


Traffic and Transport Statement

Campsie Town Centre Planning Proposal (2024)

An architectural rendering of a modern urban development. In the background, there are several multi-story residential or commercial buildings with balconies and large windows. The middle ground features a landscaped area with trees, shrubs, and a wide staircase leading up to the buildings. In the foreground, a paved walkway runs alongside a body of water. Several people are depicted: a man with a backpack and a bicycle is walking away from the viewer; a woman is walking towards the viewer; and a group of people is sitting on a wooden bench. A yellow kayak is visible in the water. The sky is blue with scattered white clouds. A large pink triangle is on the left side of the image.

**Prepared by Canterbury BanksTown Council
October 2024**

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Introduction

This Traffic and Transport Statement has been prepared to support the Campsie Town Centre planning proposal to implement the *Campsie Town Centre Master Plan* (the Master Plan) adopted by Canterbury Bankstown Council on 24 May 2022. An additional objective of this document is to address and incorporate the revised requirements provided by *Transport for NSW* (TfNSW) dated 21 September 2023 and bring together the various transport related documentation that has been prepared for Campsie and its future vision under the Master Plan and planning proposal.

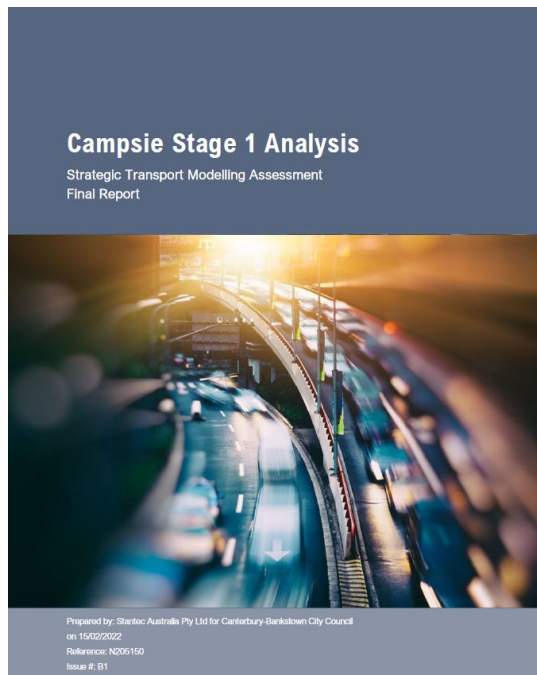
This Statement provides a high level overview of how the planning proposal aligns with contemporary traffic and transport standards and practice, in order to effectively support the envisioned growth and development of the future Campsie Town Centre.

This Statement addresses TfNSW's revised draft Gateway determination conditions received regarding the planning proposal traffic modelling, mode share, travel demand management and Campsie Bypass by referencing the following Council projects and documents:

- Campsie Stage 1 Analysis, and Campsie Stage 2 Traffic Analysis Mesoscopic Transport Modelling Report prepared by Stantec to inform and support the Master Plan and planning proposal
- *Draft Campsie Complete Streets* (anticipated to be exhibited in mid 2025)
- Draft Bankstown and Campsie Parking, Loading and Servicing Study (prepared by Stantec for the Master Plan and planning proposal), and
- Draft Campsie Town Centre Development Control Plan (to be prepared for exhibition in 2025).

This Statement is designed to provide a clear summary of the detailed justification of traffic and transport infrastructure and services proposed in the planning proposal, with the ultimate aim of encouraging a vibrant, accessible, and well-connected Campsie Town Centre.

The following documents have informed and support the Campsie Town Centre Master Plan and planning proposal.



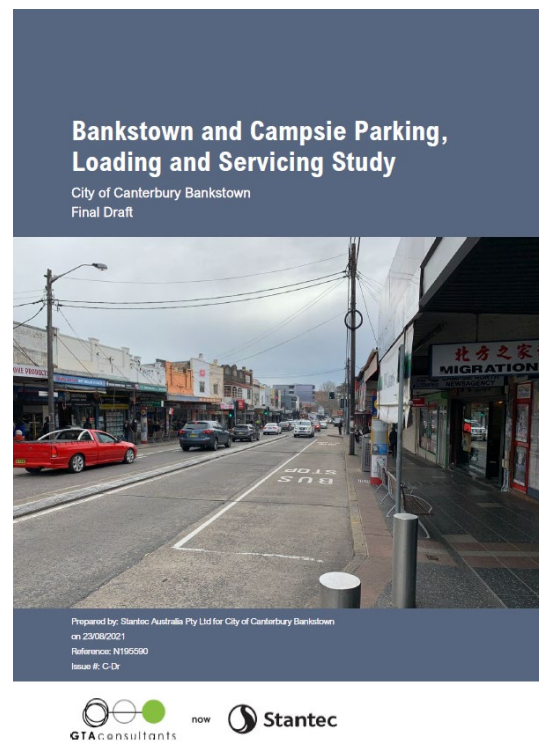
Campsie Stage 1 Analysis (Stantec)



Campsie Stage 2 Traffic Analysis (Stantec)



Campsie car parking strategy (Stantec)



Bankstown and Campsie parking, loading and servicing study (Stantec)



DETAILED ACTION PLAN

Active Transport Action Plan 2021-2031

April 2021



*Canterbury Bankstown Active Transport Action Plan
2021-2031*

Traffic and Transport Response

Transport for NSW (TfNSW) Revised Draft Gateway Determination Advice (September 2023)

Council received written advice via email from TfNSW on 22 August 2022 which involved matters and issued to be considered as part of a Traffic and Transport Assessment in support of the planning proposal.

The advice was later revised on 21 September 2023 as is as follows:

Traffic Modelling

TfNSW comments:

TfNSW advise DPE that Council has invested in a large-scale mesoscopic modelling exercise for the Campsie Town Centre Master Plan, which has been reviewed by TfNSW. Whilst mesoscopic modelling exercise is not required for the agency's assessment purposes, TfNSW is willing to assist Council, if sought after, in any further reviews of the mesoscopic modelling to assist Council in understanding potential impacts of the master plan on the local road network and the development of their local contribution framework in regard to local road infrastructure.

Council response:

The traffic modelling completed by Council to date has informed the zoning and building densities under the Master Plan and planning proposal. Council does not propose to undertake further modelling as part of the planning proposal as there is no change proposed to the building heights and Floor Space Ratios.

Council notes TfNSW's offer to assist Council with mesoscopic traffic modelling for the Campsie Town Centre, although it has been communicated that such modelling is not required for the Department's assessment purposes.

The Strategic Transport Modelling Assessment prepared by Stantec and submitted with the planning proposal comprises two parts:

- Campsie Stage 1 Analysis – Strategic Transport Modelling Assessment, and.
- Campsie Stage 2 Traffic Analysis Mesoscopic Transport Modelling Report

Some further traffic modelling is included as part of the preparation of Campsie Complete Streets to validate the work done under that project, however this does not impact or change the findings of the validity of the Stantec traffic modelling work completed to date

Mode Share

TfNSW comments:

Agreement was reached with Council in July 2023 on the proposed aspirational mode share to be adopted for the master plan being 43% private vehicles, 38% public transport and 6% walking and cycling.

Council response:

This aspirational mode share split will assist with Council working towards achieving the mode share split in the *Local Strategic Planning Statement Connective City 2036* (LSPS) being:

- 30% private vehicles
- 38% public transport, and
- 11% walking and cycling

(Source: LSPS Evolution 2 - Movement for Commerce and Place, p40)

Campsie Town Centre Master Plan and planning proposal (and future DCP) will support the reduction in congestion and traffic impacts to the local road network as a result of the forecast growth in Campsie. These include:

- The introduction of a maximum parking rate in the Campsie Town Centre core (sites within 400 metres of Campsie Station)
- A more flexible approach to parking outside of the core, with minimum and maximum parking rates
- The introduction of mandatory cycle parking
- Improved pedestrian and cycle network to make walking and cycling easier for the community to move around the town centre (as part of the Campsie Complete Streets project), and
- Advocacy to Transport for NSW for improved bus connectivity, particularly north-south between Campsie and Burwood.

Collectively, these measures will encourage the community and users of the Campsie Town Centre to be less reliant on cars and maximise opportunities for active and passive transport use to achieve Council's long term mode share aspirations.

Travel Demand Management

TfNSW comments:

To achieve the above aspirational mode share target, it is recommended that Council should undertake a strategic approach aimed at promoting a shift from individual car use to a more

sustainable methods, such as public transport, walking and cycling and trip containment. This should include consideration of the following:

- 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.
- Maximum parking rates commensurate with the level of public transport accessibility.
- Trip containment for the precinct, such as childcare, retail development and medical facilities etc.
- Including a reasonable level of bicycle parking to be applied to developments via Development Control Plans.

Council response:

Council's planning proposal, the Campsie Complete Streets project and the future Campsie Town Centre DCP will address these matters. It is important to note that the planning proposal is not reliant on Campsie Complete Streets and that the modelling already undertaken and reviewed by TfNSW remains applicable and valid.

Campsie Bypass

TfNSW comments:

TfNSW met with Council on 14 September 2023 to discuss Campsie Bypass as Council were seeking advice on whether the agency would be amenable to change the zoning of some land parcels identified as SP2 – Classified Road that are associated with the historical gazettal of this corridor. TfNSW advised Council that it is general principle that the need on whether small sections of a gazetted SP2 corridor is still required is not assessed in isolation but a wholistic investigation of the medium to long term transport needs of the entire corridor would need to be undertaken. This is due to the fact that this would require Ministerial Approval and associated business case / investigations that would likely take several years with no certainty on whether it would be approved.

As such, to ensure that the timing of the finalisation of the Master Plan is not delayed, TfNSW recommended to Council that any advocacy undertaken for the removal of the SP2-Classified Road associated with the above Bypass be undertaken as a separate planning exercise to the Master Plan."

Council response:

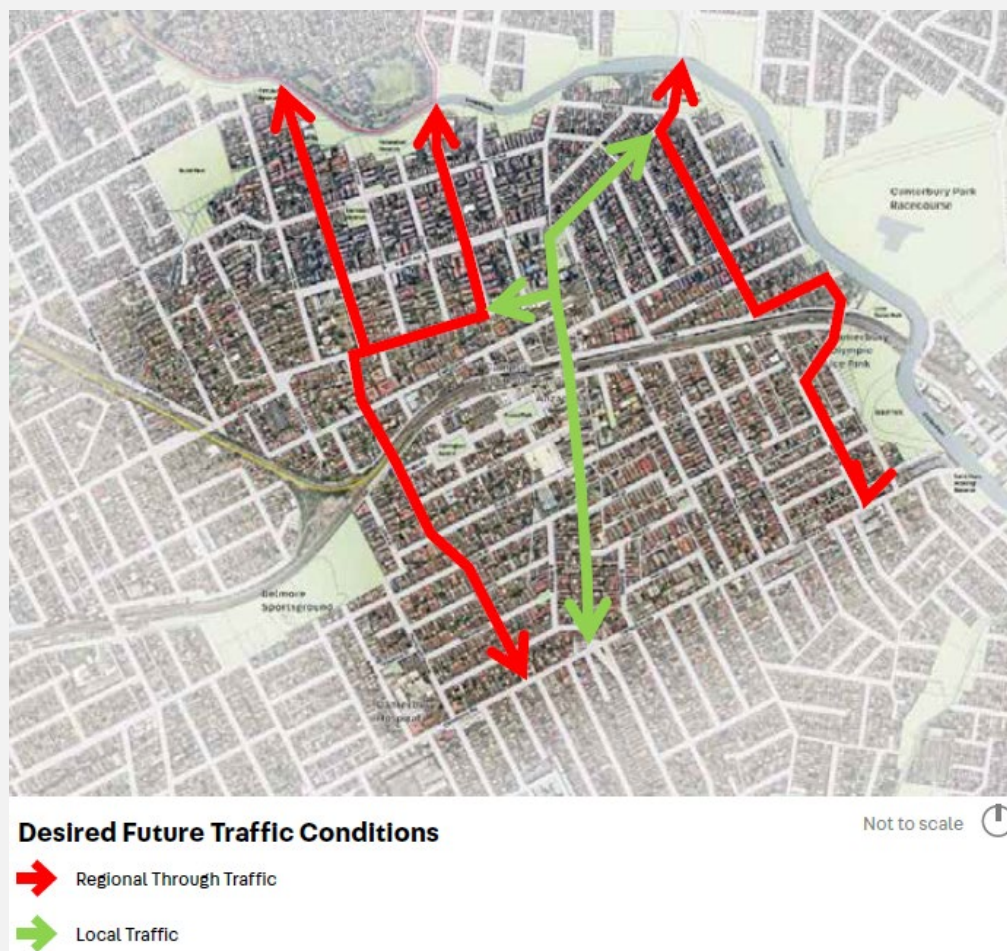
Council does not propose to remove the SP2 Classified Road reservations and TfNSW's response is noted.

A key action of Council's Master Plan is to work with TfNSW to deliver the Campsie Bypass and discourage regional traffic from using Beamish Street. This will allow Beamish Street to

serve primarily local traffic including buses. The implementation of the Bypass is essential not only for alleviating traffic congestion on Beamish Street, but also for accommodating the anticipated future growth outlined in the master plan. Without the delivery of the Bypass, the infrastructure necessary to support the planning proposal would be lacking, severely impacting the feasibility of properly managing traffic movement through the centre and achieving the desired outcomes of Campsie Complete Streets.

The traffic study has already revealed evidence that private vehicles are utilizing the designated routes for bypassing the town centre and for regional travel. Until that can be delivered, alternative vehicle routes that draw traffic and freight movements away from Beamish Street will be investigated as part of Campsie Complete Streets.

The figure below from the Master Plan (p100) shows the indicative alternative routes to the west and east (red) of Beamish Street (green).



Campsie Complete Streets

Background

'Complete Streets' is an approach that combines smart transport planning with good design to create an attractive destination. In October 2019, the Complete Streets Transport and Place Plan was adopted for the Bankstown City Centre (referred to as 'Bankstown Complete Streets') and it included key recommendations such as:

- 'Pedestrians at the top of the transport hierarchy, followed by cyclists and public transport'.
- 'Smart parking not more parking, with technology to use our infrastructure more effectively'.
- 'Key activity zones and key streets to prioritise activity over traffic.'

Objective 6.1 of the Master Plan is to '*Prepare Campsie Complete Streets Transport and Place Plan*' (also referred to as Campsie Complete Streets). This Plan is anticipated to be exhibited by mid-2025. Although it is currently in draft form, its principles and recommendations remain relevant and applicable.

Key objectives

The key objectives of Campsie Complete Streets will address TfNSW's advice to '*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*' through the following:

- Delivery of the Western Bypass is integral to the broader realisation of the Master Plan. Without the Western Bypass the road network is unable to cater for the projected future year trip demand from private vehicles.
- Achieve multi-modal objectives by evaluating and implementing various bus, pedestrian and cyclist priority measures. For example, a slow speed zone is proposed on Beamish Street to optimise the multi-modal operation while providing opportunity for streetscape improvement. Other changes made to prioritise pedestrians and cyclists will have positive effects and do not affect Beamish Street's operation.
- Design a comprehensive cycle network that will connect the town centre with the Metro East West Pedestrian and Cycle Link (EWPCCL) and key regional routes. This initiative aims to enhance connectivity and accessibility for cyclists, promoting sustainable transportation options and improving overall urban mobility. The proposed cycle network will not only benefit the local community but also contribute to the development of a more integrated and efficient transportation system in the region.

Campsie Complete Streets will identify existing pedestrian links and proposed future pedestrian links identified in the Master Plan, as well as existing and potential rail crossings, and future rear service laneways/mid-block crossing opportunities.

Figure 1 shows how the existing and proposed pedestrian paths and laneway network can be considered during the preparation of Campsie Complete Streets with an overlay showing the 400m and 800m walking catchment centered on the future Campsie Metro rail station.

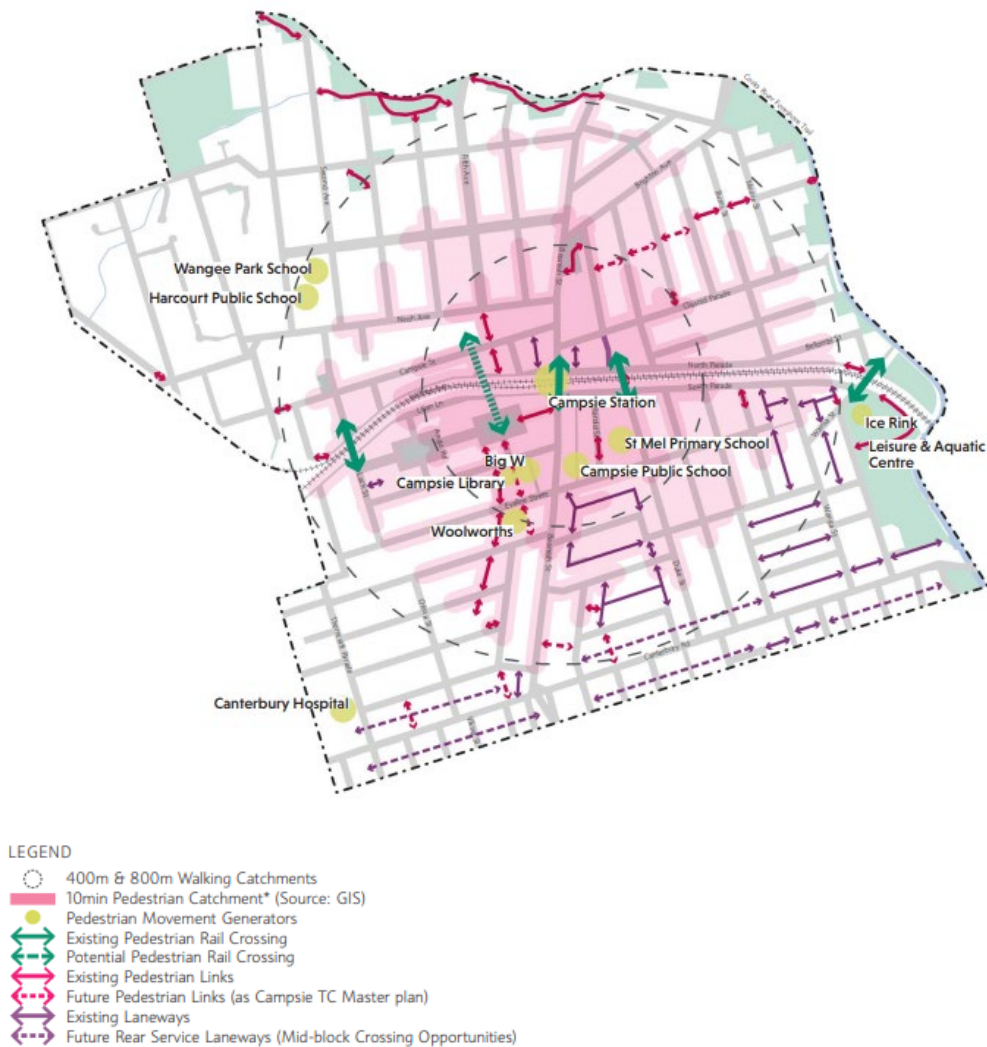


Figure 1 - Indicative mapping showing pedestrian links of Campsie Town Centre.

Planning for investment in cycling infrastructure will be at the core of promoting a mode shift within Campsie Town Centre. Currently there are no dedicated separated cycle lanes in Campsie with limited bicycle parking infrastructure, signage, and wayfinding. Council's *Active Transport Action Plan 2021-2031* identifies three cycling routes which will improve cycling connectivity within Campsie being:

- Route 7: Earlwood to Croydon Park via Campsie Town Centre
- Route 8: Georges Hall to Hurlstone Park, and
- Route 12: Cooks River Cycleway.

These routes are shown in Figure 2.

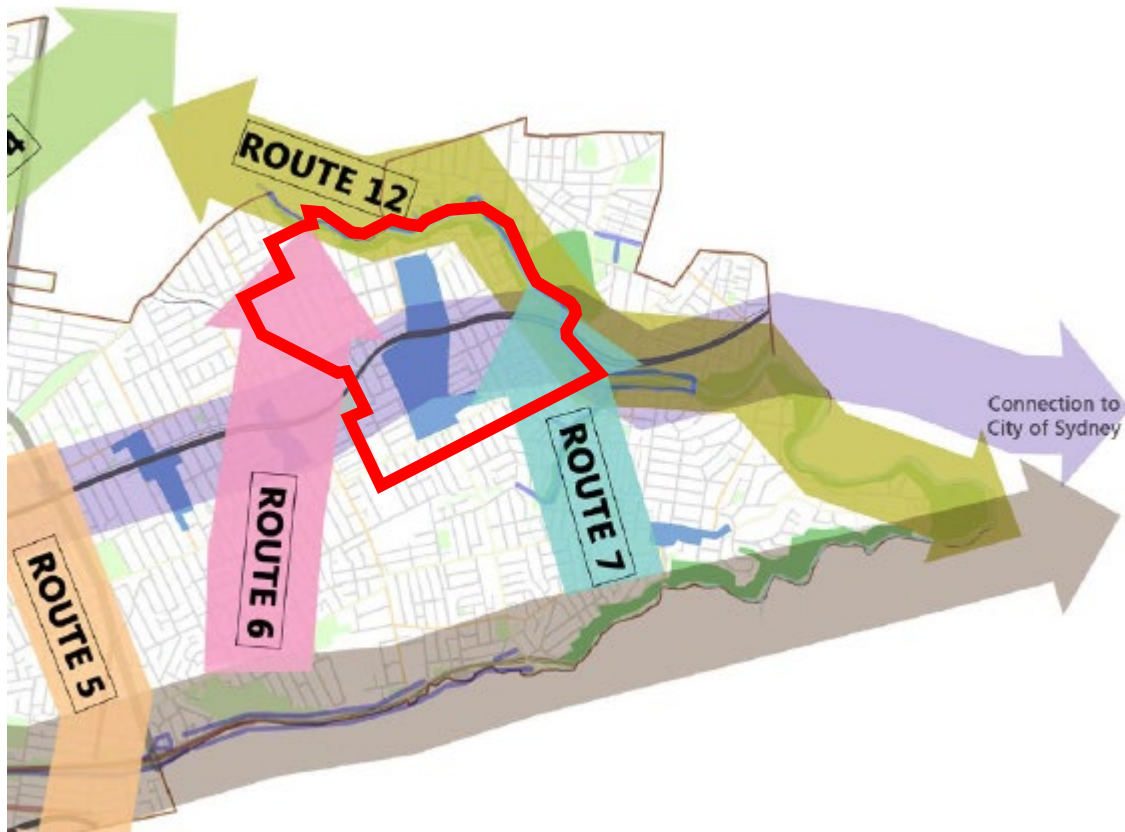


Figure 2 – Future cycling network with Campsie Town Centre outlined in red (Source: Canterbury Bankstown Council Active Transport Action Plan 2021-2031, p31)

Appendix A – Active Transport Action Plan 2021-2031 Extracts contains more detail of each of the three abovementioned routes and how the routes have been ranked in terms of priority/importance from an LGA-wide perspective.

Detailed Suite of Transport Modelling Analysis and Assessments:

Draft Bankstown & Campsie Off-Street Parking, Loading and Servicing Study (2021)

Campsie Stage 1 Analysis – Strategic Transport Modelling Assessment

Campsie Stage 2 Traffic Analysis Mesoscopic Transport Modelling Report

In 2021, Council commissioned *Stantec* consultants (then GTA) to undertake a suite of detailed studies and analysis to understand the challenges and opportunities in relation to transport and traffic movements and demands both currently and under the Master Plan, parking and loading and servicing needs of Bankstown and Campsie centres, with a focus on facilitating a shift away from a car-dominant environments to people-focused places.

The studies consider the current and expected future travel patterns in the Bankstown and Campsie centres and integrate them with the desired urban planning strategies and outcomes. These studies informed the final adopted Master Plan and support the planning proposal. All three documents are submitted with the planning proposal.

A range of strategies and measures were taken to manage the provision of parking spaces as part of the overall growth of these centres, involving:

- Finding a balance between enabling necessary trip end facilities for cars that support the growth and operation of Bankstown and Campsie without encouraging additional traffic volumes and a higher car mode share, and
- Identifying the constraints within the current planning framework for Bankstown and Campsie, and opportunities for alternative parking frameworks.

Maximum Parking Rates

The study responds to TfNSW's recommendation to consider '*maximum parking rates commensurate with the level of public transport accessibility*' by endorsing the use of 'maximum rates' for car parking provision as a viable option and establishing the link between maximum rates and public transport accessibility.

This is outlined throughout the Parking, Loading and Servicing Study, however more specifically in Section 4.2.8 of, acknowledging the following:

- Campsie is on track to becoming a major employment hub that will attract high volumes of peak travel activity to and from its centre '*for which reliable transport alternatives exist in the form of Sydney Metro, frequent bus services and walking and cycling links*'. (p37)

- Maximum parking rates will 'help support the strategic shift to the use of public and active transport modes espoused in state and local council planning strategies by discouraging excessive car ownership and driving activity, especially in the peak.' (p37)
- Maximum parking rates could be more restrictive in closer proximity to Campsie Station, whereas minimum parking rates could be less restrictive further out based on the average walking distance to the Station. This approach takes into account *'accessibility and the propensity to use public transport may have an inverse correlation to walking distance to a public transport station, which may lead to greater car use and ownership further away from a station.'* (p38)
- Having no minimum parking requirements is expected to gradually reduce the amount of parking constructed in Campsie Town Centre, *'leading to the price for parking being more reflective of actual market conditions (as opposed to the current situation where vast quantities of private and public parking having no upfront cost to the driver), allowing consumers to make more informed travel choices given the wide range of transport options that will be available in the future.'* (p38)

Figure 3 shows how maximum parking rates will be applied to the Campsie Town Centre 'core city centre' area in the draft DCP chapter.

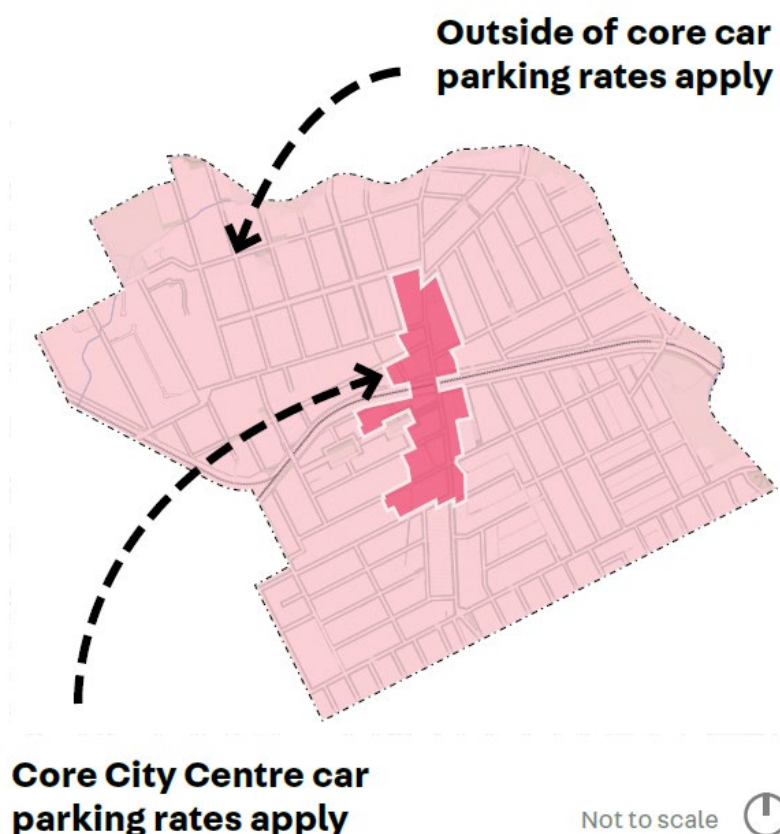


Figure 3 - Core city centre and outside of core car parking rates showing where maximum car parking rates will apply (Source: Campsie Town Centre Master Plan, p94)

Future Development Control Plan (DCP) for Campsie Town Centre

Campsie Town Centre is a 'Strategic Centre' and *Chapter 6.3 'Campsie Town Centre'* within the existing Canterbury-Bankstown DCP 2023 applies. This Chapter will be replaced with a new chapter that will contain Objectives, Principles and Controls to align with the planning proposal and implement the actions from the Master Plan, as required.

The future DCP will also include controls for:

- End of trip facilities for cyclists
- Maximum car parking rates within the 'Core city centre'
- Setbacks to allow for additional public domain/footpath area to be provided in certain key streets to improve pedestrian comfort and movement while maintaining efficient vehicle movements on adjacent roads and streets
- Mapping indicating provision of bike paths (as mentioned earlier in this document) to reflect the objectives of Campsie Complete Streets, and
- Improved pedestrian and cycling permeability across the town centre by providing new through-site links as per the Master Plan and Campsie Complete Streets.

To address TfNSW's advice to *'Including a reasonable level of bicycle parking to be applied to developments via Development Control Plans'*, Council will aim to ensure the future amended DCP chapter will include minimum requirements for bicycle parking based on the type of development.

Conclusion

This Traffic and Transport Statement demonstrates that the increased housing and employment envisaged by the Campsie Town Centre Master Plan can be well accommodated by existing and proposed road networks such as the Campsie Bypass system driven by the State Government in partnership with Council, pedestrian and cycling infrastructure, which will reduce the reliance on private motor-vehicle use and encourage more sustainable transport modes as the Sydney Metro and improved bus links are implemented.

This Statement addresses the revised draft Gateway determination advice from Transport for NSW, as outlined in their email advice dated 21 September 2023.

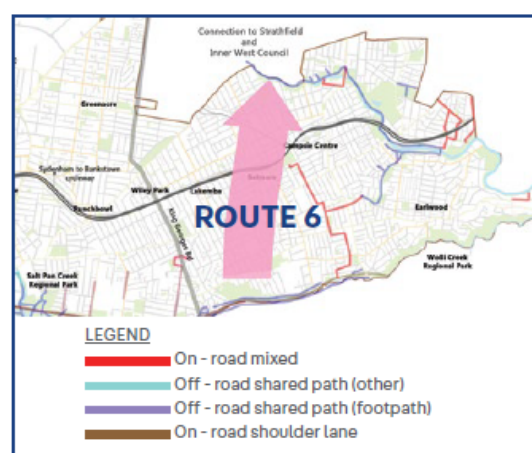
Appendix A – Active Transport Action Plan

2021-2031 Extracts

The following information is extracted from the [Active Transport Action Plan 2021-2031](#) in relation to cycle Route 6 – Kingsgrove to Belfield, Route 7 – Earlwood to Croydon Park and Route 8 – Georges Hall to Hurlstone Park (pages 55-56)

Route 6- Kingsgrove to Belfield

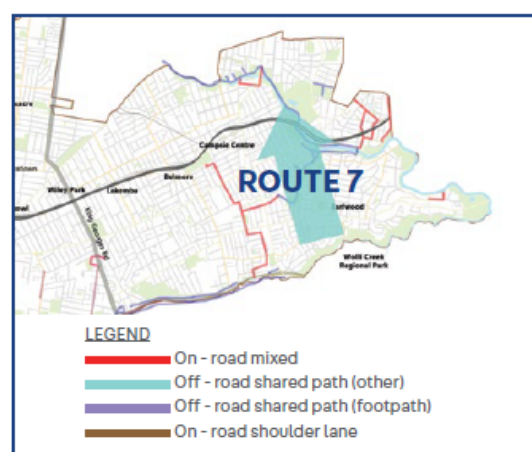
This route is a short north-south connection between the two major east-west routes. It is located further east than Route 5 so as to serve the Belmore town centre, local streets in Belfield and to cut through the Kingsgrove industrial area through to the Kingsgrove town centre, an area designated as the Eastern Lifestyle Precinct in the Local Strategic Planning Statement. Extending north beyond Route 8, Route 6 also provides a link to the Cooks River cycleway.



Key Considerations	Strategic Importance
<ul style="list-style-type: none"> Street network provides potential for a direct route. 	<ul style="list-style-type: none"> Links Belmore and Kingsgrove town centres. Will provide a connecting route between the east-west routes along the Metro line and M5 Motorway. Connection to Belmore Stadium. Provides connection to Cooks River cycleway. Eastern Lifestyle Precinct in Connective City 2036.

Route 7- Earlwood to Croydon Park

This is another north-south link serving a function similar to Route 5 and Route 6. From Croydon Park to Earlwood, the primary utility of this route is its connection to the east-west Route 8, Cooks River cycleway, nearby strategic centre Burwood, as well as the accessibility it fosters for cyclists going to Campsie, a designated strategic centre by the Greater Sydney Commission. At present, there are no formalised cycling facilities in or immediately surrounding the Campsie town centre. Considering its economic significance for the City of Canterbury Bankstown, it is essential that Campsie is served by both an east-west route (Route 8) and a north-south route (Route 7).



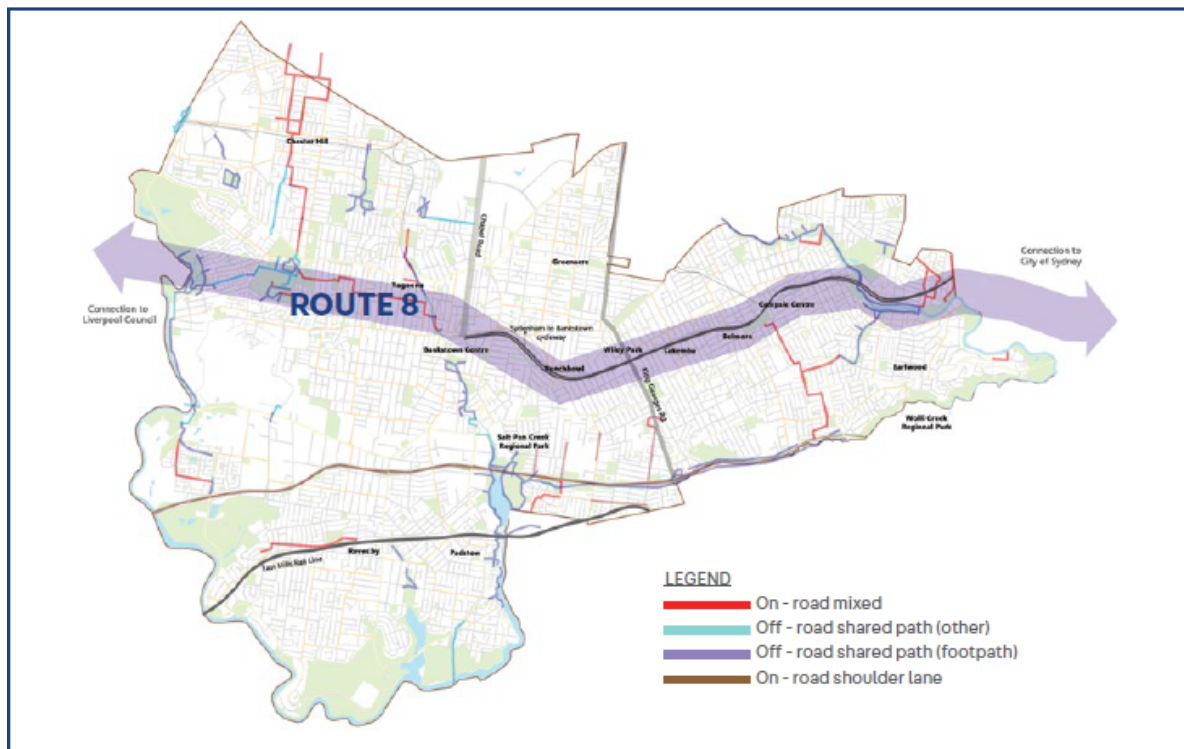
Key Considerations	Strategic Importance
<ul style="list-style-type: none"> Street network provides potential for a direct route. Limited existing cycle facilities in the area. Limited crossing locations at Canterbury Road. 	<ul style="list-style-type: none"> Links Bexley North/ Bardwell Park with Campsie Town Centre. Will provide a connecting route between the east-west routes along the Metro line and M5 Motorway. Opportunity to extend to connect to Burwood. Provides connection to Cooks River cycleway.

Route 8- Georges Hall to Hurlstone Park

One of two east-west route corridors in the LGA, Route 8 stretches from Georges Hall in the west to Hurlstone Park in the east. Formal cycling facilities already exist through part of the alignment in the west, but are lacking to the east of Bankstown. The opportunity to access land and provide infrastructure within the existing rail corridor as part of the Southwest Metro project will provide space to deliver a route with substantial off-road facilities in a highly urbanised environment. From a regional perspective, Route 8 connects to the Georges River Cycleway in the west to the Cooks River Cycleway in the east, and the proposed extension of the GreenWay. A number of the other routes proposed in the Action Plan act as supporting routes connecting into this corridor.

Transformational Infrastructure Opportunity

Delivery of an active transport corridor in conjunction with the Southwest Metro represents the single biggest opportunity to change travel behaviour in our LGA, providing residents with the option to ride, walk or catch public transport across the City.



Key Considerations	Strategic Importance
<ul style="list-style-type: none"> • Opportunity for part of route to be delivered within rail corridor. Street network parallel to rail corridor provides potential for direct route. • Existing facilities in western part of route. 	<ul style="list-style-type: none"> • Links Hurlstone Park, Canterbury, Campsie, Belmore, Lakemba, Wiley Park, Punchbowl, Bankstown CBD and Georges Hall town centres, an east-west route across the entire LGA. • Green Grid corridor. • Priority in Connective City 2036. • Priority in Bankstown CBD and Bankstown Airport Place Strategy. • Will complement Bankstown Complete Streets by providing connections into the Bankstown CBD. • Will complement Sydenham to Bankstown Walking and Cycling Strategy. • Connects to Greenway and Inner West Council network. • Connects to Cooks River cycleway. • Connects to Liverpool City cycle network.

The following table evaluates the value and feasibility of each of the cycle routes and assigns an overall value to identify the importance or priority (from p34 of the Action Plan).

Work on each route is a two phase process, with design and delivery separated. The concept design for each route may include the provision of a mix of infrastructure, reflecting the nature of the road or open space corridor through which it traverses. One route may include a mixture of the following:

- Off-road cycle lanes;
- Off-road shared paths for pedestrians and cyclists;
- On-road mixed traffic lanes;
- Traffic calming improvements; and
- Intersection and signage upgrades.

Route	Land Use	Network Value	Feasibility	Overall
Route 1- Chester Hill to Padstow Heights	Low	Medium	Low	Medium
Route 2- Sefton to Padstow Heights	Medium	Medium	High	High
Route 3- Chullora to Padstow Heights	Low	Medium	High	Medium
Route 4- Bankstown to Greenacre	High	Medium	Medium	Medium
Route 5- Wiley Park to Narwee	High	Low	High	High
Route 6- Kingsgrove to Belfield	Medium	Low	Medium	Medium
Route 7- Earlwood to Croydon Park	Medium	High	Medium	High
Route 8- Georges Hall to Hurlstone Park	High	High	High	High
Route 9- Milperra to Earlwood	Low	High	Low	Medium
Route 10- Padstow to East Hills	Medium	Medium	Low	Medium
Route 11- Georges River Cycleway	Low	High	High	Medium
Route 12- Cooks River Cycleway	Medium	High	High	High