency with Ministerial Direction 5.1 Integrating Land Use and Transport by consulting and addressing matters raised by Transport for NSW including:

i. the need to satisfy TfNSW's traffic modelling and transport planning requirements;

ii. the demonstration of the site's development capacity based on transport constraints applying to the subject land and within the wider Bankstown Town Centre Master Plan Area defined by Councils Bankstown Town Centre Master Plan;

iii. the need to provide an evidence base in terms of methodology, assumptions, and calculations for the development potential reflected in proposed height and FSR standards and how these are related to traffic and transport constraints and future requirements."

Please find attached the report from Stantec that provides a response to the above Gateway conditions. Council received the report on Tuesday and we are undertaking our own review before submitting it to DPE in the next 2 weeks.

We request TfNSW's response on the report before Council submits it to DPE. We'll provide your comments to the applicant to address before the report is submitted to DPE along with the planning proposal. Could you please provide TfNSW's comments by **COB 11 April**.

Opportunity for submission - exhibition

Please note the report and all other documentation relating to the planning proposal will be made available during the exhibition period which will likely occur by late April and a copy provided to TfNSW at the same time in accordance with Gateway Condition 6.

Therefore, TfNSW will have an opportunity to provide a submission to the traffic and transport report as part of the upcoming exhibition period.

Cheers
Camille



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