



10 London Street and 43 North Parade, Campsie Transport and Accessibility Impact Assessment

Prepared for:

Arada

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The Transport Planning Partnership

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Abbreviations

Abbreviation	Definition
BCA	Building Code of Australia
Council	City of Canterbury Bankstown Council
CTMP	Construction Traffic Management Plan
DCP	Development Control Plan Canterbury-Bankstown Development Control Plan 2023
DPHI	Department of Planning, Housing and Infrastructure
EIS	Environmental Impact Statement
EP&A Act	Environmental Planning and Assessment Act 1979
GFA	Gross Floor Area
GLFA	Gross Leasable Floor Area
LGA	Local Government Area
LoS	Level of Service
SEARs	Secretary's Environmental Assessment Requirements
SEPP (Housing) 2021	State Environmental Planning Policy (Housing) 2021
SSDA	State Significant Development Application
TfNSW	Transport for New South Wales
The Guide 2002	The Guide to Traffic Generating Developments, October 2002
The Guide 2024	The Guide to Transport Impact Assessment, November 2024
The site	10 London Street and 43 North Parade, Campsie
TIA	Transport Impact Assessment
TTPP	The Transport Planning Partnership

Executive Summary

This Transport Impact Assessment (TIA) has been prepared by The Transport Planning Partnership (TPPP) to accompany a State Significant Development Application (SSDA) for a proposed 33-storey shop top housing building comprising 156 residential apartments (inclusive of a minimum 10% affordable housing for a period of 10 years), ground floor retail and four levels of podium parking to be located at 10 London Street and 43 North Parade, Campsie (the site).

This report has also been prepared to address the relevant Secretary's Environmental Assessment Requirements (SEARs) issued by the Department of Planning, Housing, and Infrastructure (DPHI) for SSDA SSD-90701958 on 22 August 2025.

The assessment has considered the traffic, parking, loading, public transport and active travel implications of the proposal in accordance with the Guide to Transport Impact Assessment (TfNSW, 2024). The assessment confirms that the proposed development can be supported from a transport perspective. The development aligns with Council's strategic objectives for the Campsie Town Centre, supporting a mode shift away from private vehicles and integrating effectively with the future Metro station and local pedestrian network.

This report concludes that the proposed development is suitable and warrants approval subject to the implementation of the following mitigation measures:

- No customer parking for retail uses, with on-site spaces limited to retail employees, thereby encouraging trips by public and active transport.
- Residential parking supply below maximum rates, to discourage high car ownership and support Council's strategy for reduced vehicle dependence within the Campsie Town Centre.
- Provision of end-of-trip facilities and bicycle parking consistent with Council's Active Transport Action Plan to encourage sustainable travel by staff and residents.

Following the implementation of the above mitigation measures, the proposed residential development with ground floor retail at 10 London Street and 43 North Parade, Campsie will be supportable from a traffic, transport and parking perspective.

1 Introduction

1.1 Background

This Transport Impact Assessment (TIA) has been prepared by The Transport Planning Partnership (TTPP) to accompany a State Significant Development Application (SSDA) for a proposed mixed-use development at 10 London Street and 43 North Parade, Campsie (the site).

The proposed development seeks approval for a 33-storey shop top housing building comprising 156 residential apartments (inclusive of a minimum 10% affordable housing for a period of 10 years), ground floor retail and four levels of podium parking. The development is complemented by high-quality landscaped communal open spaces, and resident amenities including a gymnasium and swimming pool.

This report has been prepared to assess the traffic, transport and parking impacts associated with the proposed development.

1.2 Response to SEARS

This report has been prepared to address the requirements contained within the Secretary's Environmental Assessment Requirements (SEARs) dated 22 August 2025 and issued for the SSDA SSD-90701958. Specifically, this report has been prepared to respond to the SEARs requirement issued below in Table 1.1.

Table 1.1: SEARs requirements – (SSD-90701958)

Traffic Transport and Accessibility	Addressed in
Provide a Transport Impact Assessment (TIA) in accordance with the processes and methodology recommended in the Guide to Transport Impact Assessment (GITA) published by TfNSW.	This Document & Appendix C
If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	Appendix D

1.3 Report Structure

The structure of this report is set out as follows:

- Chapter 2 includes a description of the strategic context relevant to this development proposal
- Chapter 3 includes a description of the subject site and discusses the surrounding transport conditions.
- Chapter 4 provides a brief description of the proposed development.

- Chapter 5 assesses the proposed on-site parking and loading provisions and internal layout.
- Chapter 6 examines the trip generation characteristics of the proposal and its impact on the surrounding transport network.
- Chapter 7 considers other aspects such as green travel plan and construction traffic management
- Chapter 8 presents the conclusions of the assessment.
- A Preliminary Green Travel Planning Framework is provided in Appendix C
- A Construction Traffic Management Overview is provided in Appendix D.

1.4 References

In preparing this report, reference has been made, but is not limited to, the following documents:

- An inspection of the site and surrounds
- Canterbury-Bankstown Development Control Plan 2023
- Canterbury-Bankstown Local Environmental Plan (LEP) 2023
- Campsie Town Centre Master Plan (PP-2024-2261)
- Australian Standards AS2890 series for parking facilities
- Building Construction Code 2022 Part D4 Access for people with a disability
- Plans for the proposed development prepared by Woods Bagot (Appendix A)
- Other documents and data as referenced in this report.

2 Strategic Context

The following section outlines the site's relationship to the broader transport policies and planning documents.

2.1 Future Transport Strategy 2056

The Future Transport Strategy is the NSW governments' long-term plan to enhance transport choices for people across NSW and to set out the future direction of the transport infrastructure with a vision to make a real impact on the lives of people in NSW and to reshape the state's economic growth. The Future Transport Strategy recommends the action plan for building a regional as well as a greater metropolitan transport network by considering all modes of transport and the use of technology to evolve transport.

The future transport network as prescribed in the Future Transport Strategy 2056 focuses on establishment of Greater Sydney Strategic Transport Corridors as shown in Figure 2.1. It also leaves some flexibility in planning around these strategic locations and corridors.

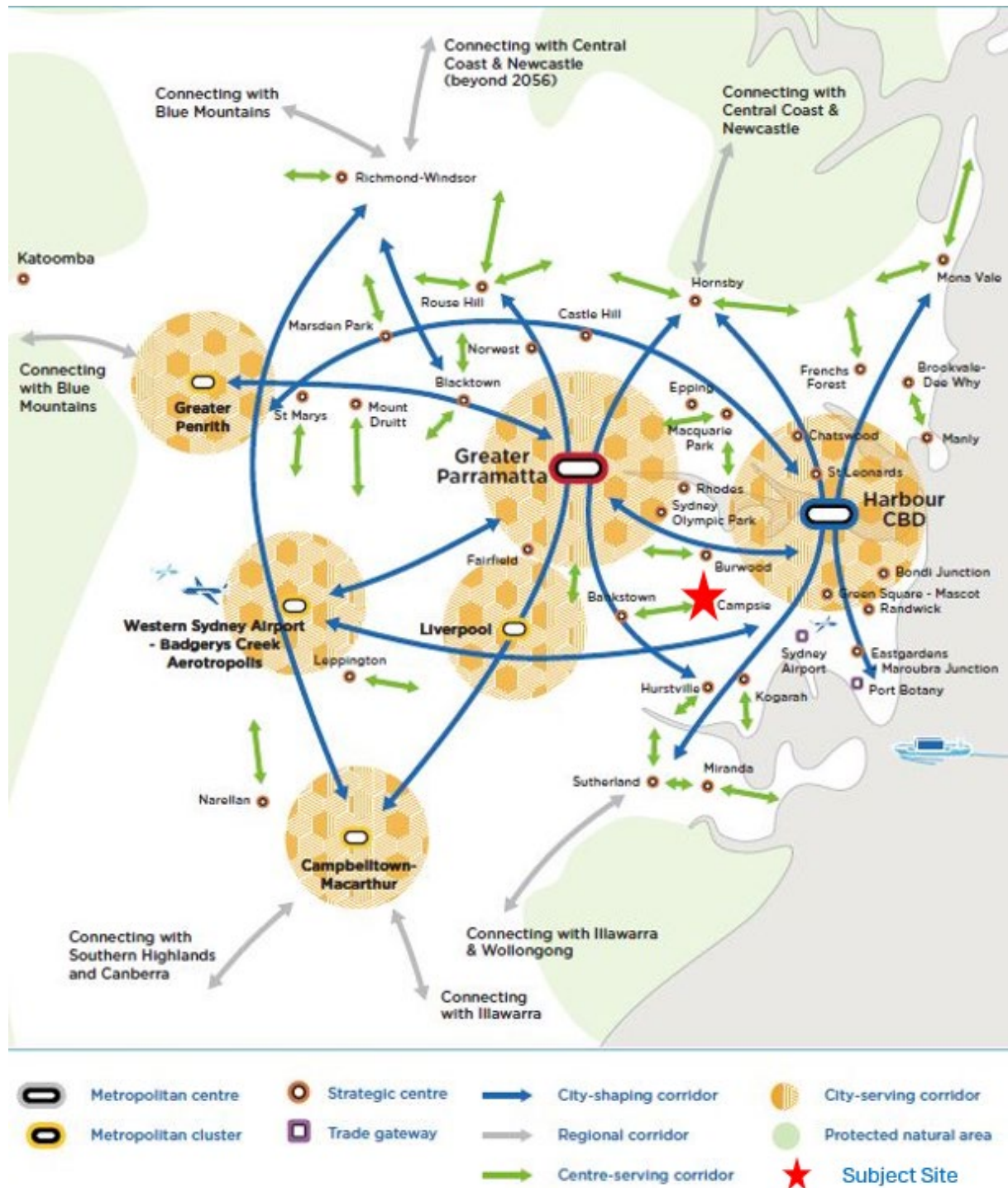
The development site is closely located to the Eastern Harbour City. Current investments focus on reshaping the city and strengthening radial connections in the Eastern Harbour City. These efforts aim to enhance public transport, reduce congestion, and support urban renewal by optimizing existing road and rail networks. By redirecting traffic away from central areas, these initiatives also promote walkability and revitalization. In the long term, expanding the mass transit network will enable greater density in the southeast and the Bays Precinct, fostering sustainable growth and improved accessibility.

Future cycling connections will be part of the Principal Bicycle Network, enabling convenient travel between centres across Greater Sydney. This network will also integrate with the Green Grid, linking open spaces, residential areas, and key hubs to promote sustainable, active transport and enhance urban liveability.

The development site is strategically located close to north-south oriented principal bicycle network link along Campsie and Harbour CBD via Burwood and Sydenham. This shared path link is along the north via Burwood and South via Sydenham. Principal Bicycle Link is important due to it being a direct connection between the existing Sydney Airport, Bankstown and Eastern Harbour City cluster.

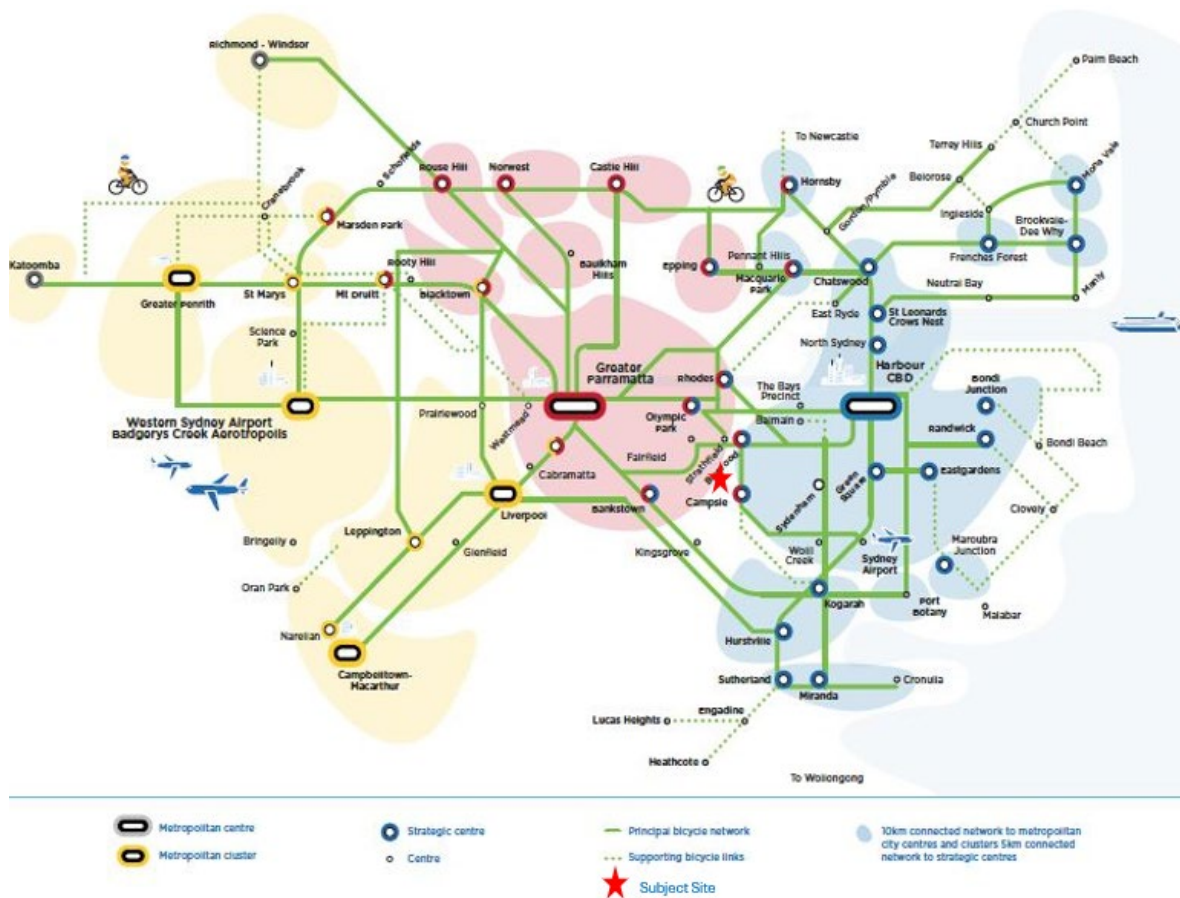
The site is also connected to the north-south oriented principal bicycle links between Campsie and Kogarah. The location of the site with respect to the Greater Sydney's principal Bicycle Network as stated in the Future Transport Strategy 2056 in Figure 3.3.

Figure 2.1: Greater Sydney Future Transport Corridors



Source: Future Transport Strategy 2056

Figure 2.2: Greater Sydney Principal Bicycle Network 2056



Source: Future Transport Strategy 2056

2.2 A Metropolis of Three Cities - the Greater Sydney Region Plan

The objectives of A Metropolis of Three Cities to ensure planning and land use of the Greater Sydney Region is respectful, equitable and sustainable. The three cities being the Eastern Harbour City, the Central River City and the Western Parkland City.

Of critical importance in the plan are: -

- the integration of the mass transit network with the economic corridors, centres, transit-oriented development, urban renewal and health and education precincts
- the connectivity between the rail freight and strategic road networks and the trade gateways and industrial areas

While each of the three cities will require new infrastructure, the focus will vary according to:

- existing infrastructure and services, capacity and industry and housing activity
- existing levels of committed investment
- the time scale of development.

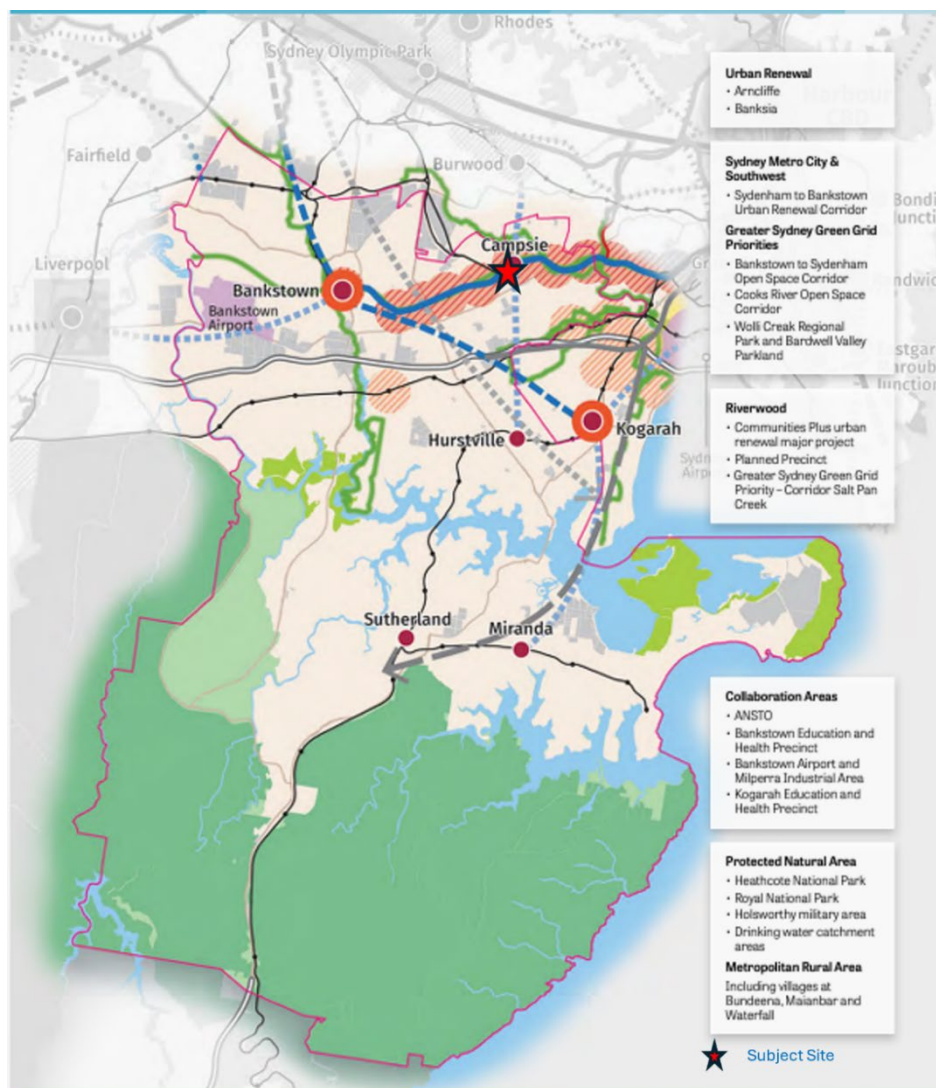
South District is a part of Eastern Harbour city and covers Canterbury-Bankstown, Georges River and Sutherland Local Government Area (LGA). Figure 2.3 shows the south district plan by Greater Sydney Commission for Greater Sydney 2056 vision in relation to the site.

The Eastern Harbour City will grow substantially capitalising on its location close to the geographic southwest of Greater Sydney. Unprecedented public and private investment is contributing to new transport and other infrastructure leading to a major transformation of the Eastern harbour city cluster.

The Sydney Metro City and Southwest will deliver faster and more efficient transport between Sydenham and Bankstown. Potential radial mass transit/rail services from Easter Harbour City will boost business-to-business connections and provide access to a larger skilled labour force to support the growing metropolitan centre.

The Sydney Metro Southwest will improve the growth prospects for the south-west of the city by increasing the access to jobs.

Figure 2.3: South District Plan



Source: <https://www.planning.nsw.gov.au/plans-for-your-area/a-metropolis-of-three-cities>

2.3 Campsie Town Centre Master Plan (PP-2024-2261)

The Campsie Town Centre Master Plan (PP-2024-2261) establishes a framework for guiding growth, intensification, and infrastructure delivery in Campsie, identified as a Strategic Centre within Canterbury Bankstown. The subject site, located at the corner of Beamish Street, Ninth Avenue and Campsie Street, falls within a High Intensification Area, where the greatest levels of residential and mixed-use density are encouraged to support the broader renewal objectives.

Campsie's transformation is underpinned by the conversion of the T3 Bankstown heavy rail line into the Sydney Metro City & Southwest line, which will provide a metro station at Campsie by 2026. The metro will reduce travel times to Central to 18 minutes with trains every four minutes in peak periods, significantly enhancing accessibility. Development is expected to leverage this investment through transit-oriented design, concentrating the highest densities within 400 metres of the station. The site directly benefits from this uplift.

The Master Plan introduces maximum parking rates within 400 metres of Campsie Metro Station and reduced minimum rates beyond this distance, to discourage private vehicle use and promote alternative modes. These rates are to be adopted into the DCP based on GTA's Off-Street Parking and Servicing Study (2020). Key provisions include:

- Maximum parking rates apply within 400m of the Metro (applicable to the site)
- Introduction of unbundled parking in new developments.
- At least 5% of on-site spaces with active EV charging, and 100% to be EV-ready.
- Bicycle parking provisions mandated through the DCP.

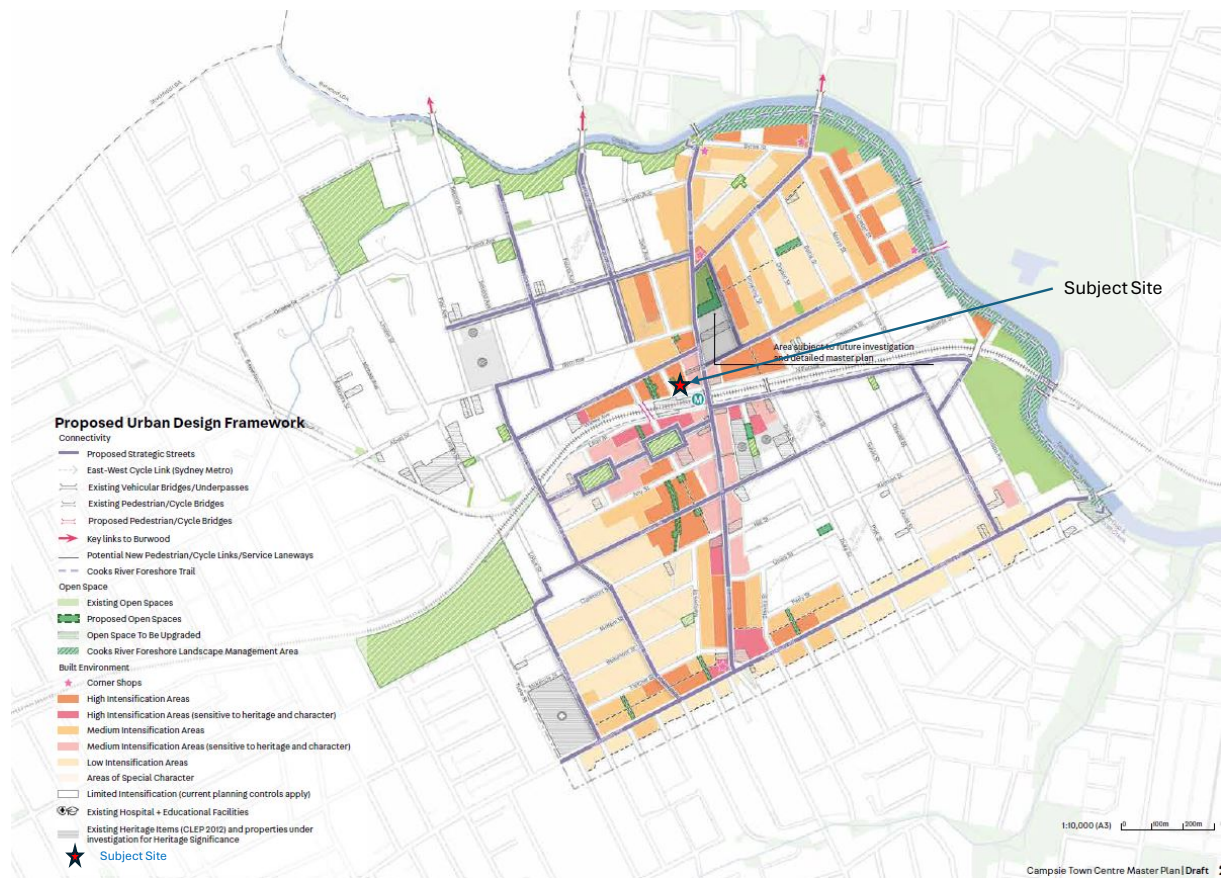
The Master Plan prioritises active transport through the Cooks River Cycle and Pedestrian Trail and a network of 'Complete Streets'. These include widened footpaths, tree-lined connections, and improved cycling infrastructure linking the town centre to the Cooks River, Tasker Park, Harcourt Reserve, Belmore Sports Precinct and regional corridors. The plan also proposes upgrades to pedestrian and cycle bridges over the Cooks River and a potential new link from Clissold Parade to Canterbury Racecourse.

Beamish Street is identified as the primary civic and retail spine, with a shift in priority towards pedestrians, cyclists, and public transport. Vehicular traffic is to be progressively redirected to parallel corridors, with traffic calming and lane reallocation supporting its evolution into a premier main-street destination. Bridge upgrades on Second Avenue, Burwood Road and Brighton Avenue are flagged to improve connectivity with Burwood, incorporating wider footpaths and cycle lanes.

The site is within a precinct earmarked for tall, slender buildings (above 25m) subject to strict design controls to maintain solar access to key open spaces such as ANZAC Park and Lofts Gardens. This intensification supports housing supply and jobs growth, aligned with the strategic vision for Campsie.

The proposed urban design framework including the sites position is provided in Figure 2.4

Figure 2.4: Proposed Urban Design Framework



Source: Campsie Town Centre Master Plan (PP-2024-2261)

2.4 Canterbury Bankstown Housing Strategy 2020

The Canterbury Bankstown Housing Strategy 2020 is a long-term plan by the Canterbury Bankstown Council in Sydney, Australia, aimed at managing housing growth and ensuring that future development meets the needs of the community. The strategy aligns with state-level housing targets while addressing local needs.

The proposed development of the site will contribute to the following:

- Undertaking detailed master planning for Campsie town centre to guide future development and delivering design quality of the precinct, to support centre's strategic and employment role.
- Promoting Transit-oriented housing options to reduce car dependency and promote sustainable living.
- Encouraging a mix of housing types, such as apartments, townhouses, and single-family homes, to cater to diverse household needs.
- Introducing policies to promote affordable housing, particularly for low-income households, through incentives and planning mechanisms.

2.5 Active Transport Action Plan 2021–2031

This plan establishes a city-wide strategy for walking and cycling, aiming to shift travel habits away from private vehicles. It identifies missing links and infrastructure gaps across the LGA, including Campsie, and proposes new footpaths and cycleways to improve connectivity to centres, schools, parks, and transport nodes. Key initiatives include new shared paths along the Cooks River and enhanced east-west cycling routes that integrate with Metro upgrades. The plan supports modal shift by improving safety, wayfinding, shade, lighting, and secure bike parking—making active travel more attractive.

Council's Active Transport Action Plan 2021-2031 set out specific mode share objectives. The key targets set for journeys to work by 2036 are shown in Table 2.1

Table 2.1: Council Mode Share Targets

Mode	2019 Share	2036 Target
Car	62%	30%
Heavy Rail/Mass Transit	20%	30%
Bus/Light Rail	2.5%	8%
Walking	2%	7%
Cycling	0.3%	4%

3 Site and Transport Context

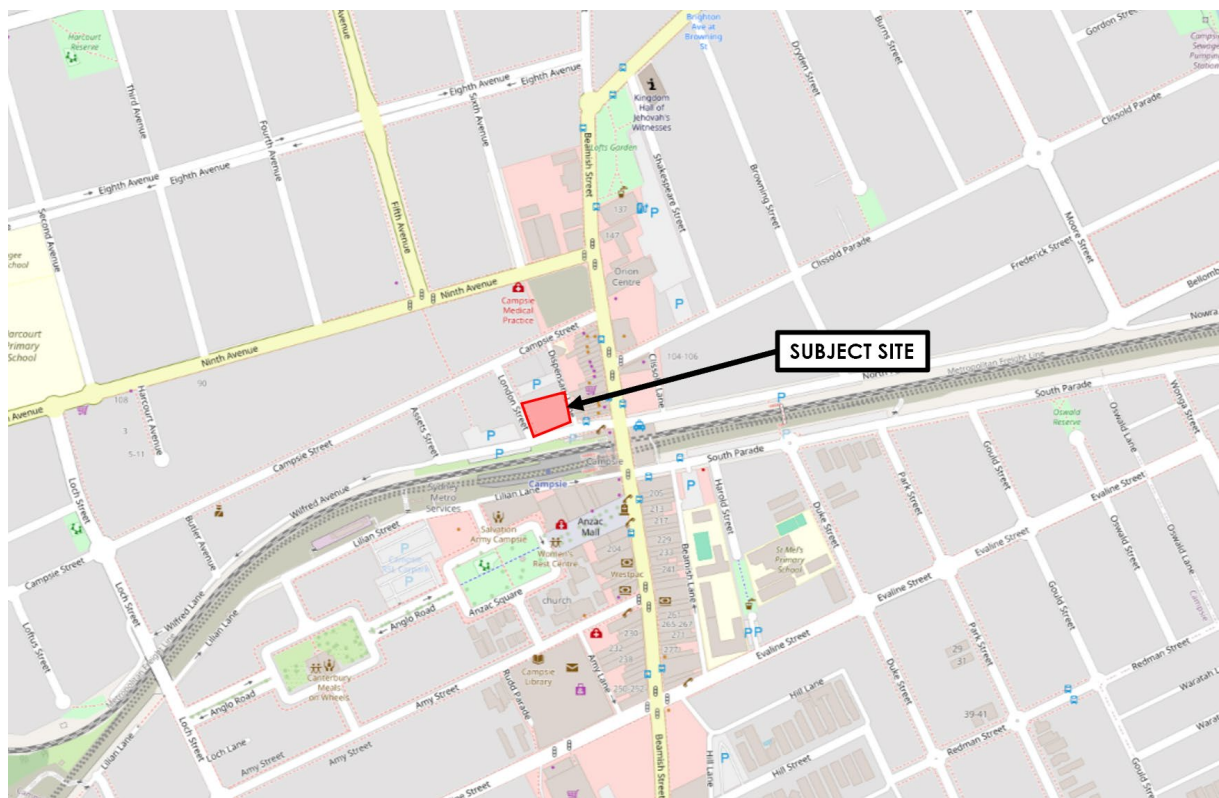
3.1 Site Location

The land to which this SSDA relates is located at 10 London Street, Campsie (the site). The site comprises a square shaped allotment with a site area of 1644 m². It has a primary frontage to London Street to the west, and a frontage to North Parade to the south. The site is also serviced by Dispensary Lane at the rear of the site to the east.

The site is in the City of Canterbury-Bankstown Local Government Area (LGA) and located near the future Campsie Metro station. The land zoning to which this development applies is E2: Local Centre. The surrounding land uses are predominantly low to medium density residential developments and commercial and retail stores along Beamish Street.

The site location and its context within the wider area is provided in Figure 2.1.

Figure 3.1: Site Location



Basemap Source: OpenStreetMap

3.2 Surrounding Road Network

London Street is a local road with a north-south configuration and is two-way with one travel lane provided in each direction. The posted speed limit on London Street is 50 km/h. Short-term restricted on-street parking is provided along both sides of the road.

Beamish Street is a regional road aligned in the north south-direction. It is a two-way road with two travel lanes provided in each direction in vicinity of the site. The sign-posted speed limit on Beamish Street is 40 km/h and is designated as a high pedestrian activity area. Along the site frontage no on-street parking is provided, however, short-term restricted on-street parking is provided north of Ninth Avenue.

Campsie Street and North Parade are local roads configured in the east-west direction, to the north and south of the site respectively. The sign-posted speed limit is 50 km/h. In vicinity of the site, short-term restricted on-street parking is provided on both sides of each road.

Dispensary Lane is a two-way local road with a 4.5m wide carriageway. No parking is permitted on either side of the lane, and the default speed limit is 50km/h.

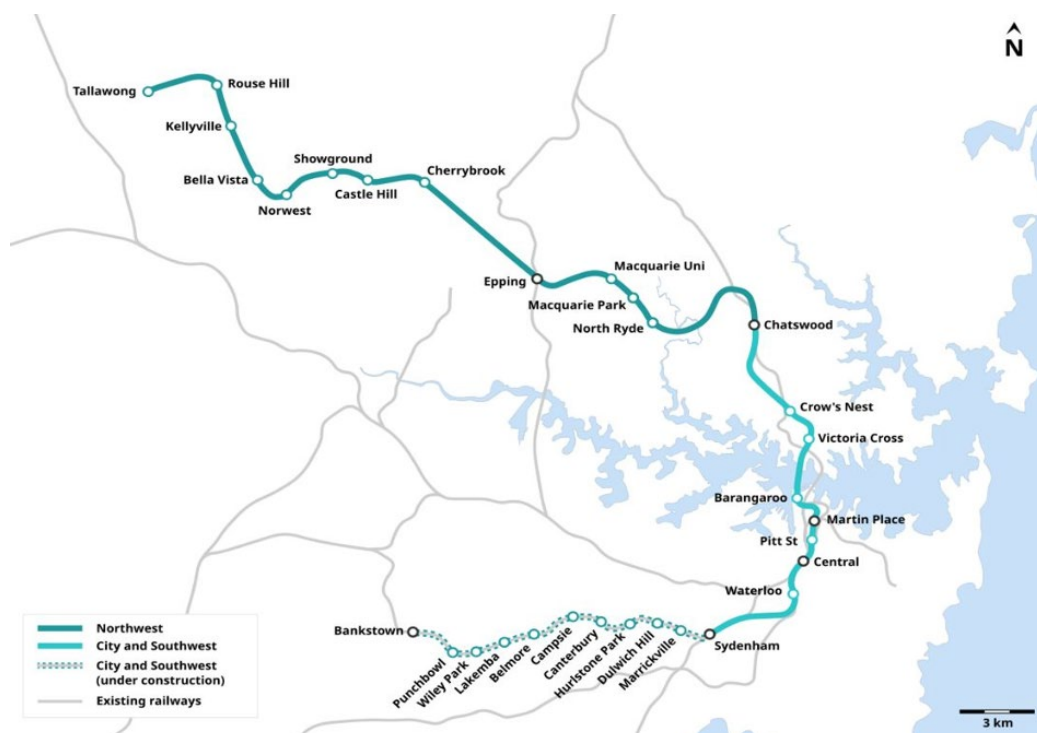
3.3 Public Transport

3.3.1 Metro Services

The T3 Bankstown line is being converted to metro standards between Sydenham and Bankstown, operating fully segregated from the existing Sydney Trains railway. The T3 Bankstown line created a significant bottleneck for the existing rail network as it effectively slows down the network because it merges with other railway lines close to the Sydney CBD. After the conversion, the metro trains from Bankstown will run at least every four minutes in the peak, or 15 trains an hour and room for 100,000 extra customers across Sydney.

Figure 3.2 presents the Sydney Metro Network in its current form, including the portion of the City and Southwest network under construction.

Figure 3.2: Sydney Metro Network



The site is located approximately 200m walking distance (3-minute walk) from Campsie Station. Figure 3.3 shows the proximity of the site to Campsie Station and also the Sydney Metro Northwest and City & Southwest project alignment near the site.

Figure 3.3: Sydney Metro City and Southwest – Campsie Plan



Source: Sydney Metro city and Southwest Project update February 2017

A comparison of the historic and future travel times from Campsie Station to other major Metro stations are presented in Table 3.1.

Table 3.1: Travel Times from Campsie Station

Destination	Existing Travel Time (minutes)	Future Travel Time (minutes)	Savings (minutes)
Central	Up to 23	18	Up to 5
Pitt Street (new CBD station)	Up to 43*	20	Up to 23
Barangaroo (new CBD station)	Up to 57*	24	Up to 33
Victoria Cross (North Sydney)	Up to 43*	27	Up to 16
Chatswood	Up to 56*	33	Up to 23
Macquarie University	Up to 61*	44	Up to 17

* Includes time to interchange and/or walk

3.3.2 Bus Services

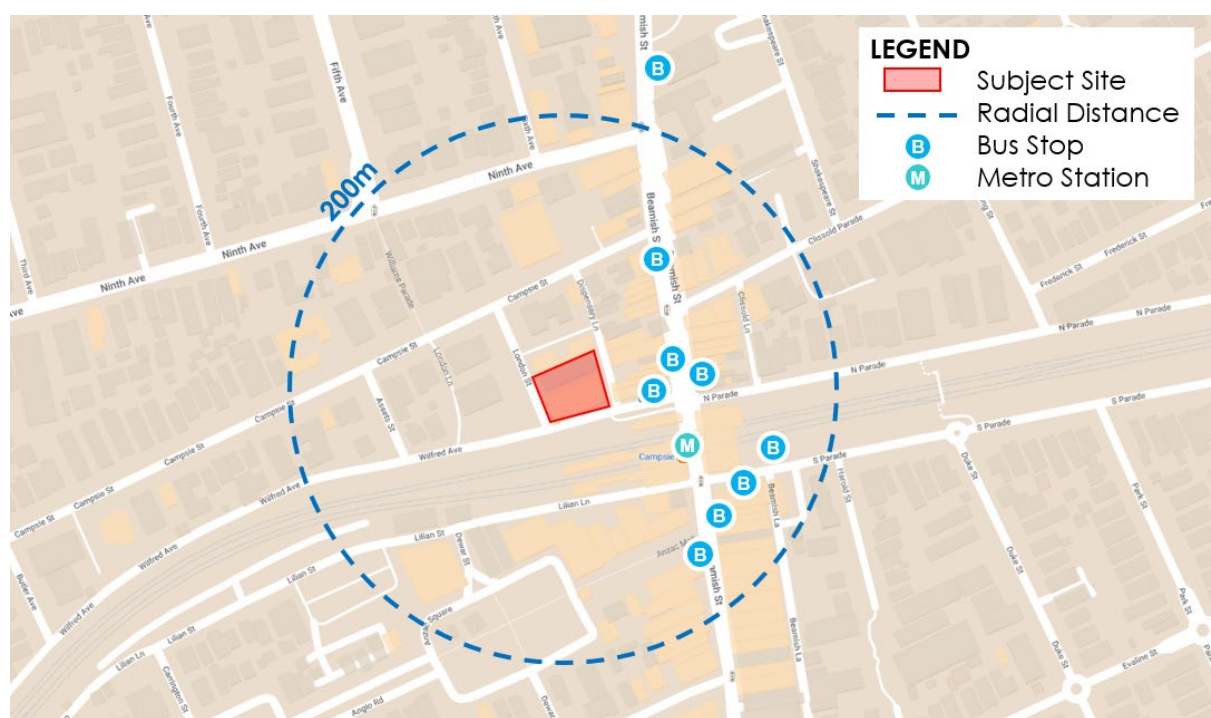
There are a large number of frequent bus routes near the site within walking distance. A summary of the bus services located nearby are summarised in Table 3.2.

Table 3.2: Public Transport Provision (Buses)

Route Number	Route Description	Peak Hour Frequency	Off-Peak Frequency
410	Macquarie Park to Hurstville	10 minutes	15-20 minutes
412	Campsie to City Martin Place via Earlwood & Dulwich Hill	15 minutes	15-30 minutes
413	Campsie to Central Pitt Street	15 minutes	30-60 minutes
415	Campsie to Chiswick	15-20 minutes	30 minutes
420	Mascot Station to Burwood	15 minutes	15-30 minutes
445	Campsie to Balmain via MarketPlace Leichhardt	15 minutes	20-30 minutes
473	Rockdale to Campsie	30 minutes	30-60 minutes
487	Bankstown Central to Canterbury	25-60 minutes	60 minutes
490	Hurstville to Drummoyne	25-30 minutes	30 minutes
492	Rockdale to Drummoyne	15-30 minutes	30 minutes
942	Lugarno to Campsie	30 minutes	30 minutes

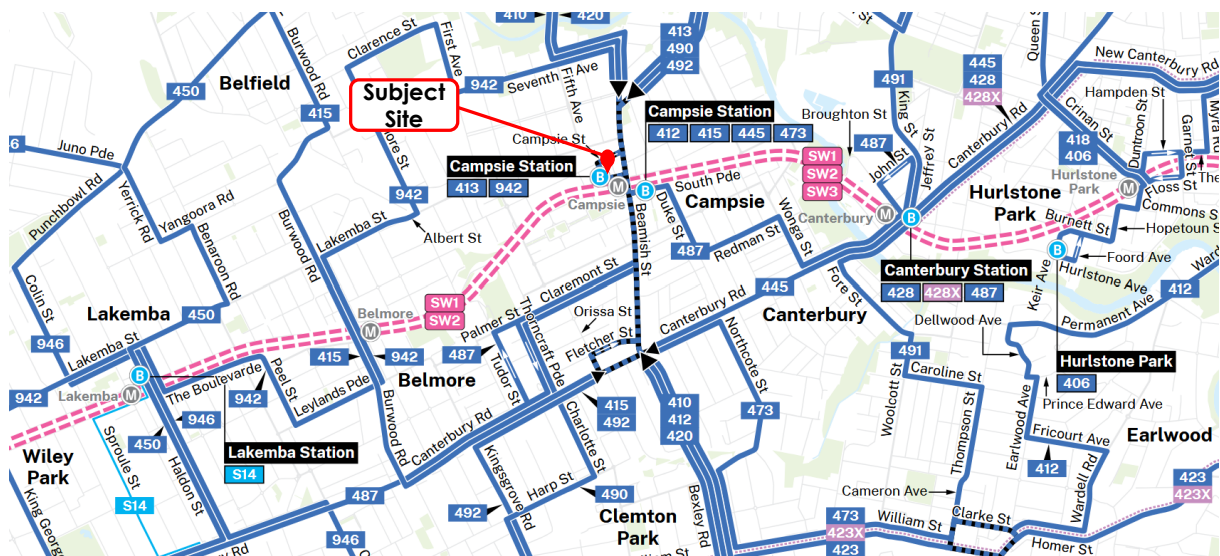
A map of all the nearby public transport facilities within vicinity of the sign is presented in Figure 3.4, whilst a map of the public transport network is presented in Figure 3.5.

Figure 3.4: Public Transport Facilities



Basemap Source: Google Maps

Figure 3.5: Public Transport Network



Source: Transport for NSW (Effective since 16 November 2025)

3.4 Walking and Cycling Infrastructure

Along the site frontage there are formal pedestrian paths along all roads. Footpaths are located on both sides of Beamish Street. Generally, excellent pedestrian infrastructure is provided within vicinity of the site, encouraging walking to nearby retail and commercial stores, and public transport facilities (bus stops and Campsie Station).

Nearby signalised crossing points include:

- Beamish Street / Ninth Avenue
- Beamish Street/South Parade
- Beamish Street/Clissold Parade

Marked pedestrian crossings include

- Beamish Street / Campsie Street – western leg
- Beamish Street/North Parade – eastern and western leg

Figure 3.6 shows the cycle network map for the Campsie area. As evident, the site is connected to the Cooks River cycleway to the north, which is a 30km long shared use path between Ryde and Kyeemagh.

Figure 3.6: Cycle Network Map



Source: TfNSW Cycleway Finder

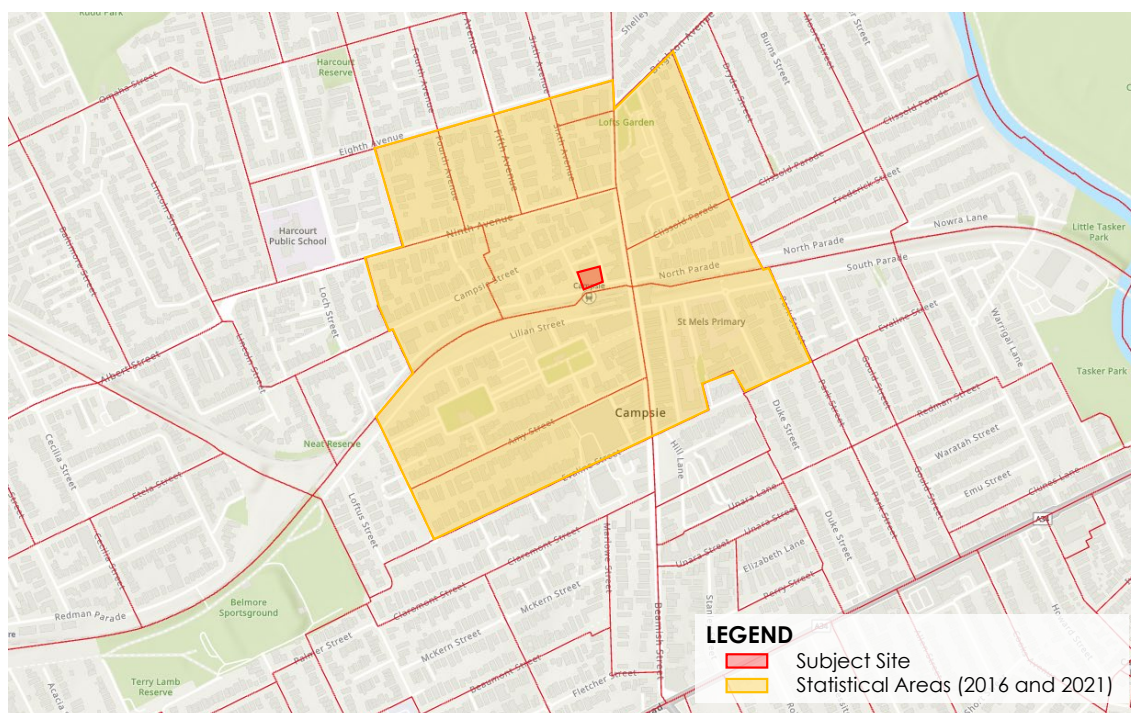
3.5 Journey to Work

Journey to Work (JTW) data from the Australian Bureau of Transport Statistics, derived from the 2016 and 2021 Census, have been obtained to understand existing transportation modes utilised for work related travel to and from Campsie.

3.5.1 Statistical Zones

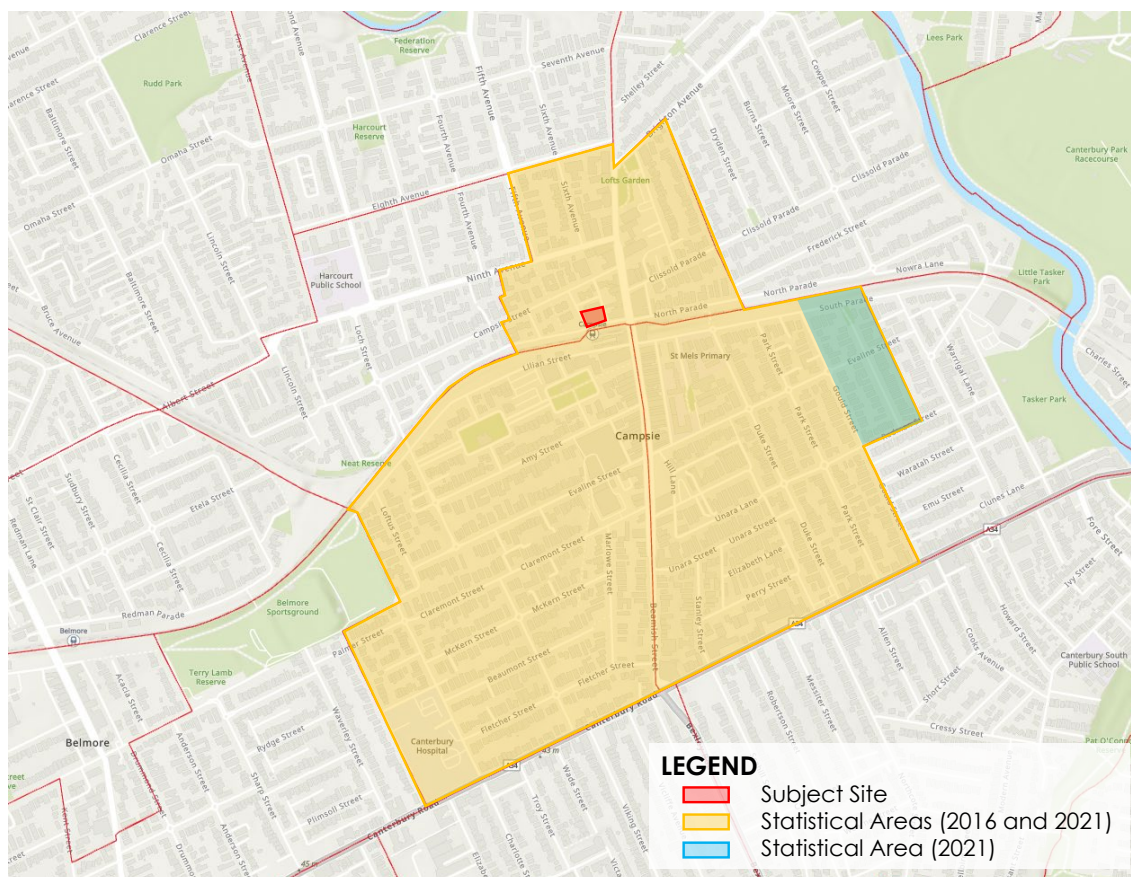
The 2016 and 2021 Census study areas for the trips from the area (place of usual residence) and the trips to the area (destination zones) for mode share analysis are shown in Figure 3.7 and Figure 3.8 respectively.

Figure 3.7: Usual Residence Zones – 2016 Census



Source: ABS – ABS Maps

Figure 3.8: Destination Zones



Source: ABS – ABS Maps

3.5.2 Existing Modal Share

It is noted that the 2021 Census data was undertaken during the COVID-19 Pandemic and was notably undertaken during NSW lockdowns.

Therefore, most employees were working from home at the time. That is, approximately 28 per cent of people who live in Campsie were working from home and approximately 19 per cent of employees who were working at Campsie were working from home at the time of the 2021 Census. On this basis, TTPP has included 2016 Census data for comparative purposes as part of this assessment.

A comparison of 2016 and 2021 Census mode share data is provided in Table 3.3.

Table 3.3: Existing Travel Mode Splits

Mode of Travel	2016 Census		2021 Census	
	Trips from the area	Trips to the area	Trips from the area	Trips to the area
Car (as driver or passenger)	46%	73%	35%	65%
Train	36%	11%	24%	5%
Bus	6%	3%	5%	2%
Worked at home	2%	2%	28%	19%
Motorcycle	0%	0%	2%	0%
Bicycle	0%	0%	0%	0%
Walked only	8%	9%	5%	7%
Other modes	0%	0%	1%	0%

The Census data for 2016 and 2021 shows that private vehicle travel is the dominant mode for residents commuting from Campsie, accounting for 46 per cent of trips in 2016 and 35 per cent in 2021. Public transport use among residents decreased from 42 per cent in 2016 (36 per cent train, 6 per cent bus) to 29 per cent in 2021 (24 per cent train, 5 per cent bus) due to the COVID 19 lockdown. Walking made up a smaller portion of trips, at 8 per cent in 2016 and 5 per cent in 2021, while other modes such as motorcycles and bicycles remained negligible. Work from home increased significantly to 28 per cent in 2021, reflecting the impacts of COVID-19 lockdowns at the time of data collection.

For workers commuting into Campsie, car travel accounted for 73 per cent of trips in 2016 and 65 per cent in 2021, indicating a continued reliance on private vehicles. Public transport use dropped from 14 per cent (11 per cent train, 3 per cent bus) in 2016 to 7 per cent (5 per cent train, 2 per cent bus) in 2021. Walking remained relatively steady at 9 per cent in 2016 and 7 per cent in 2021. The proportion of people recorded as working from home increased to 19 per cent in 2021, again influenced by the COVID-19 pandemic. Overall, the area remains highly car-dependent, particularly for inbound workers.

With the delivery of the Sydney Metro City & Southwest line and a new Metro station at Campsie, there is a strategic opportunity to shift travel behaviours toward more sustainable transport options. Improved rail access will enhance regional connectivity, offering a viable alternative to car travel for both residents and workers. These changes, combined with strengthened local walking and cycling infrastructure and integrated bus services, could significantly reduce private vehicle dependence and support a more balanced mode share in the future as Council has envisaged with their mode share targets summarised in Table 2.1.

4 Proposed Development

4.1 Proposal Description

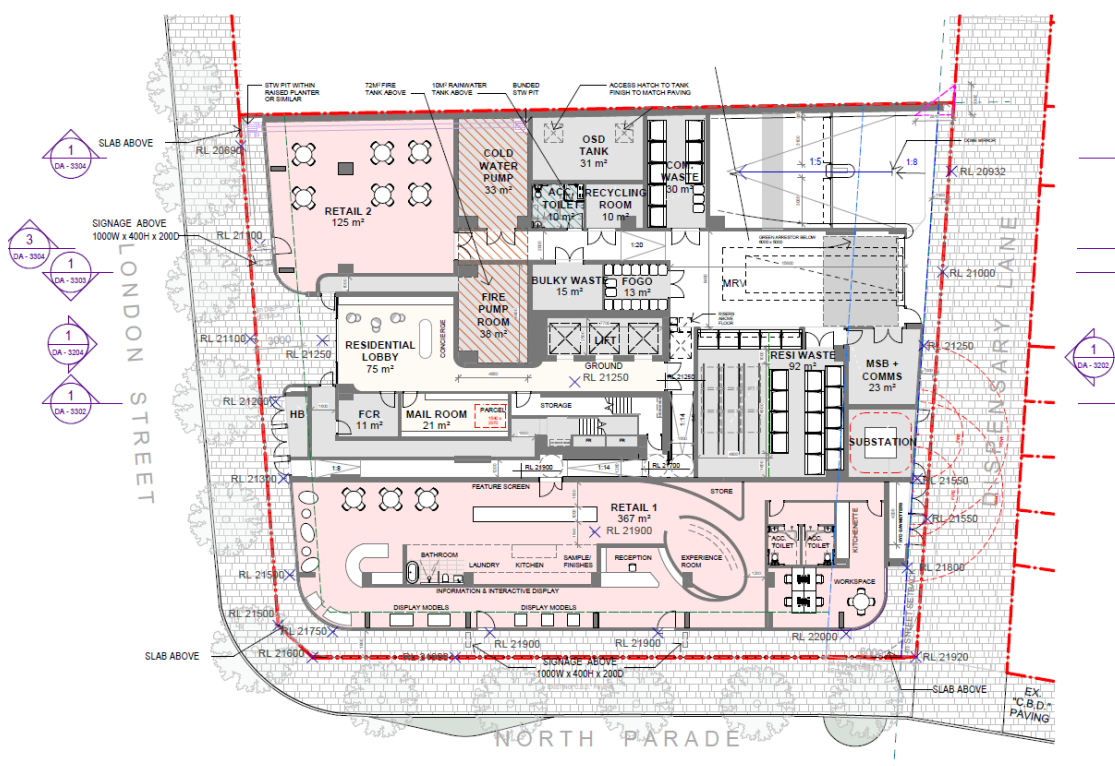
The proposed development seeks approval for a 33-storey shop-top housing building comprising 156 residential apartments, with a minimum of 10% dedicated as affordable housing for a period of 10 years. The development also includes ground floor retail tenancies, a four level above ground car park, and a full floor dedicated to residential amenities. The site is located immediately adjacent to the new Campsie Metro Station, offering convenient access to the public transport and nearby local services.

A breakdown of the development yield is provided in Table 4.1, with the site layout illustrated in Figure 4.1 and Appendix A.

Table 4.1: Development Yield

Land Use	Total
Apartments	156 units
- 2-bed	125 units
- 3-bed	31 units
Retail	509m ²

Figure 4.1: Proposed Ground Floor Layout



Source: DA-2201, Revision A, Ground Floor, prepared by Woods Baggot

4.2 Vehicle Access

Vehicular access to the development is proposed via two access points from Dispensary Lane, catering separately to service vehicles and private vehicles.

4.2.1 Loading Dock Access

A dedicated roller door access is proposed from Dispensary Lane for the loading dock. This loading dock will accommodate service vehicles up to 8.8 m Medium Rigid Vehicles (MRV). There is a 4.5m opening for the loading dock suitable to accommodate the MRV entry and exit movements with sufficient area behind the loading bay for loading and unloading activities. A swept path analysis demonstrating compliant access arrangements is provided in Appendix B. MRVs would only be able to turn left out of the site given existing constraints with the laneway.

4.2.2 Car Park Access

A car park access is also proposed from Dispensary Lane, north of the loading dock access to serve the car park for both residents and retail employees. The access can accommodate independent movements in and out of the driveway, with access controlled by remote only given the resident and retail employee parking only nature.

5 Parking and Loading Assessment

5.1 Car Parking

The adopted Campsie Town Centre Master Plan (PP-2024-2261) sets out both minimum and maximum parking rates to reflect the site's location within the Campsie core city centre (within 400 metres of the future Metro station). This approach supports reduced car ownership and promotes public and active transport.

Residential Buildings and Shop-Top Housing (Campsie core centre):

- 2 bedrooms: 0 to 1 space per dwelling
- 3 bedrooms: 0 to 1.5 spaces per dwelling
- Visitor: 0 to 1 space per 10 dwellings

Retail Premises:

- 0 to 1.25 spaces per 100 m² GFA

Accordingly, developments in the Campsie core may provide no on-site parking (minimum = zero) or up to the maximum rate specified above, subject to design considerations and demand management. These rates are significantly lower than traditional DCP controls and align with Council's strategy to reduce traffic on Beamish Street and concentrate growth around the Metro station.

Table 5.1 summarises the maximum parking requirement based on the rates outlined above and the provision for the overall development.

Table 5.1: Parking Assessment

Land Use	Yield	Campsie Masterplan Parking Rate (Maximum)	Maximum Parking Requirement	Parking Provision
Residential				
2 Bedroom	125	1 space per dwelling	125	159
3+ Bedroom	31	1.5 space per dwelling	47	
Visitor	156	1 space per 10 dwelling	16	
Residential Total			188	
Other Uses				
Retail	509m²	1.25 space per 100sqm	6	2
Non-Residential Total			6	
Total			194	161

The proposed development provides a total of 161 parking spaces (159 residential and 2 retail spaces), compared to the maximum permissible requirement of 194 spaces (188 residential and 6 retail spaces) under the Campsie Town Centre Master Plan (PP-2024-2261) rates.

The provision is considered appropriate given the site's location within the Campsie core centre, its proximity to the future Metro station, and Council's strategic intent to reduce private car dependency. The inclusion of tandem parking is consistent with Clause 3.4(b) of the Canterbury Bankstown DCP, as the development comprises high-density residential and mixed-use floorspace where tandem spaces will be allocated to the same dwelling or premises. On this basis, the proposed parking supply is considered satisfactory and consistent with Council's planning objectives.

5.2 Accessible Parking

One accessible parking space is proposed for the retail component within the car park that complies with the Canterbury-Bankstown DCP (2023, Chapter 3.2), requiring one accessible space per 50 spaces. It is noted that the retail parking is intended for employee use only, with no visitor parking provided for these uses.

For the residential component, no dedicated accessible parking spaces are proposed, as the development does not include adaptable dwellings. Instead, all residential apartments have been designed to meet Silver and Gold Liveable Housing Design Guidelines, which do not mandate the provision of accessible parking spaces.

On this basis, the overall accessible parking provision is considered appropriate and consistent with the relevant planning and design requirements.

5.3 Bicycle Parking and End-of-Trip Facilities

The bicycle parking requirements for the different types of development are set out in Canterbury Bankstown DCP 2023 with Table 5.2 outlining the bicycle parking requirement for the proposed land uses.

Table 5.2: Bicycle Parking Assessment

User Type	Yield	DCP Parking Rate	DCP Requirement	Provision
Residential visitor	156 units	1 visitor space per 10 units	16	24
Resident	156 units	None	-	
Retail visitor	509m ²	1 space per 500m ² gross floor area over 1000m ²	-	
Retail staff	509m ²	1 space per 300m ² gross floor area	2	
Total			18	

Table 5.2 indicates the proposal is required to provide a minimum 18 bicycle spaces, including 16 spaces for residential visitors and 2 spaces for non-residential uses. 24 bicycle parking spaces are proposed within the car park levels satisfying Council's requirements.

The DCP also requires a shower and change room for every ten staff bicycle parking spaces.

The proposed development provides a shower room on Level 5, however any opportunity to provide one on the ground level within the accessible toilet as part of detailed design should be considered.

5.4 Loading and Servicing

Loading and servicing for the development will occur within the on-site loading dock accessed from Dispensary Lane. The dock provides one marked bay suitable for vehicles up to 8.8m that will service loading/ unloading operations and waste collection.

The Campsie Town Centre Master Plan (PP-2024-2261) specifies the following indicative minimum requirements for loading:

- Residential development: 1 bay for 100–200 dwellings
- Retail development: 1 bay per 5,000 square metres gross floor area

The loading requirement for the proposed development is summarised in Table 5.3.

Table 5.3: Loading Requirements

Land Use	Yield	Loading Bay Rate	Loading Bay Requirement	Loading Bay Provision
Residential	156 dwellings	100 – 200 dwellings = 1 bay	1 bay	1 bay
Retail	509m ²	1 bay per 5,000 m ²	1 bay	
Total			2 bays	

While the strict application of the Master Plan rates results in a total requirement of two loading bays, the loading bay proposed will service both loading and waste collection through a booking system to ensure the latter is given priority with designated time slots blocked out.

As part of a waste management plan, the proposed development would utilise a MRV for waste collection. However, it is anticipated that vehicles of this size will not be common in day-to-day servicing. Instead, most activities will be undertaken by smaller vehicles (courier vans and Small Rigid Vehicles), which can be readily managed within the proposed bay.

On this basis, the proposed loading provision is considered to satisfactorily that meets the intent of both the Campsie Town Centre Master Plan and ensuring efficient and safe loading operations while minimising site impacts.

5.5 Parking and Loading Design Review

The podium car parking and ground floor loading dock have been reviewed against the requirements of the Canterbury Bankstown DCP 2023, AS2890.1:2004, AS2890.3:2015 and AS2890.6:2022, and it is expected that compliance can be achieved subject to ongoing design development prior to construction.

All car parking spaces within the development will be designed in accordance with the relevant user classes under AS2890.1. Accessible parking spaces will be provided in compliance with AS2890.6, ensuring appropriate dimensions, shared zones and gradients. All ramps and internal circulation roadways will comply with the geometric and design requirements of AS2890.1, ensuring safe and efficient vehicle access and manoeuvrability throughout the site.

The loading dock has been assessed against the requirements of AS2890.2:2018 and is compliant in relation to bay dimensions, clearances and operational design. A clearance height of 4.5 metres is provided, with bays measuring 3.5 metres in width. The configuration accommodates one 8.8 metre Medium Rigid Vehicle. This ensures the loading dock is capable of servicing all expected vehicles associated with the residential and retail components of the development in accordance with Australian Standards.

Swept path analysis within the proposed car park and loading dock is provided in Appendix B.

All vehicles to the car park can enter and exit the site in a forward direction. A dome mirror will be provided for the car park access to improve sightlines between vehicles in all directions, with the initial 1:8 gradient supportable given there is no dedicated pedestrian footpaths provided along Dispensary Lane and all vehicle access to the car park will be via remote control only being resident and retail staff parking only.

All vehicles can reverse into the loading dock and exit in a forward direction. MRVs would only be able to turn left out of the site given existing constraints with the laneway. This arrangement is considered appropriate given the back of house serve nature of Dispensary Lane with no dedicated pedestrian footpaths provided.

With increased development expected to continue fronting Dispensary Lane which is 4.5m wide, it is recommended that opportunities to limit traffic flow to one-way northbound be explored with Council to reduce two-way conflicts. There should be no restriction on turning movements into Dispensary Lane from North Parade or movement from Dispensary Lane onto Campsie Street to ensure that all design vehicles can use the laneway.

6 Transport Impact Appraisal

6.1 Person Trip Generation

6.1.1 Residential

Traffic generation estimates for the proposed mixed-use development have been sourced from the *Guide to Transport Impact Assessment 2024 (Guide 2024)*. The following peak hour person trip generation rates have been used for high density residential flat buildings with high public transport accessibility:

- Weekday AM peak hour: 0.66 person trips per dwelling
- Weekday PM peak hour: 0.56 person trips per dwelling
- Weekend peak hour: 0.6 person trips per dwelling (extrapolated).

6.1.2 Retail

The Guide 2024 provides rates for small suburban shopping centres. During the week the following number of person trips are generated for a small shopping centre up to 1,000m² GLFA (A is equal to GLFA):

- Weekday AM peak hour: 0.251A person trips
- Weekday PM peak hour: 0.367A person trips
- Weekend peak hour: 0.428A person trips.

6.1.3 Resultant Person Trip Generation Summary

A summary of person trip generation is provided as follows in Table 6.1.

Table 6.1: Summary of Hourly Person Trip Generation

Land use	Yield	AM Peak Hour		PM Peak Hour		Weekend Peak Hour	
		Trip Rate	Trip Generation	Trip Rate	Trip Generation	Trip Rate	Trip Generation
Residential	156 Units	0.66	103	0.56	87	0.6	94
Retail	509m ²	0.251	128	0.367	187	0.428	218
Total		231		274		312	

Table 6.1 indicates that the site could potentially generate 231 and 274 person trips in the weekday AM and PM peak hours respectively and 312 in the Saturday midday peak hour.

Based on this, the 2016 mode share for the surrounding area (as discussed in Section 3.5) has been proportionally adjusted to consider both the lower private vehicle mode share expected for the proposed development. This is expected given the low car parking provision, together with proximity of the site to not only the future metro services that will

significantly increase public transport capacity but also to other commercial and retail offerings within the Campsie town centre as well as educational facilities. Furthermore, the target mode share identified by Canterbury Bankstown Council in the Active Transport Action Plan 2021-2031 has been used to align the sites mode share targets,

No dedicated retail customer parking will be provided on-site, with spaces instead limited to use by office staff and retail employees. This approach is intended to actively discourage private vehicle trips to the development, ensuring that the retail component primarily draws from the surrounding Campsie Town Centre catchment by walking, cycling, and public transport, particularly the future Sydney Metro services. This strategy is consistent with Council's objective of reducing car dependency within the town centre and reinforces the role of the site as a transit-oriented, mixed-use development.

A summary of the anticipated mode share and associated person trips by mode during the weekday AM and PM peak hours and across the day is provided in Table 6.2 for the residential component and Table 6.3 for the retail component.

Table 6.2: Anticipated Residential Mode Share and Associated Hourly Person Trips

Mode of Transport	Existing Mode Share	Target Mode Share	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Car (as driver or passenger)	46%	30%	31	26	28
Train/Metro	36%	49%	50	43	46
Bus	6%	5%	5	4	5
Worked at home	2%	2%	2	2	2
Motorcycle	0%	0%	0	0	0
Bicycle	0%	4%	4	3	4
Walked only	8%	10%	10	9	9
Total			102	87	94

Table 6.3: Anticipated Retail Mode Share and Associated Hourly Person Trips

Mode of Transport	Target Mode Share	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Car (as driver or passenger)	15%	19	28	33
Train/Metro	30%	39	56	66
Bus	10%	13	19	22
Worked at home	0%	0	0	0
Motorcycle	0%	0	0	0
Bicycle	5%	6	9	11
Walked only	40%	52	75	88
Total		129	187	220

6.1.4 Linked and Internal Trips

Mixed-use developments often generate a proportion of internal trips (containment), where demand from one land use is satisfied within the same site. For this proposal, some trip containment is expected between the residential and retail components, as some residents will shop or access services in the building rather than travelling externally. For this assessment, a containment ratio of 10% has been applied to retail person trips on weekdays, with a slightly higher 15% adopted for the weekend midday peak, reflecting greater discretionary shopping activity by residents. These contained trips are reallocated as internal walk trips and therefore do not contribute to external network demands.

In addition, the Guide to Transport Impact Assessment (2024) highlights that not all external trips are new, as some would already have occurred in the broader Campsie Town Centre. These are referred to as linked trips, where a new development captures activity that would otherwise occur elsewhere in the same centre. To reflect this, a linked trip ratio of 20% has been applied across the retail component, representing visits that are not new to the network but rather redistributed within the town centre. This allowance ensures that the assessment does not overstate traffic impacts by double-counting demand already accounted for in the surrounding network.

A summary of the combined trips is provided in Table 6.4, factoring in both the containment and linked trip ratios for the retail component.

Table 6.4: Anticipated Combined Hourly Person Trips by Mode

Mode of Transport	Weekday AM Peak Hour	Weekday PM Peak Hour	Saturday Midday Peak Hour
Car (as driver or passenger)	40	39	42
Train/Metro	68	69	74
Bus	11	13	14
Worked at home	2	2	2
Motorcycle	0	0	0
Bicycle	7	8	8
Walked only	34	43	46
Total	162	174	186

6.2 Transport Impacts

The combined trip generation analysis indicates that the proposed development will generate approximately 162 person trips in the weekday AM peak hour, 174 in the weekday PM peak hour and 186 in the Saturday midday peak hour.

Of these, only up to 42 trips during the peak hour are expected to be made by car, equivalent to one vehicle for every 1 minute and 25 seconds with the substantial majority instead occurring via public and active transport modes. This outcome reflects the low level of on-site parking provision and the site's location within the Campsie Town Centre, directly supported by the future Sydney Metro. This level of development vehicle trips is not expected to have any material impact on the capacity of the road network.

For public transport, the most significant increases will be in metro patronage, with between 68 to 74 trips per peak hour anticipated. This represents the single largest mode share, highlighting the reliance of both residents and visitors on the improved rail capacity provided by the Metro. Bus services are also expected to experience a moderate increase, with 11 to 14 trips per peak hour forecast, primarily for local connections beyond the Metro catchment. Given existing service provision along Beamish Street and surrounding corridors, this increase is considered manageable.

For active transport, the development will generate a notable volume of walking trips within the Campsie Town Centre, ranging from 34 trips in the weekday AM peak to 46 trips in the Saturday midday peak. This reflects the integration of the development with the surrounding retail and commercial centre, where short distance walk trips are the dominant mode. Cycling activity is also expected to increase, with around eight trips per peak hour, consistent with Council's Active Transport Action Plan targets and supported by the provision of on-site bicycle parking facilities.

The forecast increase in person trips is expected to be accommodated within the capacity of the existing and planned transport networks. The Sydney Metro services at Campsie will provide high-frequency, high-capacity rail that can absorb the additional (up to) 74 trips per peak hour without adverse impacts. Bus services along Beamish Street and surrounding corridors have sufficient headroom to manage the moderate uplift of up to 14 trips per peak hour. Similarly, the pedestrian and cycling environment within the Campsie Town Centre is capable of supporting the forecast additional (up to) 46 walking trips and eight cycling trips per peak hour, particularly with Council's ongoing investment in active transport infrastructure. On this basis, the development is not expected to create capacity issues for public or active transport systems, and the impacts are considered both manageable and consistent with Council's transport planning objectives.

Overall, the analysis demonstrates that the development will be transit-oriented, with over three-quarters of all trips undertaken by public transport, walking, or cycling. The anticipated level of development vehicle trips is not expected to have any material impact on the capacity of the road network. Furthermore, the impacts on the public transport network are expected to be positive and manageable within existing and planned capacity, while the increase in pedestrian and cycling activity will contribute to Council's vision of a more sustainable and vibrant Campsie Town Centre.

6.3 Mitigation Measures

A range of measures have been incorporated into the design of the development to minimise traffic and parking impacts on the surrounding road network.

Firstly, no parking has been provided for retail customers, with spaces limited to retail staff only. This strategy actively discourages private vehicle use for short shopping trips and instead promotes access by walking, cycling and public transport, consistent with Council's planning objectives for the Campsie Town Centre and the proximity of the site to the future Metro station.

Secondly, the amount of residential parking provided is below the maximum rates permitted under the Campsie Town Centre Master Plan. By limiting the supply of residential parking, the development reduces the likelihood of excess car ownership and associated local traffic impacts, while encouraging residents to make use of the improved public and active transport options within the centre.

Finally, with increased development expected to continue fronting Dispensary Lane which is 4.5m wide, it is recommended that opportunities to limit traffic flow to one-way northbound be explored with Council to reduce two-way conflicts. There should be no restriction on turning movements into Dispensary Lane from North Parade or movement from Dispensary Lane onto Campsie Street to ensure that all design vehicles can use the laneway.

Together, these measures demonstrate a deliberate approach to traffic mitigation, ensuring that the proposed development supports a mode shift away from private car use and integrates safely and efficiently into the surrounding transport network.

7 Other Considerations

7.1 Preliminary Green Travel Planning Framework

A separate Preliminary Green Travel Planning Framework has been prepared by TTPP to accompany the SSDA attached in Appendix C. This Framework encapsulates strategies for managing travel demand that embraces the principles of sustainable transport. It also indicates the measures that will be put in place to influence the travel patterns to/from the site, with a view to encourage more sustainable travel modes from Day One of occupation.

7.2 Construction Traffic Management Overview

Consideration of potential traffic generation, heavy vehicle routes and measures to manage the associated impact of construction activities associated with development are detailed in the separate Construction Traffic Management Overview prepared by TTPP to accompany the SSDA and attached in Appendix D.

8 Conclusion

This Transport Impact Assessment has been prepared for the proposed residential development with ground floor retail at 10 London Street and 43 North Parade, Campsie. The key findings are as follows:

- The development seeks approval for a 33-storey shop-top housing building comprising 156 residential apartments (including at least 10% affordable housing for 10 years), and 509m² of retail space, supported by resident amenities and four levels of podium parking.
- Vehicular access is proposed via Dispensary Lane. Separate loading and car park crossovers have been designed in accordance with relevant Australian Standards.
- The on-site loading dock provides capacity for an 8.8m Medium Rigid Vehicle, or alternatively a combination of smaller vehicles.
- Opportunities to limit Dispensary Lane to one-way northbound should be explored with Council given the narrow nature of the laneway not suitable for increased two-way traffic flow as development continues fronting it. All turning movement from North Parade and into Campsie Street are required to facilitate access for all design vehicles.
- A total of 158 parking spaces will be provided, below the maximum permissible 194 spaces under the Campsie Town Centre Master Plan (PP-2024-2261) rates. This supply is considered appropriate given the site's location within 400 metres of the future Metro station. No customer parking is proposed for the retail component, with spaces reserved for staff, reinforcing Council's objective of reduced private vehicle use within the town centre.
- Person trip generation analysis shows the majority of site trips will be undertaken by public and active transport modes, consistent with the development's transit-oriented design. The additional demand is expected to be comfortably accommodated by the future Metro, existing bus services, and the Campsie active transport network.
- Only up to 42 trips during the peak hour are expected to be made by car, equivalent to one vehicle for every 1 minute and 25 seconds. This outcome reflects the low level of on-site parking provision and the site's location within the Campsie Town Centre, directly supported by the future Sydney Metro. This level of development vehicle trips is not expected to have any material impact on the capacity of the road network.

Overall, the traffic, parking and transport impacts of the proposed development are considered manageable. Subject to implementation of the mitigation measures identified in this report, the proposal can be supported on traffic, transport and parking grounds.

Appendix A

Architectural Plans

LEVEL	MIX	1-BED	2-BED	3-BED	4-BED	TOTAL	GFA
ROOF		0	125	27	4	156	17264
Level 32	2XPenthouse				2	2	480
Level 31	4XSub-penthouse			2	2	4	609
Level 30	5x2B-1x3B		5	1		6	606
Level 29	5x2B-1x3B		5	1		6	606
Level 28	5x2B-1x3B		5	1		6	606
Level 27	5x2B-1x3B		5	1		6	606
Level 26	5x2B-1x3B		5	1		6	606
Level 25	5x2B-1x3B		5	1		6	606
Level 24	5x2B-1x3B		5	1		6	606
Level 23	5x2B-1x3B		5	1		6	606
Level 22	5x2B-1x3B		5	1		6	606
Level 21	5x2B-1x3B		5	1		6	606
Level 20	5x2B-1x3B		5	1		6	606
Level 19	5x2B-1x3B		5	1		6	606
Level 18	5x2B-1x3B		5	1		6	606
Level 17	5x2B-1x3B		5	1		6	606
Level 16	5x2B-1x3B		5	1		6	606
Level 15	5x2B-1x3B		5	1		6	606
Level 14	5x2B-1x3B		5	1		6	606
Level 13	5x2B-1x3B		5	1		6	606
Level 12	5x2B-1x3B		5	1		6	606
Level 11	5x2B-1x3B		5	1		6	606
Level 10	5x2B-1x3B		5	1		6	606
Level 09	5x2B-1x3B		5	1		6	606
Level 08 (AFFORDABLE)	5x2B-1x3B		5	1		6	606
Level 07 (AFFORDABLE)	5x2B-1x3B		5	1		6	606
Level 06 (AFFORDABLE)	5x2B-1x3B		5	1		6	606
Level 05	COMMUNAL		0	0		0	396
Level 04	STORAGE					0	139
Level 03	STORAGE					0	133
Level 02	STORAGE					0	133
Level 01	STORAGE					0	128
Level 00	LOBBY + MAILROOM					0	96

TOTAL RESIDENTIAL GFA	17264
TOTAL RESIDENTIAL GFA (AFFORDABLE) 10.5%	1868

LEVEL	RETAIL (sqm)
GROUND	509
TOTAL RETAIL GFA	509
TOTAL PROPOSE GFA (RESI + RETAIL)	17773
TOTAL FSR	10.89

PARKING RATES (CAMPSIE TOWN CENTRE)					
ITEM	APARTMENTS	MIN. RATE	MAX. RATE	MIN. CAR PARK	MAX. CAR PARK
AFFORDABLE HOUSING (SEPP)					
Spaces per 1 Bedroom Apartment	0	0.4	-	0	0
Spaces per 2 Bedroom Apartment	15	0.5	-	8	8
Spaces per 3 Bedroom Apartment	3	1	-	3	3

MARKET HOUSING (CAMPSIE TOWN CENTRE)					
Spaces per 1 Bedroom	0	0	0.5	0	0
Spaces per 2 Bedroom	110	0	1	0	110
Spaces per 3+ Bedrooms	28	0	1.5	0	42
Visitor per 10 dwellings	156	0	1	0	16
RETAIL					
Space per 100 sqm retail		0	1.25	0	6

TOTAL CALCULATED CARPARK (EXCLUDING VISITOR)	169
TOTAL CALCULATED CARPARK (INCLUDING VISITOR)	185

PROPOSED PARKING				
LEVEL	BICYCLE	TANDEM	RESI PARKING	RETAIL PARKING
LEVEL 1	6	2	38	2
LEVEL 2	6	2	40	0
LEVEL 3	6	2	40	0
LEVEL 4	6	2	41	0
TOTAL PROVIDED CARPARK	24		159	2
				161

Notes
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Contractor must verify all dimensions on site before commencing work or preparing shop drawings.

Do not scale drawings.

BASEMENT

ADL Adaptable Loading Area
ADP Adaptable Parking Space
EOT End-of-Trip Facility
MP Motorcycle Parking Space
VP Visitor Parking Space

BO	Existing Bollard
CO	Crossover
EP	Electric Pole
FS	Furniture - Seat
HB	Hydrant Booster
LP	Power and Light Pole
SS	Street Sign
TB	Telephone Booth
TCR	Traffic Control Pole
ZGR	Zone for Gas Regulation

C	Comms. Cupboard
E	Electrical Cupboard
F	High Pressure Fire Pipes Riser
GT	Gate
GTL	Louvered Gate
H	Hydraulic Riser
LR	Stair Relief
M	Meter Room
PB	Planter Box
PVC	Permanently Ventilated Corridor
SCN	Privacy Screen
SC R	Screen
SK	Skylight
SP	Stair Press
SPS	Precast Spandrel Shading Device
VRV	Centralised VRF Plant Room

BL	Balustrade
CL	Commercial Lift
FCR	Fire Control Room
GBC	Garbage Chute
LTR	Lockable Storage
R1-R3	Residential Lift
ST	Storage

Project
10 London

Client
ARADA

Issuer
W-B
WOODS BAGOT

Project number
121977

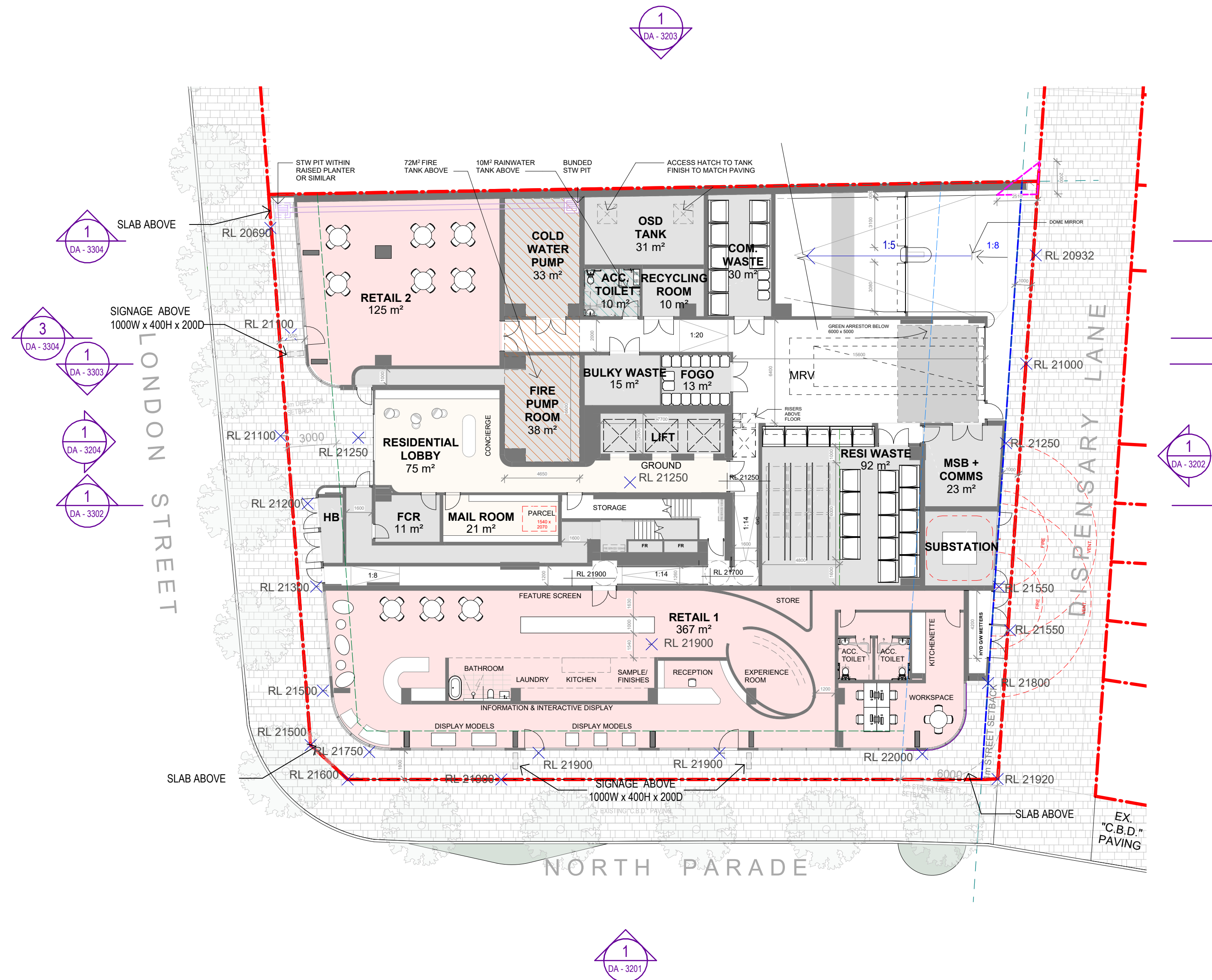
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Sheet title
GROUND FLOOR

Sheet number **DA - 2201** Revision **A**
Status **FOR INFORMATION ONLY**



Recent revision history

#	Status	Description	Date
A	DA	DA ISSUE	09/04/26

Notes

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LEGEND

BASEMENT

DP	Drainage Pipe
LD	Linear Drain
SD	Spoon Drain
ADL	Adaptable Loading Area
ADP	Adaptable Parking Space
EOT	End-of-Trip Facility
MP	Motorcycle Parking Space
VP	Visitor Parking Space

GROUND

BO	Existing Bollard
CO	Crossover
EP	Electric Pole
FS	Furniture - Seat
HB	Hydrant Booster
LP	Power and Light Pole
SS	Street Sign
TB	Telephone Booth
TCR	Traffic Control Pole
ZGR	Zone for Gas Regulator

TOWER

C	Comms. Cupboard
E	Electrical Cupboard
F	High Pressure Fire Pipes Riser
GT	Gate
GTL	Louvred Gate
H	Hydraulic Riser
LR	Stair Relief
M	Meter Room
PB	Planter Box
PVC	Permanently Ventilated Corridor
SCN	Privacy Screen
SC R	Screen
SK	Skylight
SP	Stair Press
SPS	Precast Spandrel Shading Device
VRV	Centralised VRF Plant Room
BL	Balustrade
CL	Commercial Lift
FCR	Fire Control Room
GBC	Garbage Chute
LTR	Lockable Storage
R1-R3	Residential Lift
ST	Storage
ST	Stone Paving
STT	Stone Tile Paving
TD	Timber Deck
TL	Tile

Project

10 London

Client

ARADA

Issuer

W-B

WOODS BAGOT

Project number

121977

Size check

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Approved

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LEVEL 01

Sheet number

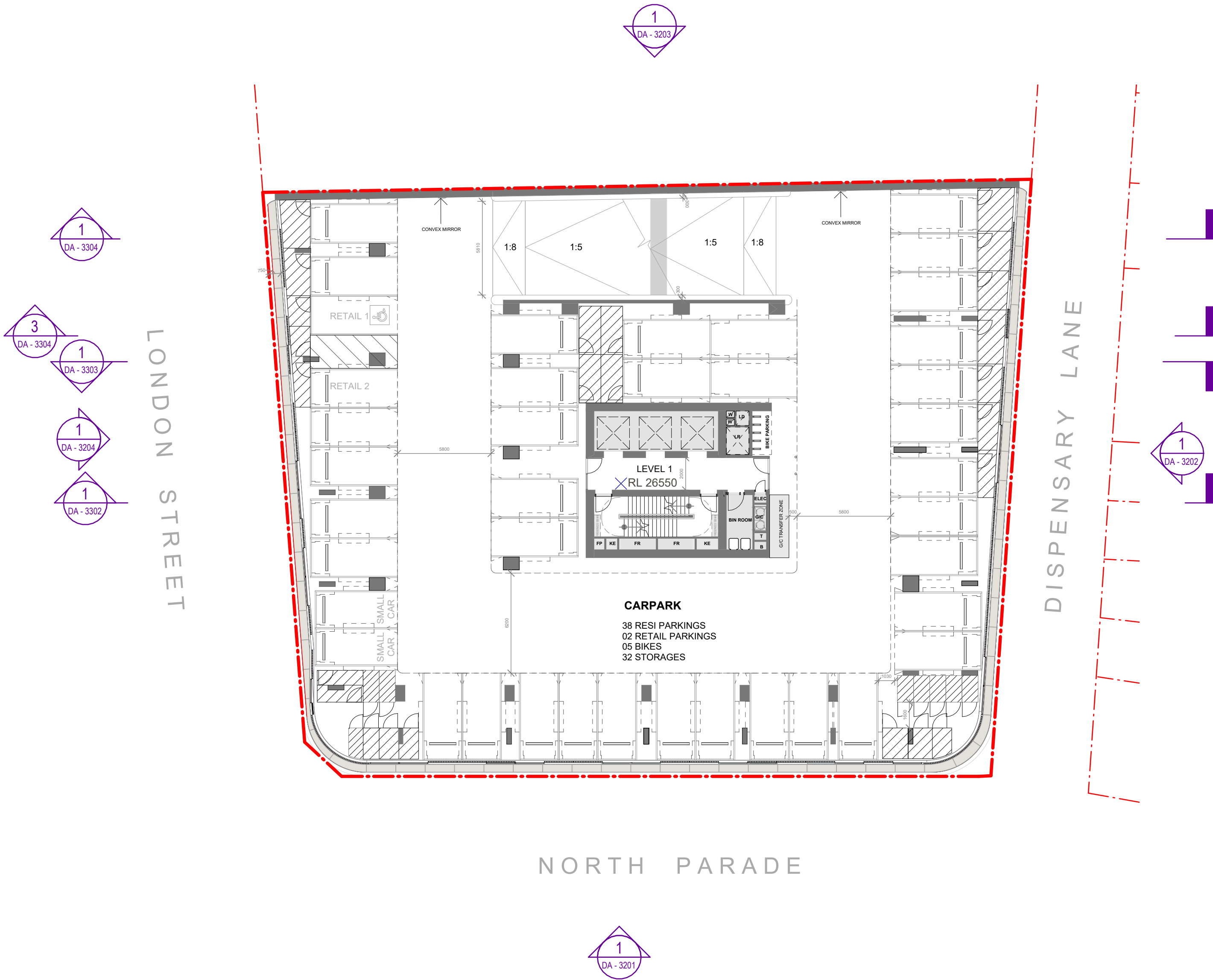
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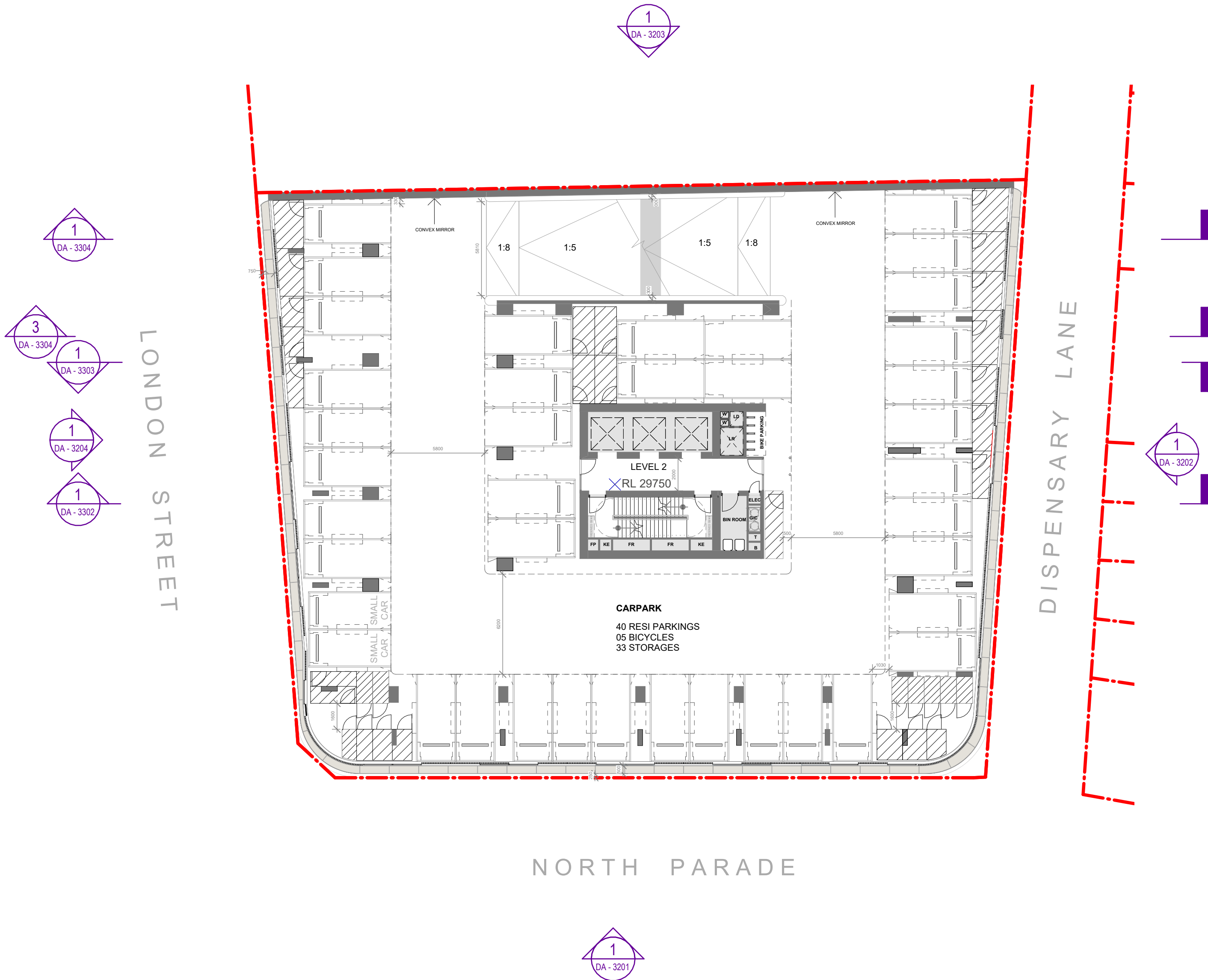
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A

Status

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Recent revision history			
#	Status	Description	Date
A	DA	DA ISSUE	09/04/26

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LEGEND	
BASEMENT	
DP	Drainage Pipe
LD	Linear Drain
SD	Spoon Drain
ADL	Adaptable Loading Area
ADP	Adaptable Parking Space
EOT	End-of-Trip Facility
MP	Motorcycle Parking Space
VP	Visitor Parking Space
GROUND	
BO	Existing Bollard
CO	Crossover
EP	Electric Pole
FS	Furniture - Seat
HB	Hydrant Booster
LP	Power and Light Pole
SS	Street Sign
TB	Telephone Booth
TCR	Traffic Control Pole
ZGR	Zone for Gas Regulator
TOWER	
C	Comms. Cupboard
E	Electrical Cupboard
F	High Pressure Fire Pipes Riser
GT	Gate
GTL	Louvred Gate
H	Hydraulic Riser
LR	Stair Relief
M	Meter Room
PB	Planter Box
PVC	Permanently Ventilated Corridor
SCN	Privacy Screen
SC R	Screen
SK	Skylight
SP	Stair Press
SPS	Precast Spandrel Shading Device
VRV	Centralised VRF Plant Room
BL	Balustrade
CL	Commercial Lift
FCR	Fire Control Room
GBC	Garbage Chute
LTR	Lockable Storage
R1-R3	Residential Lift
ST	Storage
ST	Stone Paving
STT	Stone Tile Paving
TD	Timber Deck
TL	Tile

Project
10 London

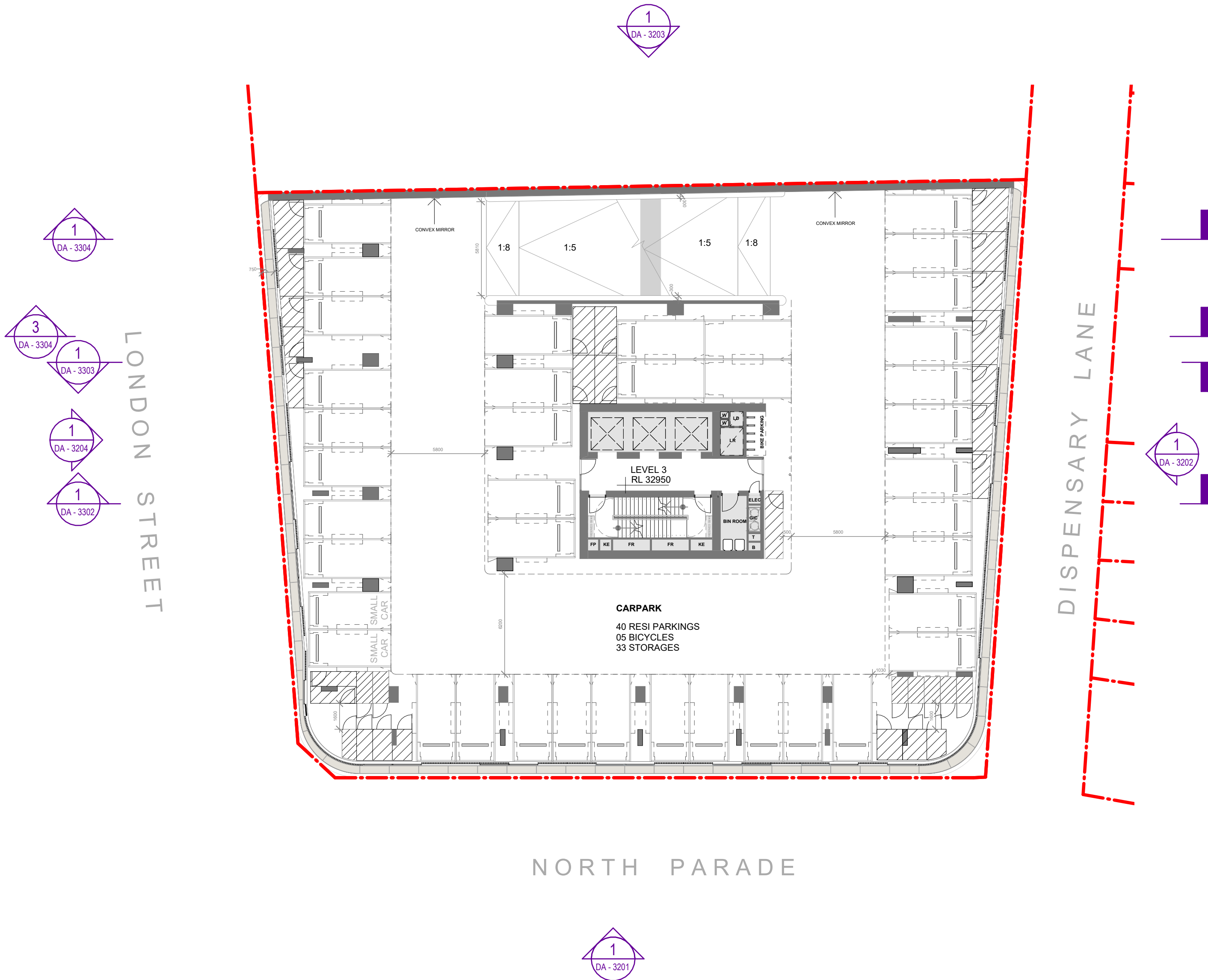
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ARADA

Issuer
W-B
WOODS BAGOT

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Checker	Approver	A1
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Sheet title
LEVEL 02

Sheet number	Revision
DA - 2212	A
Status	
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LEGEND

BASEMENT

DP	Drainage Pipe
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GROUND

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ZGR	Zone for Gas Regulator

TOWER

C	Comms. Cupboard
E	Electrical Cupboard
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TD	Timber Deck
TL	Tile

Project

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Client

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WOODS BAGOT

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Sheet size

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Checker

Approver

Sheet title

LEVEL 03

Sheet number

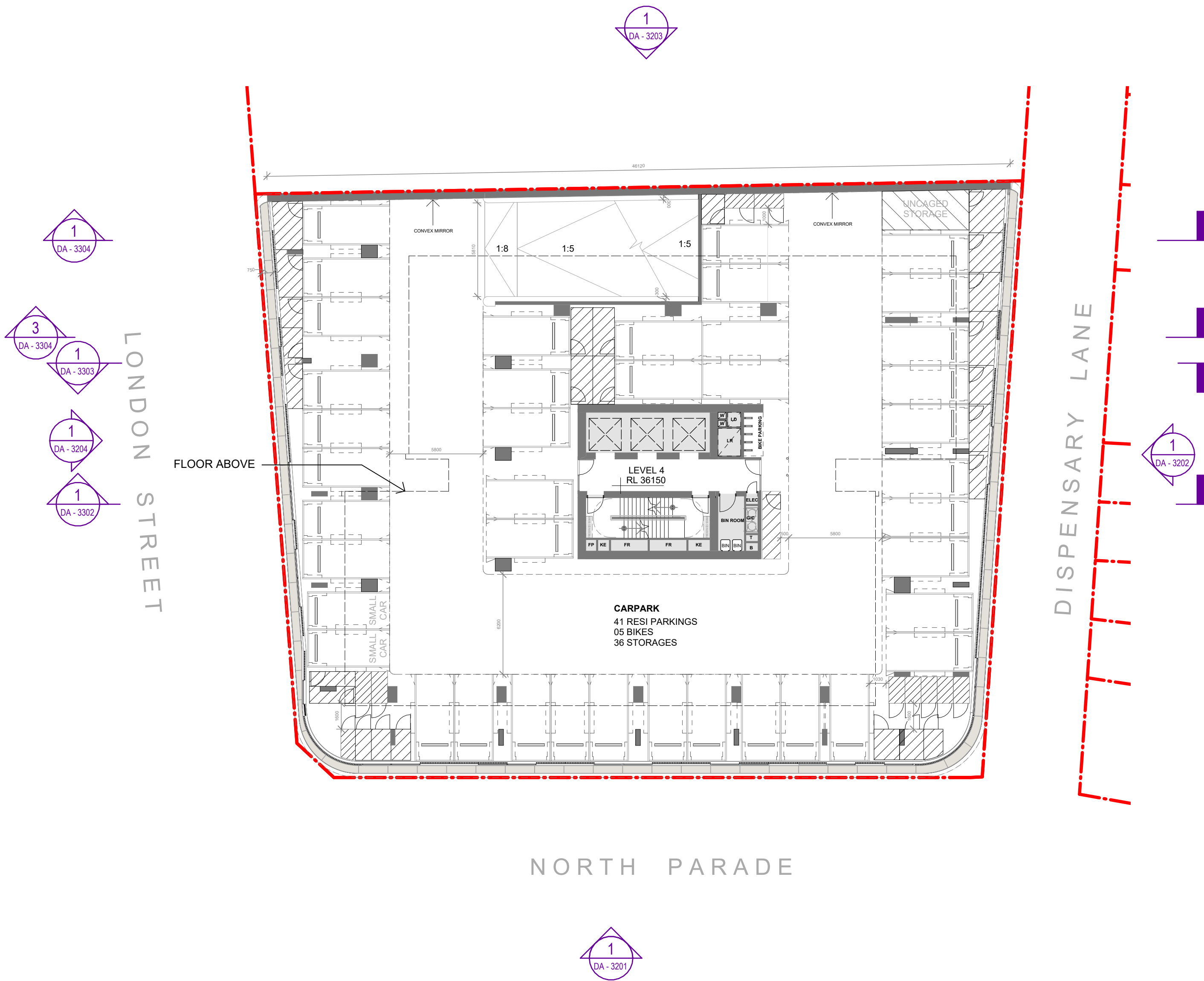
DA - 2213

Revision

A

Status

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#	Status	Description	Date
A	DA	DA ISSUE	09/04/26

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TD	Timber Deck
TL	Tile

Project
10 London

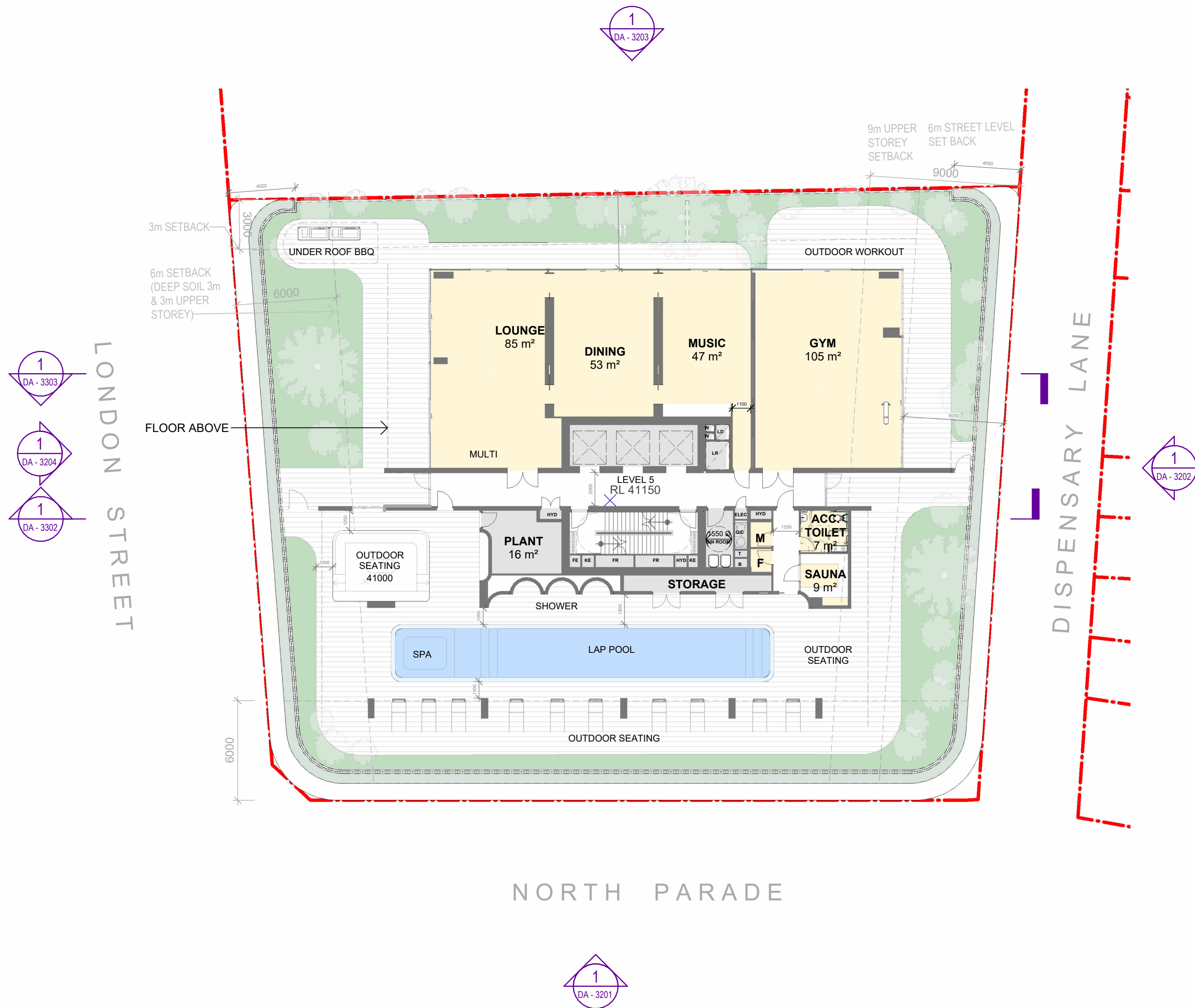
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Issuer
W-B
WOODS BAGOT

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Sheet title
LEVEL 04

Sheet number	Revision
DA - 2214	A
Status	FOR INFORMATION ONLY



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Checker	Approver	A1
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Sheet title
LEVEL 05

Sheet number
DA - 2215
Status
FOR INFORMATION ONLY

Revision
A



Recent revision history			
#	Status	Description	Date
A	DA	DA ISSUE	09/04/26

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LEGEND	
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R1-R3	Residential Lift
ST	Storage
ST	Stone Paving
STT	Stone Tile Paving
TD	Timber Deck
TL	Tile

Project
10 London

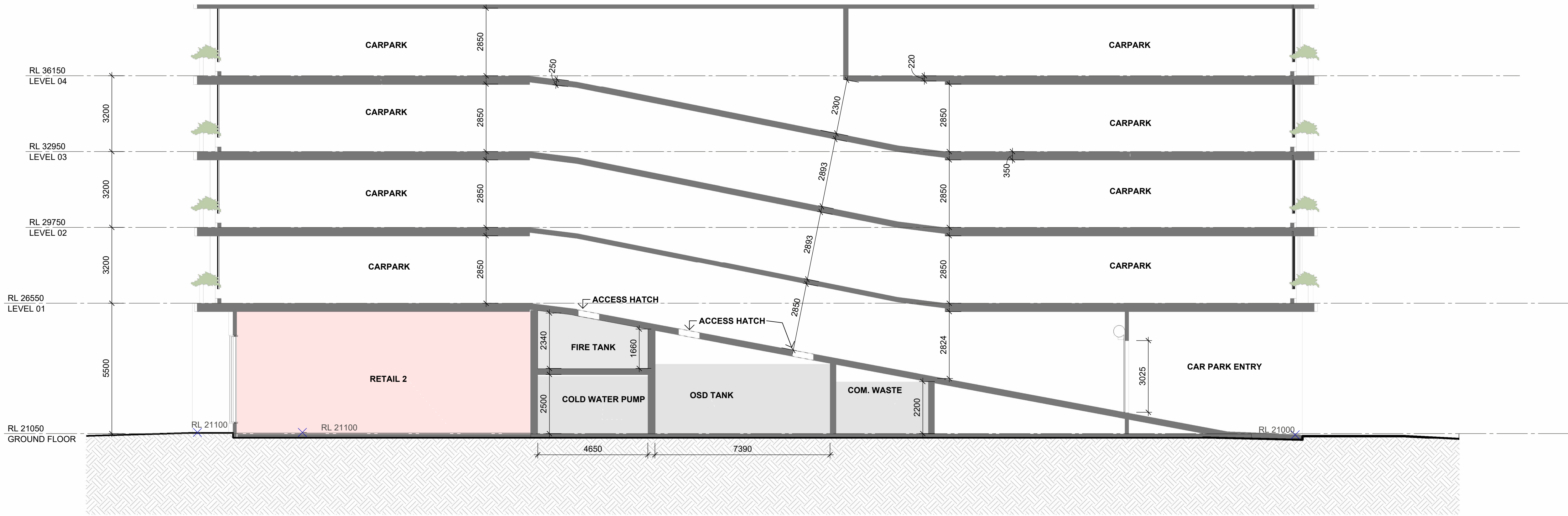
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Issuer
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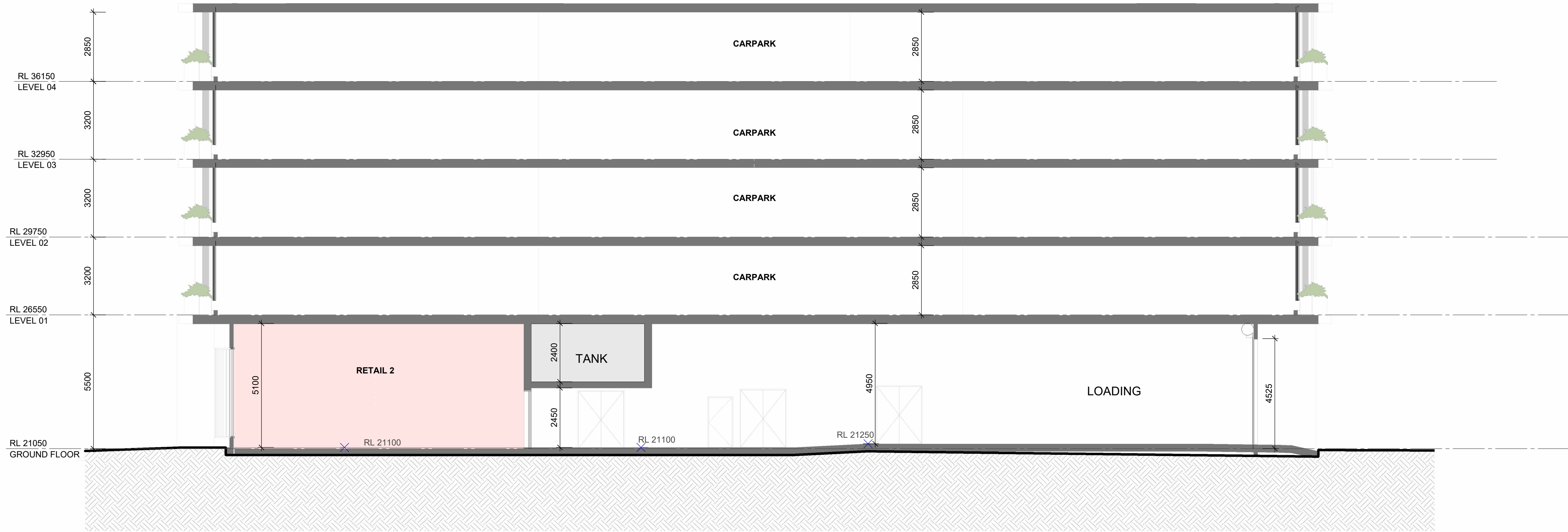
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Checker	Approver	A1	1:200

Sheet title
LEVEL 06-30 - TYPICAL

Sheet number	Revision
DA - 2221	A
Status	FOR INFORMATION ONLY



1 SECTION THROUGH RAMP 1
SCALE 1 : 100



3 SECTION THROUGH WASTE ROOM
SCALE 1 : 100

Recent revision history			
#	Status	Description	Date
A	DA	DA ISSUE	09/04/26

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Client
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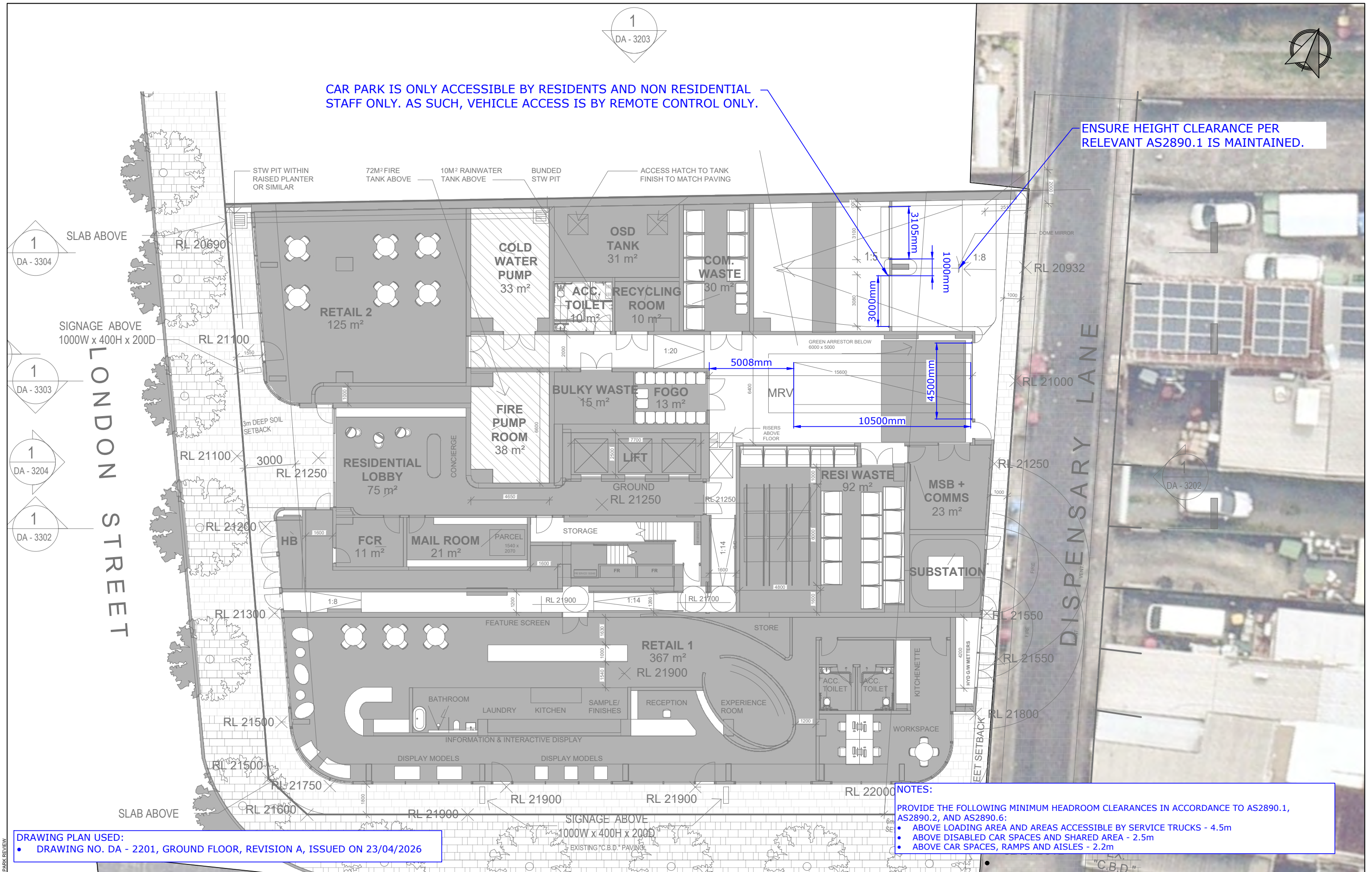
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Checker	Approver	A1	1 : 100

Sheet title
CAR PARK AND LOADING
SECTIONS

Sheet number	Revision
DA - 3304	A
Status	FOR INFORMATION ONLY

Appendix B

Swept Path Analysis



DRAWING PLAN USED:
• DRAWING NO. DA - 2201, GROUND FLOOR, REVISION A, ISSUED ON 23/04/2026

NOTES:
PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1, AS2890.2, AND AS2890.6:
• ABOVE LOADING AREA AND AREAS ACCESSIBLE BY SERVICE TRUCKS - 4.5m
• ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
• ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



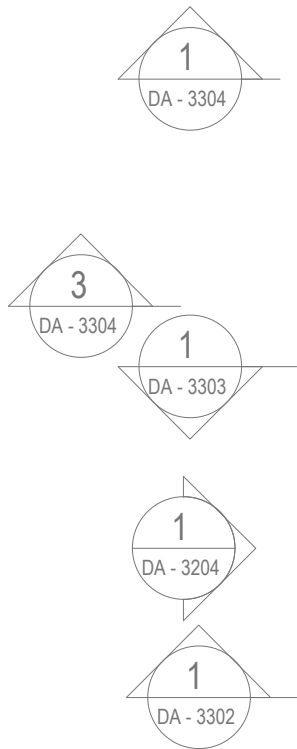
PROJECT	8-10 LONDON STREET, CAMPSIE
TITLE	CAR PARK COMPLIANCE REVIEW GROUND FLOOR

DWG No.	24312CAD012
FIGURE	1
DATE STAMP	28 APRIL 2026
PROJECT No.	24312
SCALE	1:200 @A3
REV.	B

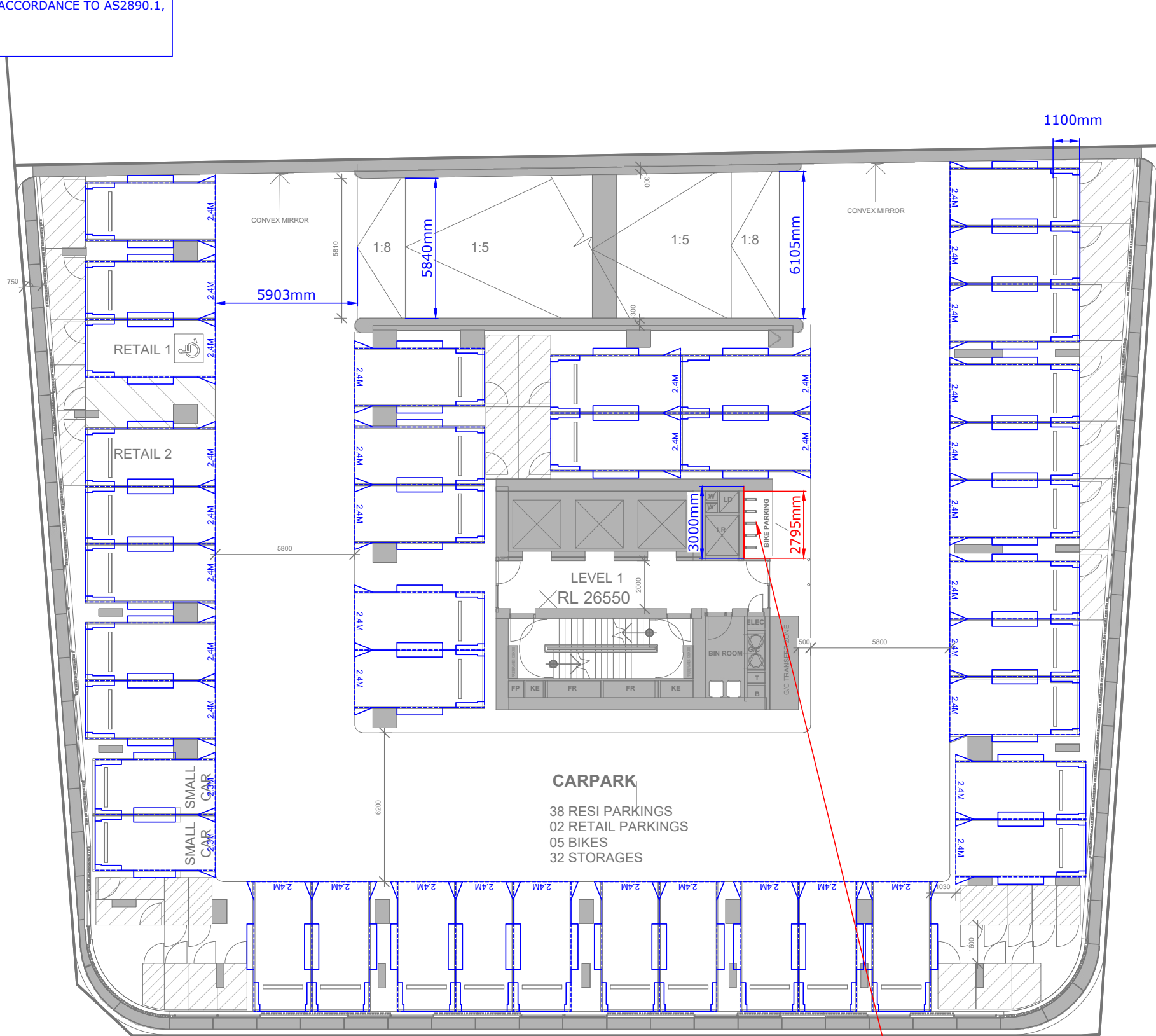
NOTES:

PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1, AND AS2890.6:

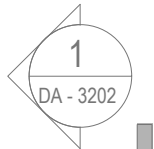
- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m



LONDON STREET



DISPENSARY LANE



AS PART OF DETAILED DESIGN, INCREASE THE WIDTH OF THE BICYCLE RACK AREA TO 3.0M FOR COMPLIANCE WITH AS2890.3:2015.

DRAWING PLAN USED:

- DRAWING NO. DA - 2211, LEVEL 01, REVISION A, ISSUED ON 23/04/2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



PROJECT

TITLE

8-10 LONDON STREET, CAMPSIE

CAR PARK COMPLIANCE REVIEW
LEVEL 01

DWG No.	24312CAD012 FIGURE 2		
DATE STAMP	28 APRIL 2026		
PROJECT No.	SCALE	REV.	
24312	1:200 @A3	B	

PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1, AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m



DRAWING PLAN USED:

- DRAWING NO. DA - 2212, LEVEL 02, REVISION A, ISSUED ON 23/04/2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



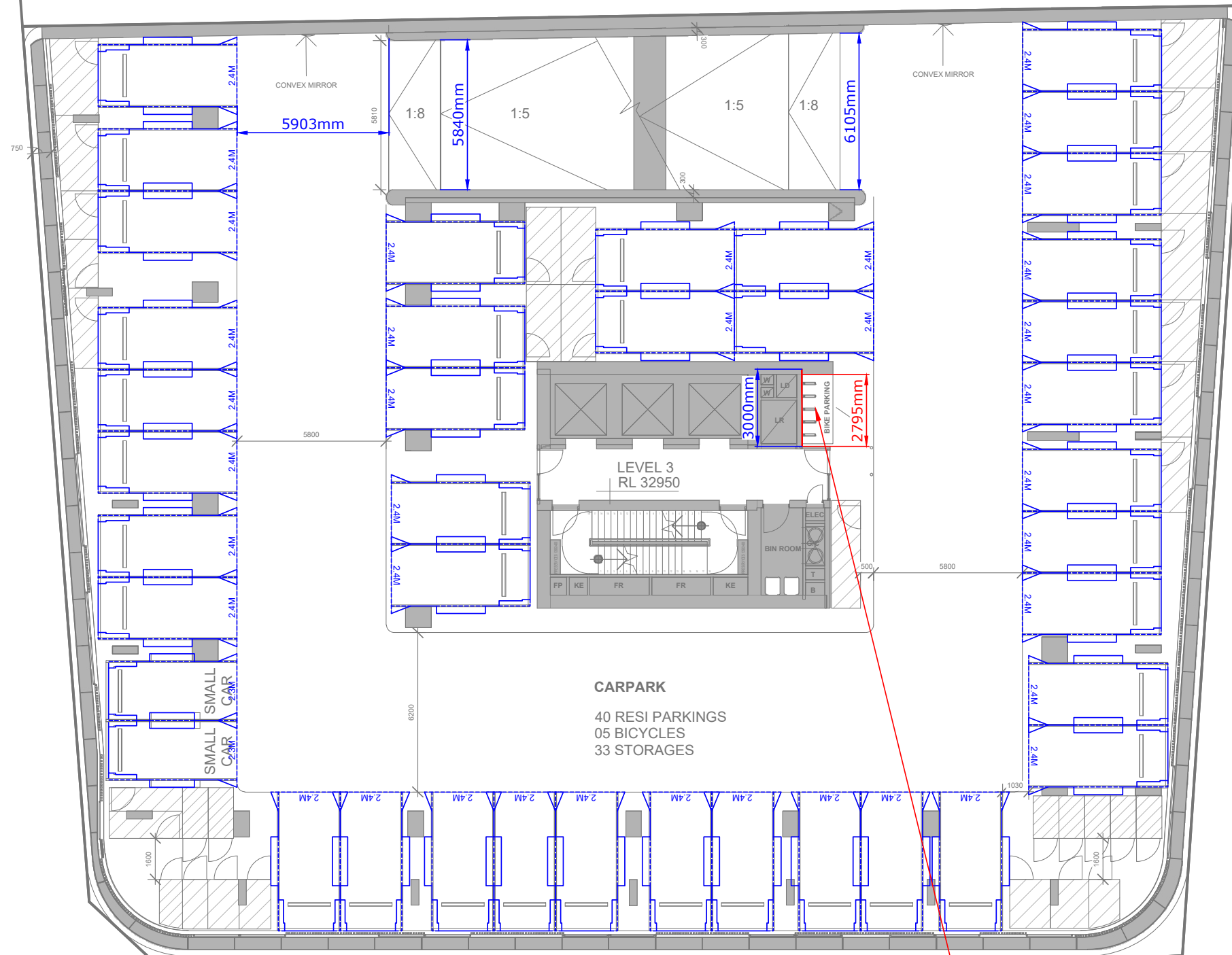
TITLE

CAR PARK COMPLIANCE REVIEW LEVEL 02

PROJECT No.	SCALE	REV.
24312	1:200 @A3	B

PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1, AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m



DISPENSARY LANE

CAR PARK COMPLIANCE REVIEW LEVEL 03

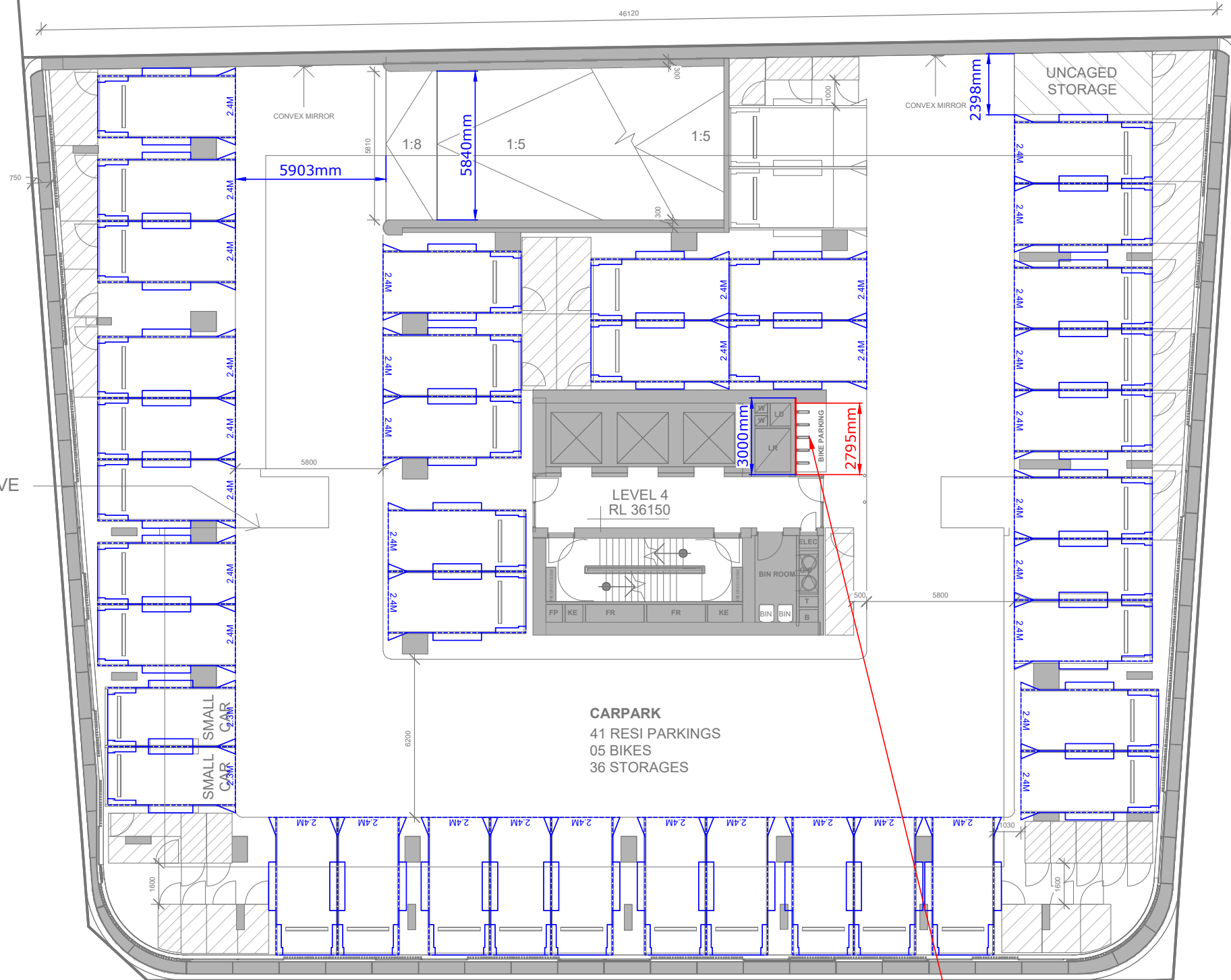
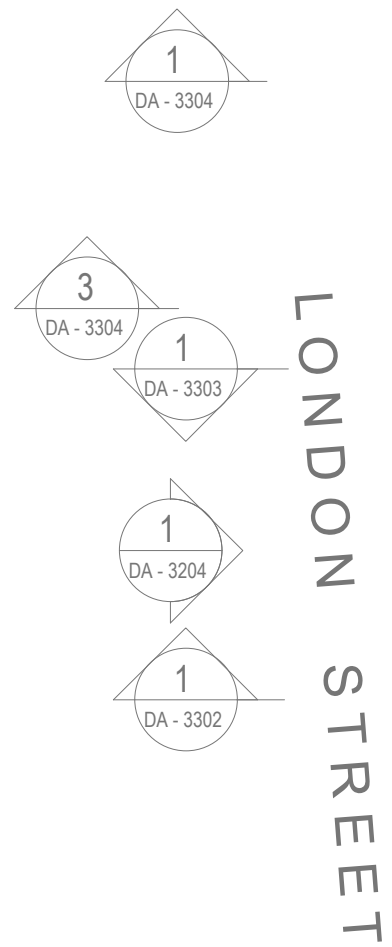
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



DWG No.			24312CAD012		
			FIGURE 4		
DATE STAMP			28 APRIL 2026		
PROJECT No.		SCALE		REV.	
24312		1:200 @A3		B	

PROVIDE THE FOLLOWING MINIMUM HEADROOM CLEARANCES IN ACCORDANCE TO AS2890.1, AND AS2890.6:

- ABOVE DISABLED CAR SPACES AND SHARED AREA - 2.5m
- ABOVE CAR SPACES, RAMPS AND AISLES - 2.2m



AS PART OF DETAILED DESIGN, INCREASE THE WIDTH OF THE BICYCLE RACK AREA TO 3.0M FOR COMPLIANCE WITH AS2890.3:2015.

NORTH PARADE

DRAWING PLAN USED:					
• DRAWING NO. DA - 2214, LEVEL 04, REVISION A, ISSUED ON 23/04/2026					
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



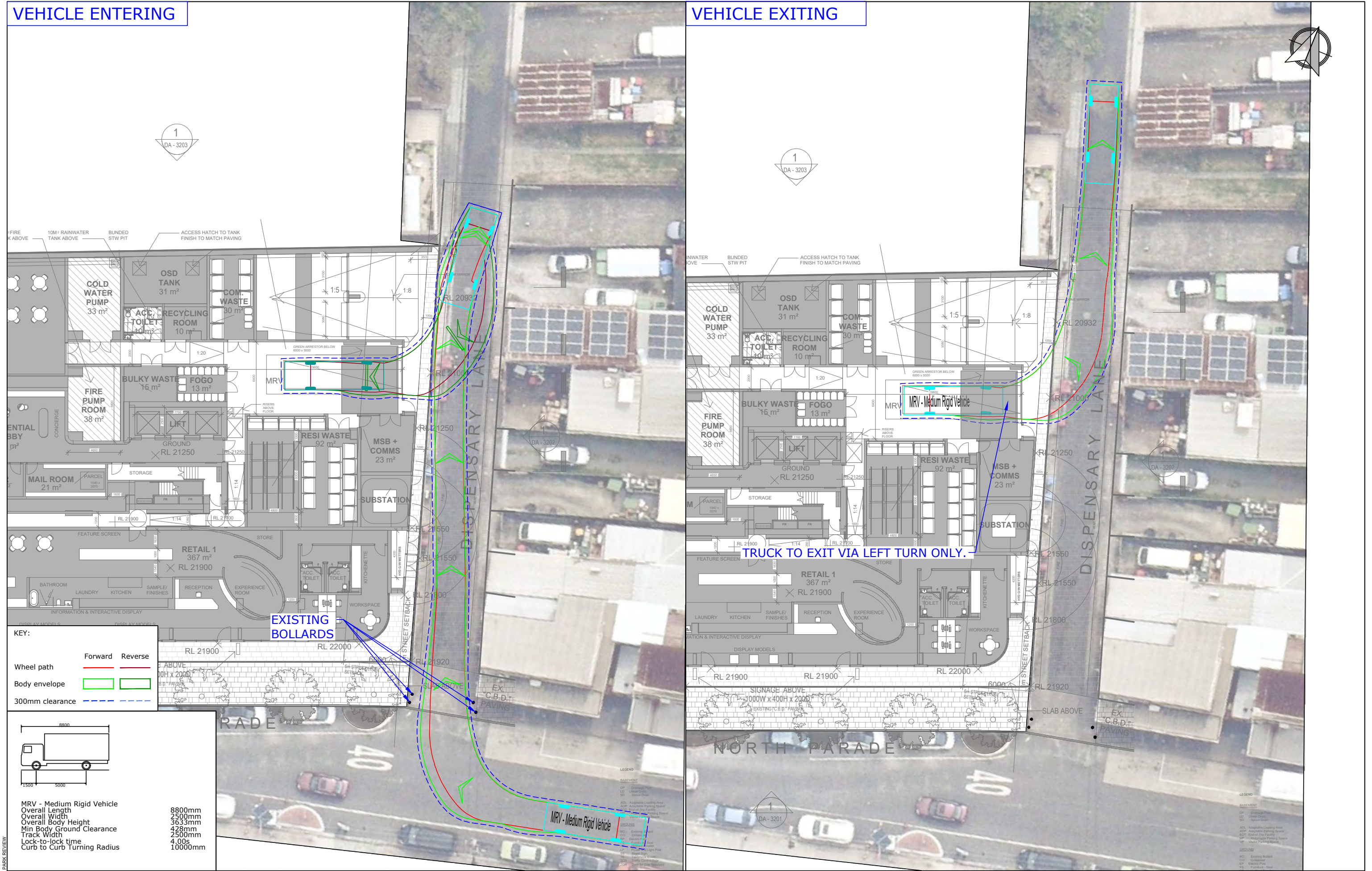
PROJECT

TITLE

PROJECT	8-10 LONDON STREET, CAMPSIE	DWG No. 24312CAD012 FIGURE 5		
TITLE	CAR PARK COMPLIANCE REVIEW LEVEL 04	DATE STAMP 28 APRIL 2026		
		PROJECT No. 24312	SCALE 1:200 @A3	REV. B

VEHICLE ENTERING

VEHICLE EXITING



REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



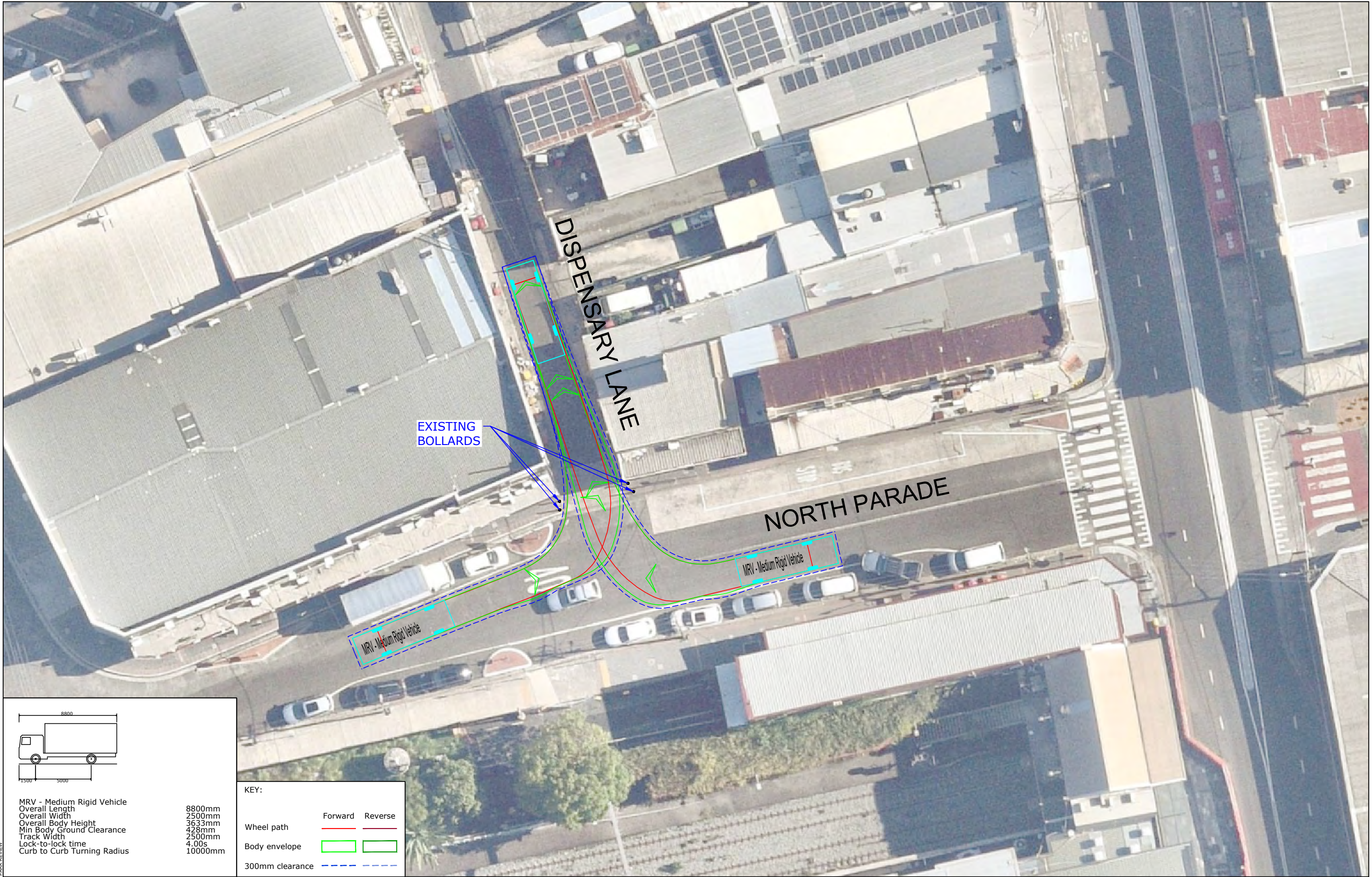
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8-10 LONDON STREET, CAMPSIE

TITLE

SWEPT PATH ANALYSIS - LOADING DOCK
8.8M MEDIUM RIGID VEHICLE

DWG No.	24312CAD012
FIGURE 6	
DATE STAMP	28 APRIL 2026
PROJECT No.	24312
SCALE	1:300 @A3
REV.	B



MRV - Medium Rigid Vehicle

Overall Length	8800mm
Overall Width	2500mm
Overall Body Height	3633mm
Min Body Ground Clearance	428mm
Track Width	2500mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	10000mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KR	AM	KH	28/04/26



PROJECT

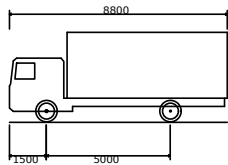
8-10 LONDON STREET, CAMPSIE

TITLE

SWEPT PATH ANALYSIS - NORTH PARADE ONTO DISPENSARY LANE
AS2890.2:2018 MEDIUM RIGID VEHICLE

DWG No. 24312CAD012 FIGURE 7		
DATE STAMP 28 APRIL 2026		
PROJECT No. 24312	SCALE 1:300 @A3	REV. B

Filename: 24312CAD012-280426-CAR PARK REVIEW



MRV - Medium Rigid Vehicle
Overall Length 8800mm
Overall Width 2500mm
Overall Body Height 3633mm
Min Body Ground Clearance 428mm
Track Width 2500mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 10000mm

KEY:

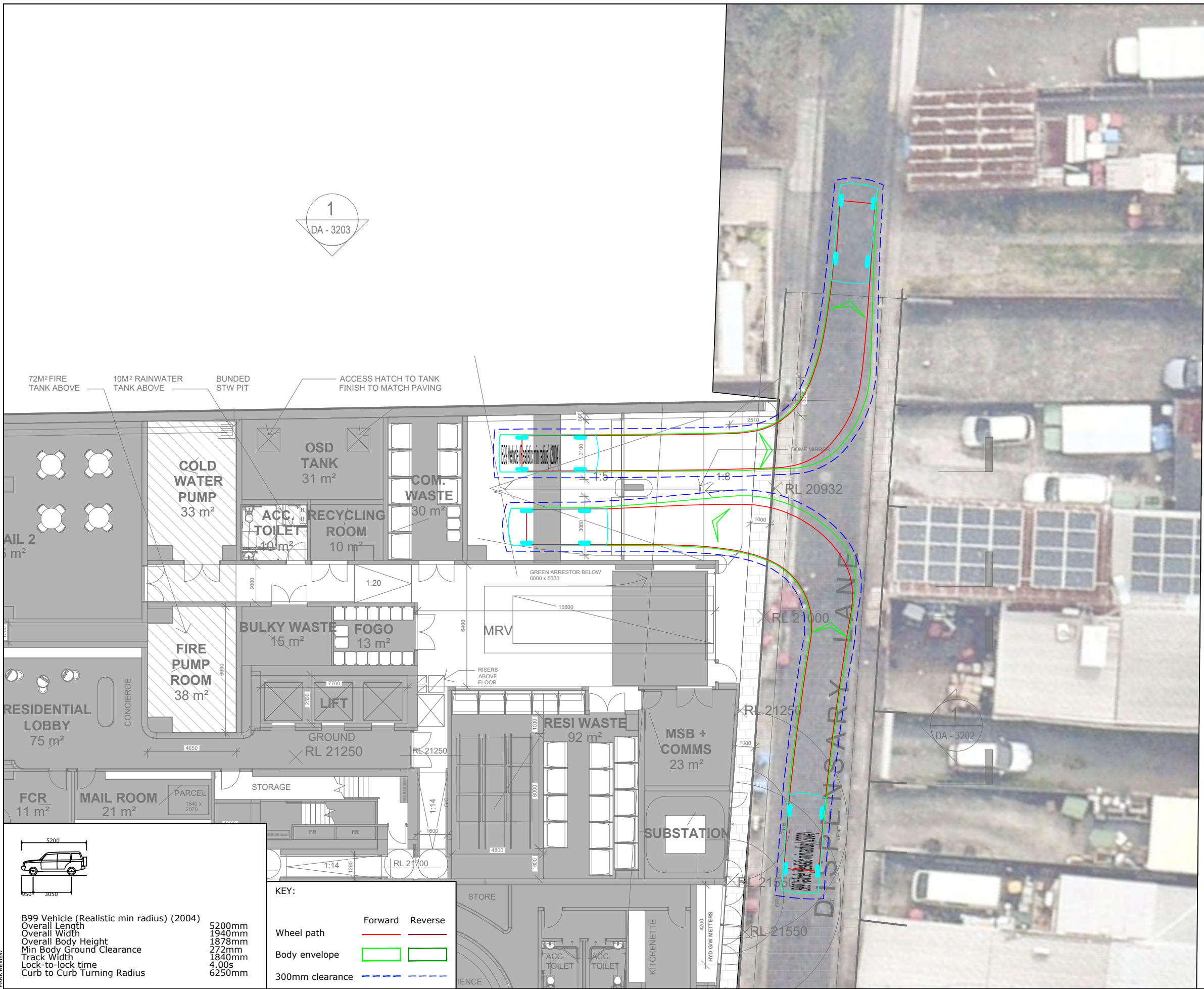
	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	KR	AM	KH	28/04/26



PROJECT	8-10 LONDON STREET, CAMPSIE
TITLE	SWEPT PATH ANALYSIS - DISPENSARY LANE ONTO CAMPSIE STREET AS2890.2:2018 MEDIUM RIGID VEHICLE

DWG No.	24312CAD012	FIGURE 8
DATE STAMP	28 APRIL 2026	
PROJECT No.	24312	SCALE 1:300 @A3
REV.	B	



Filename: 24312CAD012-260426-CAR PARK REVIEW

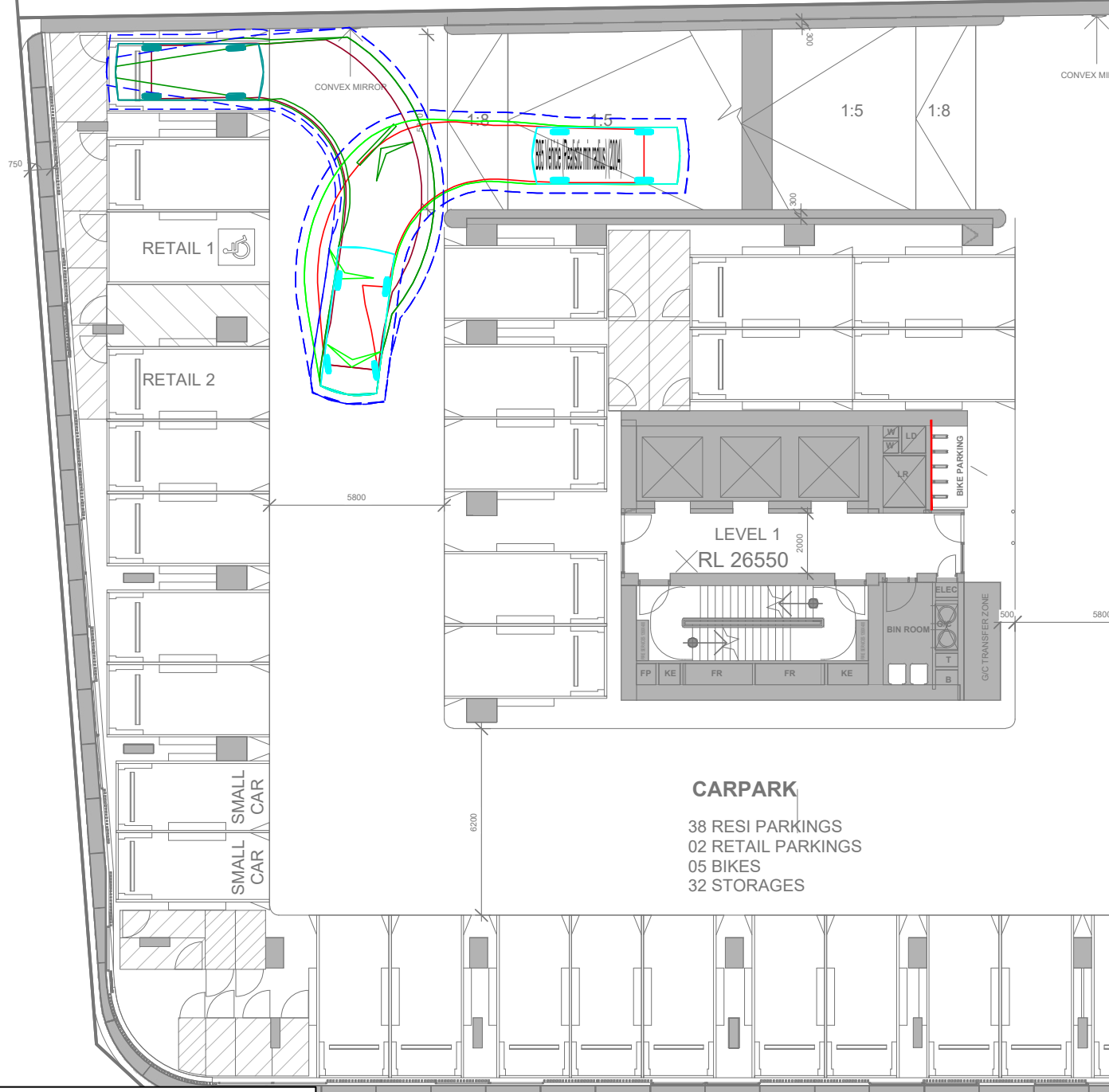
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



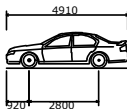
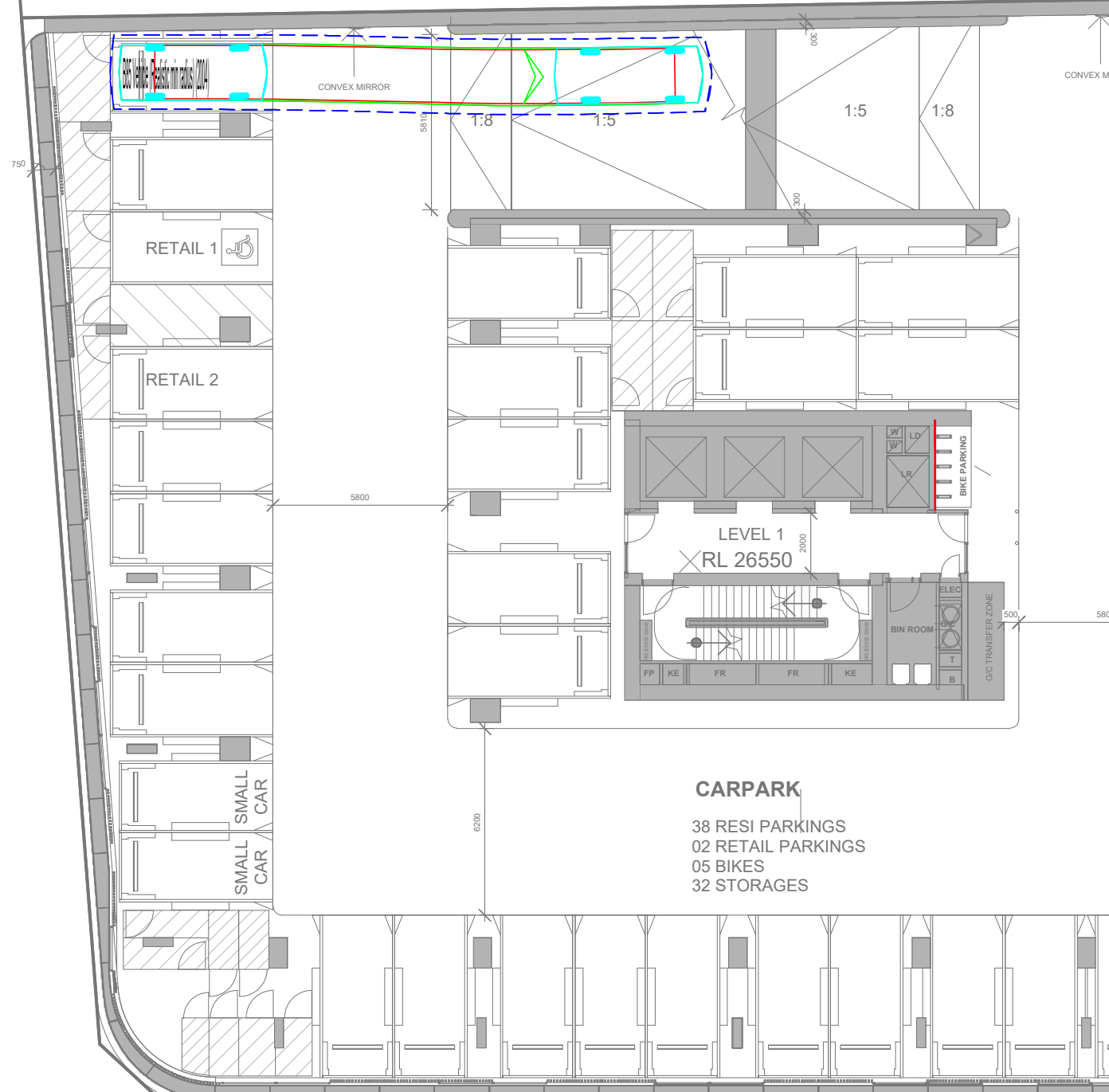
PROJECT	8-10 LONDON STREET, CAMPSIE		
TITLE	SWEPT PATH ANALYSIS - DRIVEWAY ON GROUND FLOOR 5.2M B99 VEHICLE		

DWG No.		24312CAD012 FIGURE 9	
DATE STAMP		28 APRIL 2026	
PROJECT No.	SCALE	REV.	
24312	1:200 @A3	B	

VEHICLE ENTERING



VEHICLE EXITING



B85 Vehicle (Realistic min radius) (2004)
Overall Length 4910mm
Overall Width 1870mm
Overall Body Height 1421mm
Min Body Ground Clearance 159mm
Track Width 1770mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5750mm

KEY:

Wheel path Forward Reverse
Body envelope
300mm clearance

NORTH PARADE

NORTH PARADE

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



PROJECT

TITLE

8-10 LONDON STREET, CAMPSIE

SWEPT PATH ANALYSIS - LEVELS 1-3 TYPICAL
4.9M B85 VEHICLE

DWG No.	24312CAD012	FIGURE 11
DATE STAMP	28 APRIL 2026	
PROJECT No.	24312	SCALE 1:200 @A3
REV.	B	

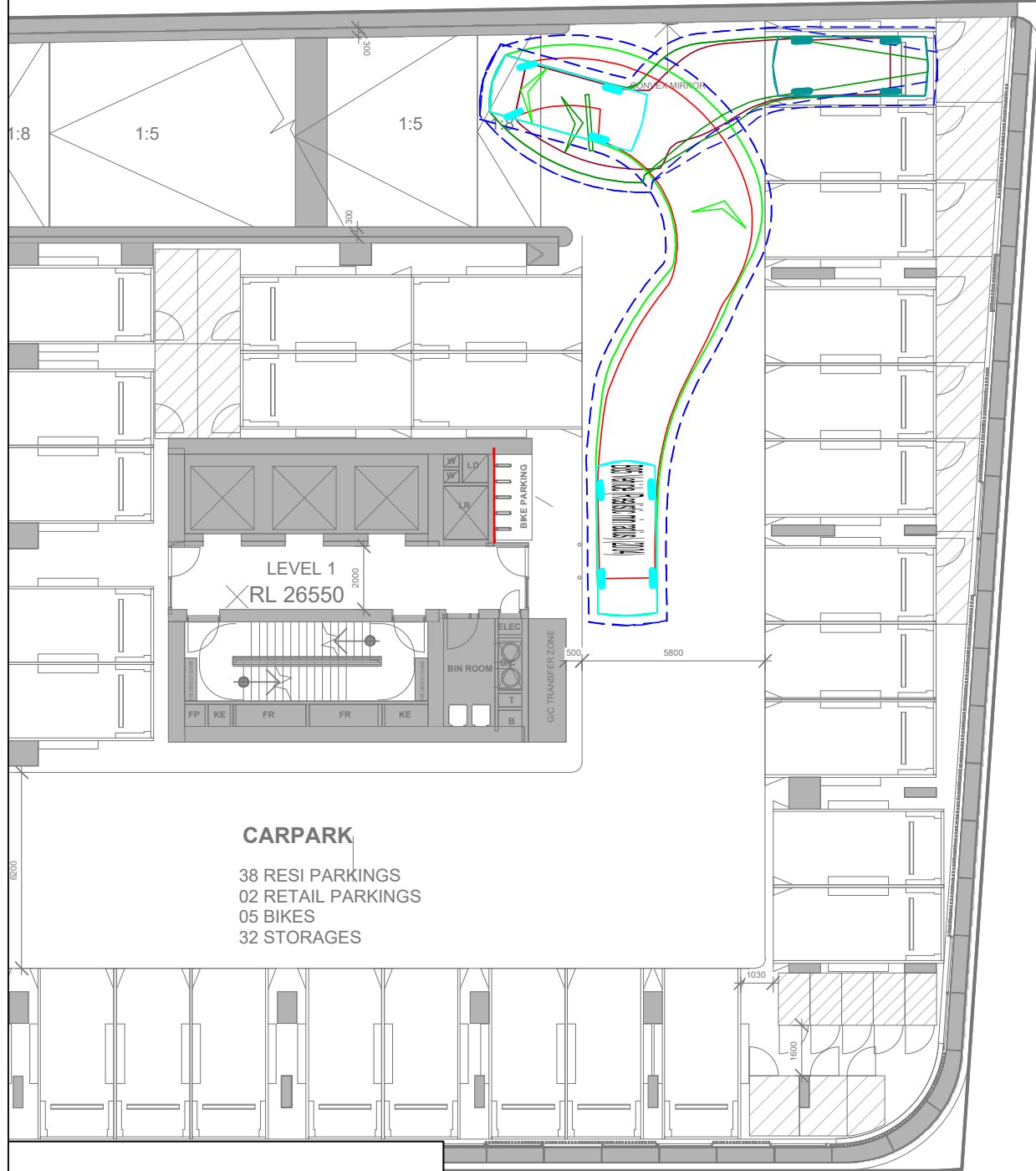
VEHICLE ENTERING

LEVEL 1
RL 26550

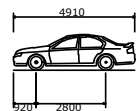
CARPARK
38 RESI PARKINGS
02 RETAIL PARKINGS
05 BIKES
32 STORAGES

DISPENSARY LANE

Diagram illustrating the vehicle entry routes (indicated by colored lines) into the Level 1 carpark area, showing the layout of the carpark, building structure, and the dispensary lane.



38 RESI PARKINGS
02 RETAIL PARKINGS
05 BIKES
32 STORAGES



KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



PROJECT	
---------	--

TITLE

VEHICLE EXITING

5810

1:8 1:5 1:5 1:8

300 300

CONVEX MIRROR

600 VEHICLE PARKING 2004

LEVEL 1

RL 26550

2000

FP KE FR FR KE

BIN ROOM

ELEC

500

5000

500

6200

CARPARK

38 RESI PARKINGS
02 RETAIL PARKINGS
05 BIKES
32 STORAGES

BIKE PARKING

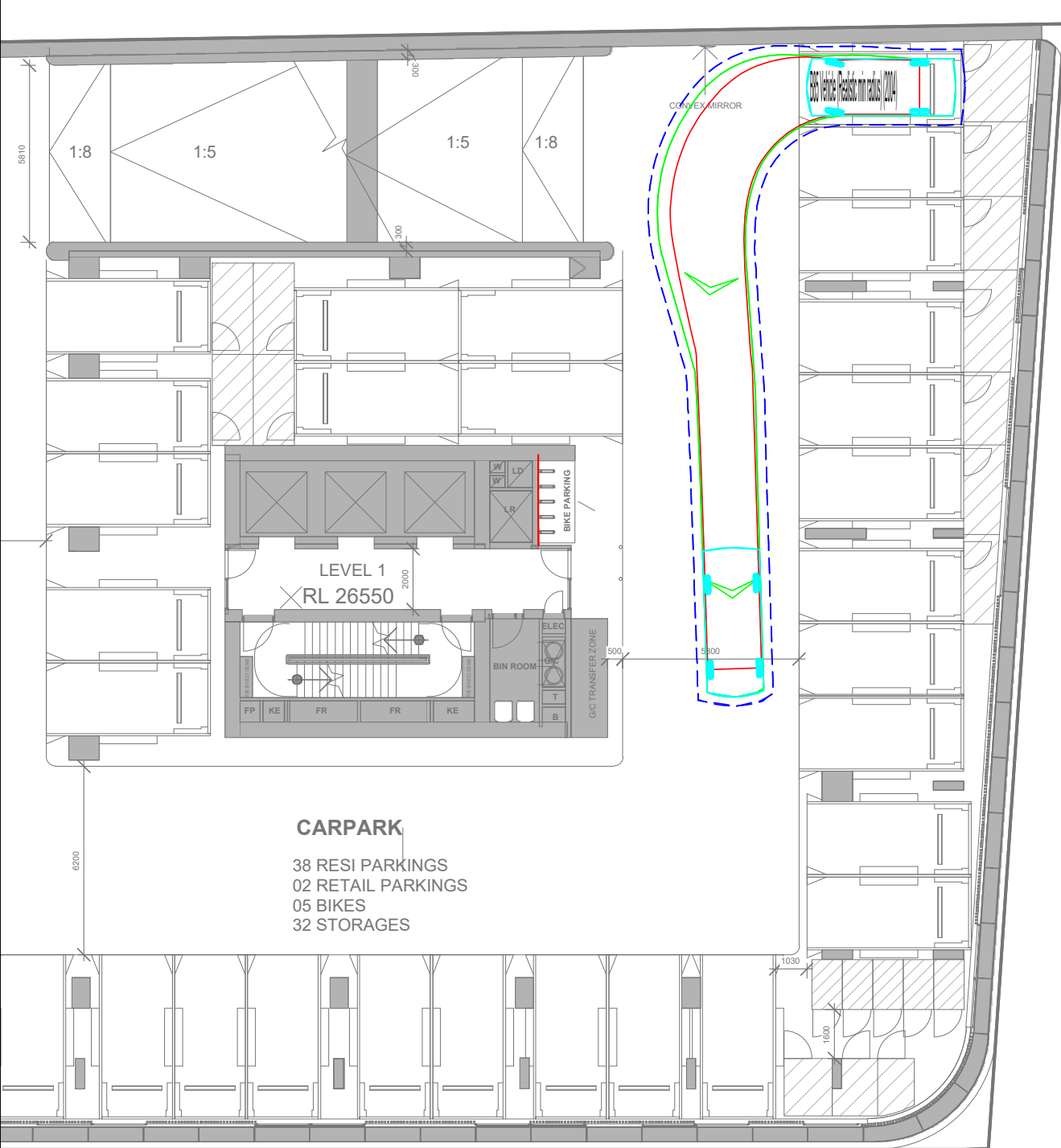
500

1030

1600

DISPENSARY LANE

North arrow pointing towards the top right.



38 RESI PARKINGS
02 RETAIL PARKINGS
05 BIKES
32 STORAGES

NORTH PARADE

8-10 LONDON STREET, CAMPSIE

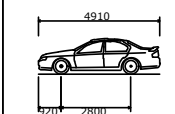
SWEPT PATH ANALYSIS - LEVELS 1-3 TYPICAL
4.9M B85 VEHICLE

DWG No.	24312CAD012
	FIGURE 12

DATE STAMP	28 APRIL 2026
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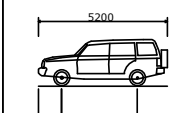
PROJECT No. 24312	SCALE 1:200 @A3	REV. B
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Filename: 24312CAD012-260426-CAR PARK REVIEW



B85 Vehicle (Realistic min radius) (2004)

Overall Length	4910mm
Overall Width	1870mm
Overall Body Height	1421mm
Min Body Ground Clearance	159mm
Track Width	1770mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	5750mm



B99 Vehicle (Realistic min radius) (2004)

Overall Length	5200mm
Overall Width	1940mm
Overall Body Height	1878mm
Min Body Ground Clearance	272mm
Track Width	1840mm
Lock-to-lock time	4.00s
Curb to Curb Turning Radius	6250mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



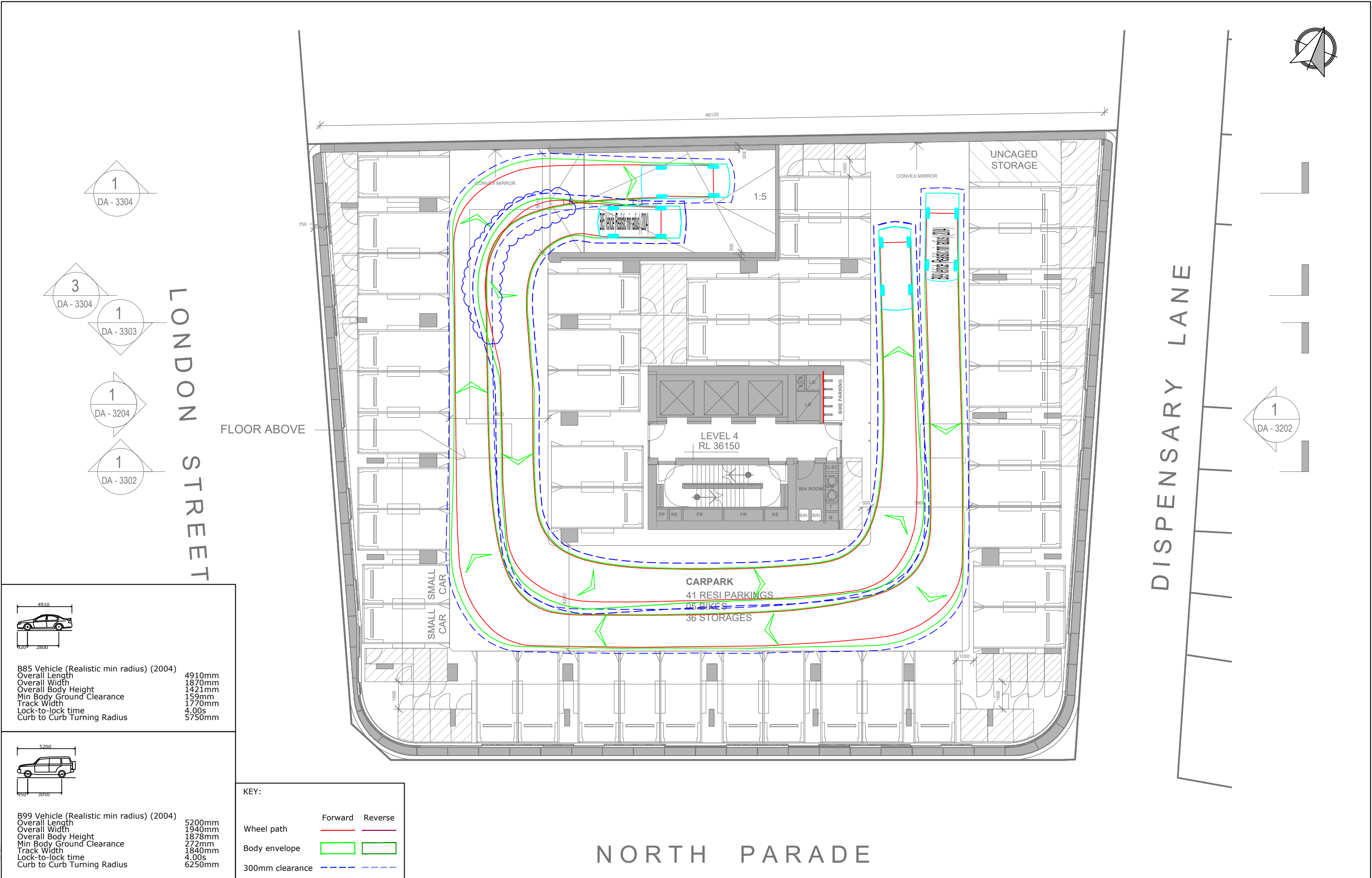
PROJECT

8-10 LONDON STREET, CAMPSIE

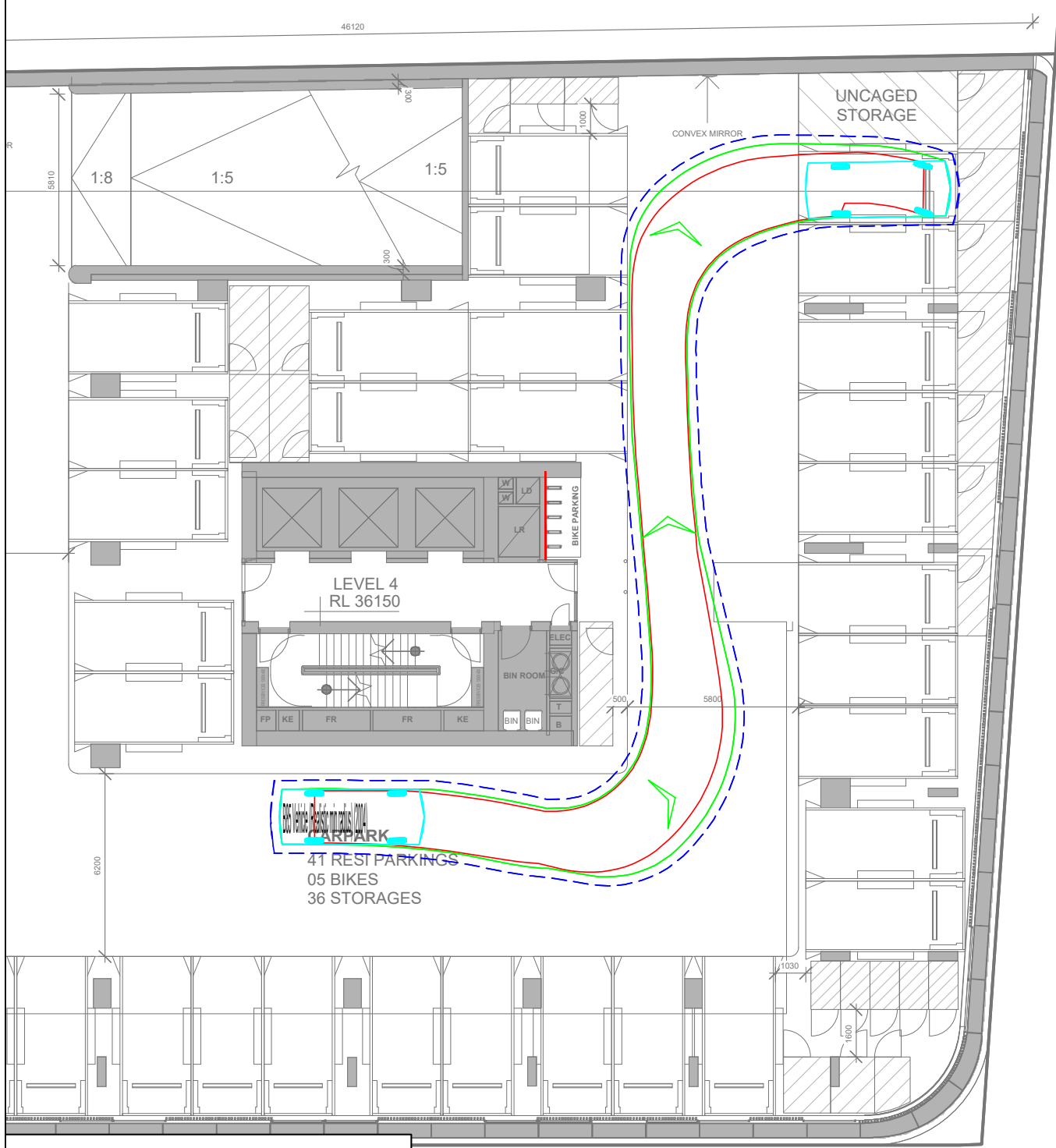
TITLE

SWEPT PATH ANALYSIS - LEVEL 4
5.2M B99 VEHICLE & 4.9M B85 VEHICLE

DWG No. 24312CAD012 FIGURE 13		
DATE STAMP 28 APRIL 2026		
PROJECT No. 24312	SCALE 1:200 @A3	REV. B



VEHICLE ENTERING



4910

420 2800

B85 Vehicle (Realistic min radius) (2004)
Overall Length 4910mm
Overall Width 1870mm
Overall Body Height 1421mm
Min Body Ground Clearance 159mm
Track Width 1770mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 5750mm

KEY:

	Forward	Reverse
Wheel path		
Body envelope		
300mm clearance		

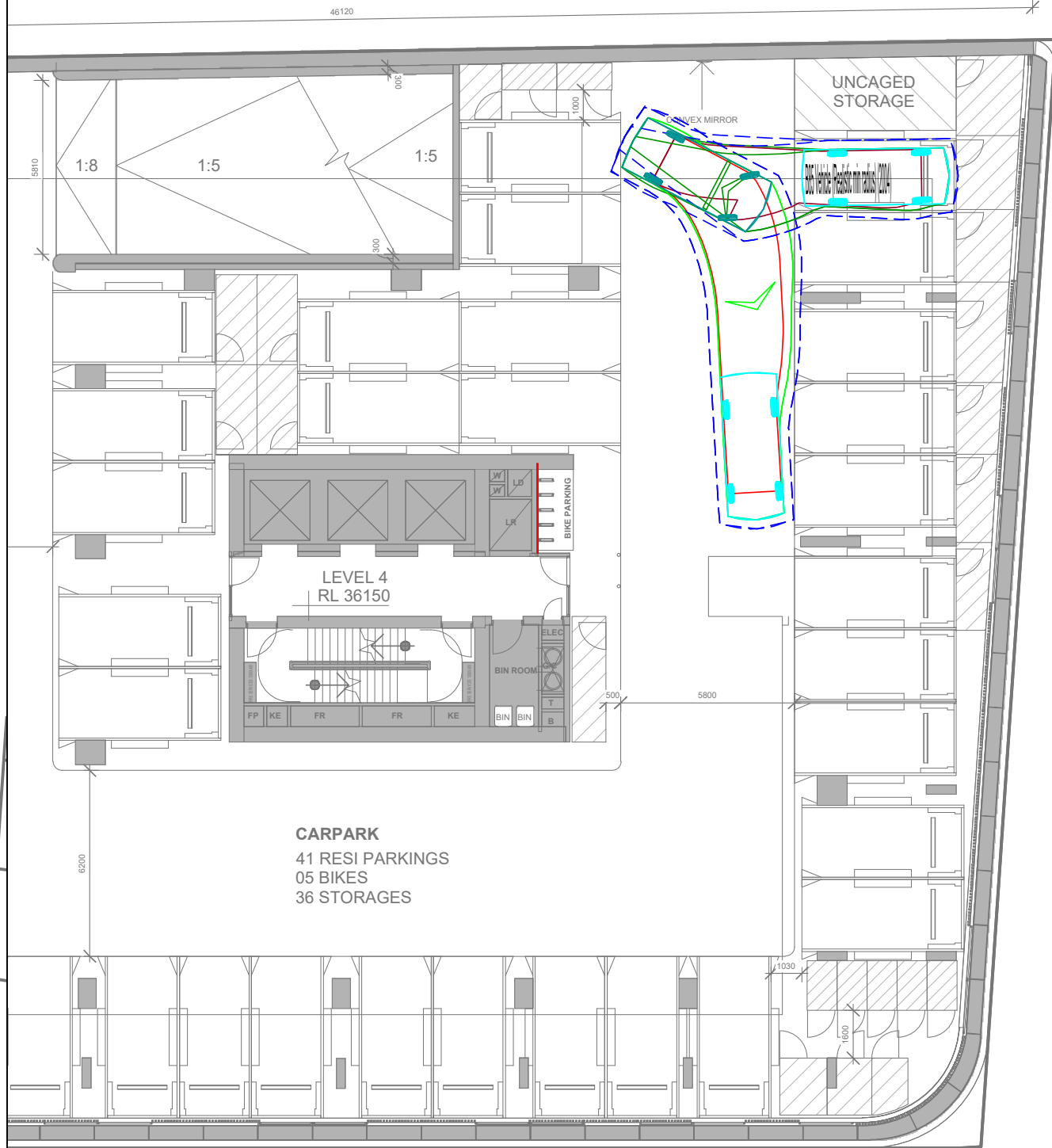
REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
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PROJECT

TITLE

VEHICLE EXITING



NORTH PARADE

DISPENSARY LANE

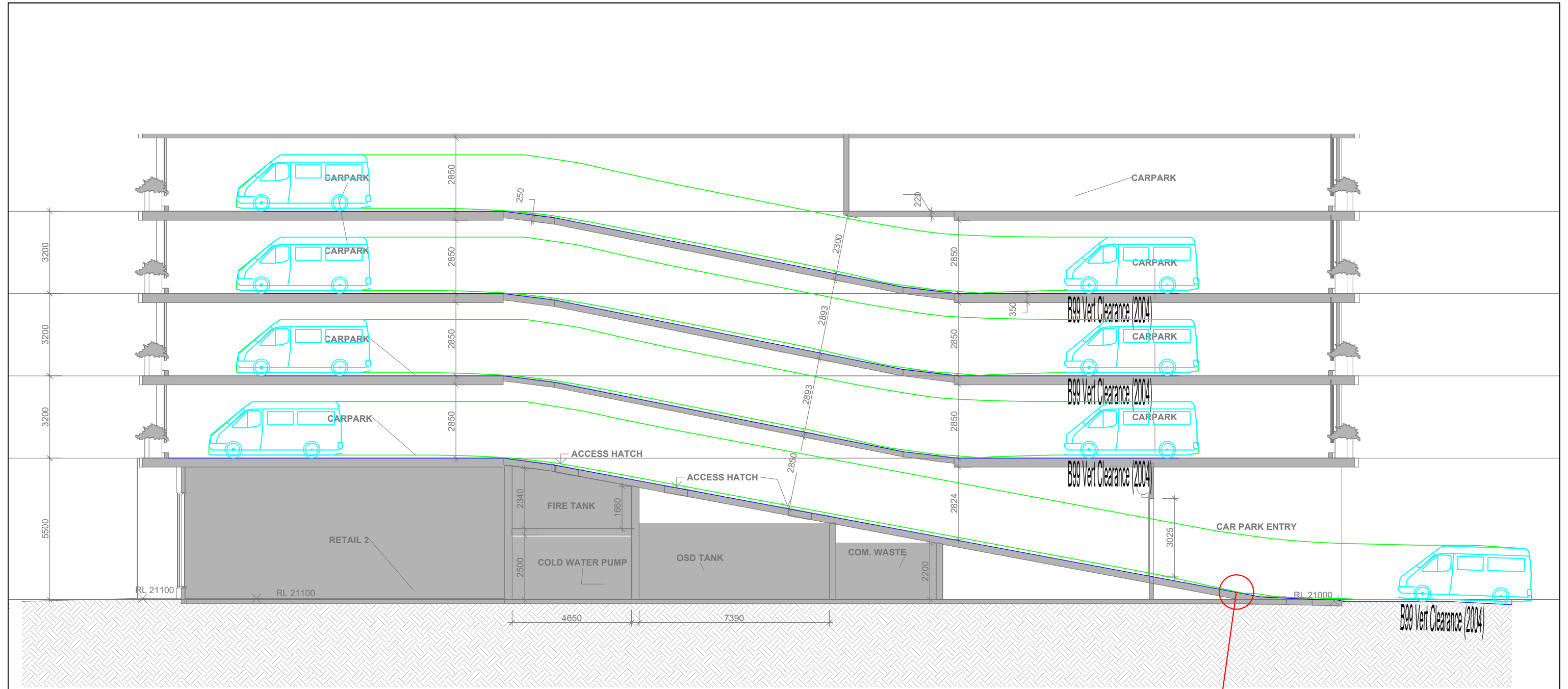
DISPENSARY LANE

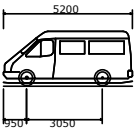


8-10 LONDON STREET, CAMPSIE

SWEPT PATH ANALYSIS - LEVEL 4
4.9M B85 VEHICLE

DWG No. 24312CAD012		FIGURE 14	
DATE STAMP		28 APRIL 2026	
PROJECT No. 24312	SCALE 1:200 @A3	REV. B	





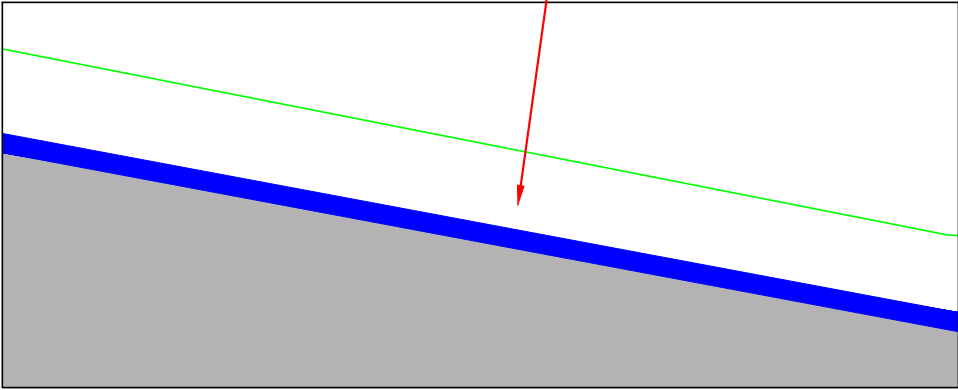
5200
1940
2200
120
1840
4.00s
8000mm

B99 Vert Clearance (2004)

Overall Length
Overall Width
Overall Body Height
Min Body Ground Clearance
Track Width
Lock-to-lock time
Curb to Curb Turning Radius

KEY:

- Vertical Clearance
- Driveway / Ramp Profile



DRAWING PLAN USED:

- DRAWING NO. DA - 3304, CAR PARK AND LOADING SECTIONS, REVISION A, ISSUED ON 23/04/2026

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



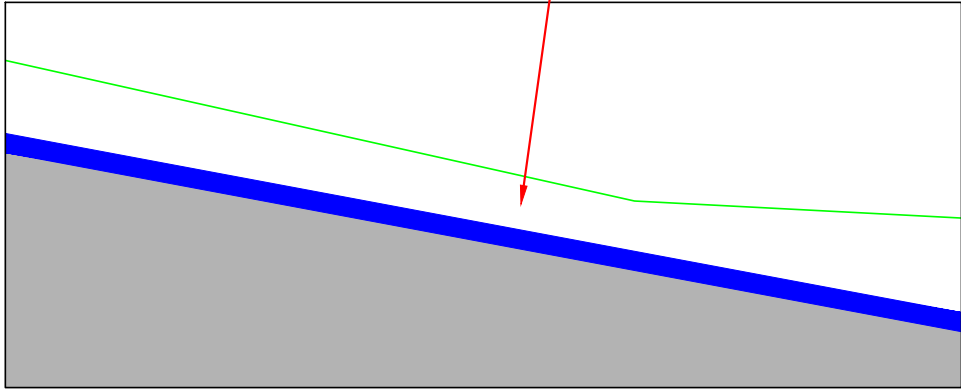
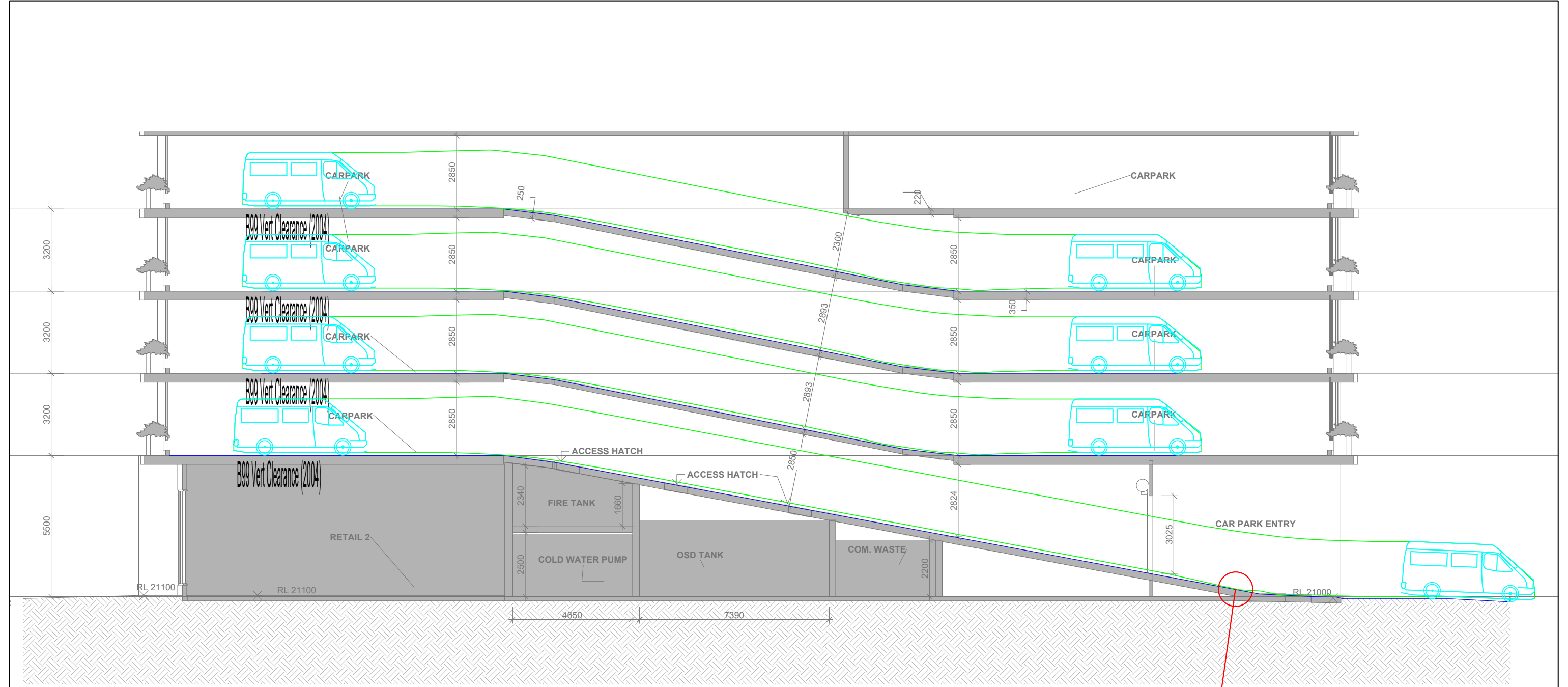
PROJECT

8-10 LONDON STREET, CAMPSIE

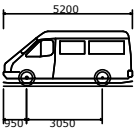
TITLE

VERTICAL CLEARANCE REVIEW
5.2M B99 VEHICLE - VEHICLE TRAVELLING UPWARD RAMPS

DWG No. 24312CAD012 FIGURE 15		
DATE STAMP 28 APRIL 2026		
PROJECT No. 24312	SCALE 1:150 @A3	REV. B



DRAWING PLAN USED:
• DRAWING NO. DA - 3304, CAR PARK AND LOADING SECTIONS, REVISION A, ISSUED ON 23/04/2026



B99 Vert Clearance (2004)
Overall Length 5200mm
Overall Width 1940mm
Overall Body Height 2200mm
Min Body Ground Clearance 120mm
Track Width 1840mm
Lock-to-lock time 4.00s
Curb to Curb Turning Radius 8000mm

KEY:

- Vertical Clearance
- Driveway / Ramp Profile

REV.	DESCRIPTION	DRAWN	CHECK	APP'D	DATE
A	ISSUE FOR DISCUSSION	HT	AM	KH	28/04/26



PROJECT

8-10 LONDON STREET, CAMPSIE

TITLE

VERTICAL CLEARANCE REVIEW
5.2M B99 VEHICLE - VEHICLE TRAVELLING DOWNWARD RAMPS

DWG No.

24312CAD012
FIGURE 16

DATE STAMP

28 APRIL 2026

PROJECT No.	SCALE	REV.
24312	1:150 @A3	B

Appendix C

Preliminary Green Travel Planning Framework

Preliminary Green Travel Planning Framework

Overview

This Preliminary Green Travel Plan (GTP) Framework has been prepared by The Transport Planning Partnership (TPPP), on behalf of Arada to accompany a State Significant Development Application (SSDA) SSD-90701958 for the proposed residential development with ground floor retail on the corner of North Parade and London Street, Campsie. The subject site is located within the City of Canterbury Bankstown Council (Council) local government area (LGA).

The proposed development seeks consent for the construction of a new 33-storey shop top housing building comprising 156 residential apartments (inclusive of at least 10% affordable housing for a period of 10 years), ground floor retail and four levels of podium parking.

GTPs aim to promote public transport and active transport use and assist in the management of the future travel demand following occupation of the development.

The findings and recommendations in this Framework would be considered by future building management for further addressing in detailed GTP that could be prepared prior to building occupation.

Purpose of GTP

The purpose of a GTP is to encapsulate a strategy for managing travel demand that embraces the principles of sustainable transport. In its simplest form, GTPs encourage use of transport modes that have low environmental impacts, for example active transport modes including walking, cycling, public transport, and better management of car use.

Active transport presents several interrelated benefits including:

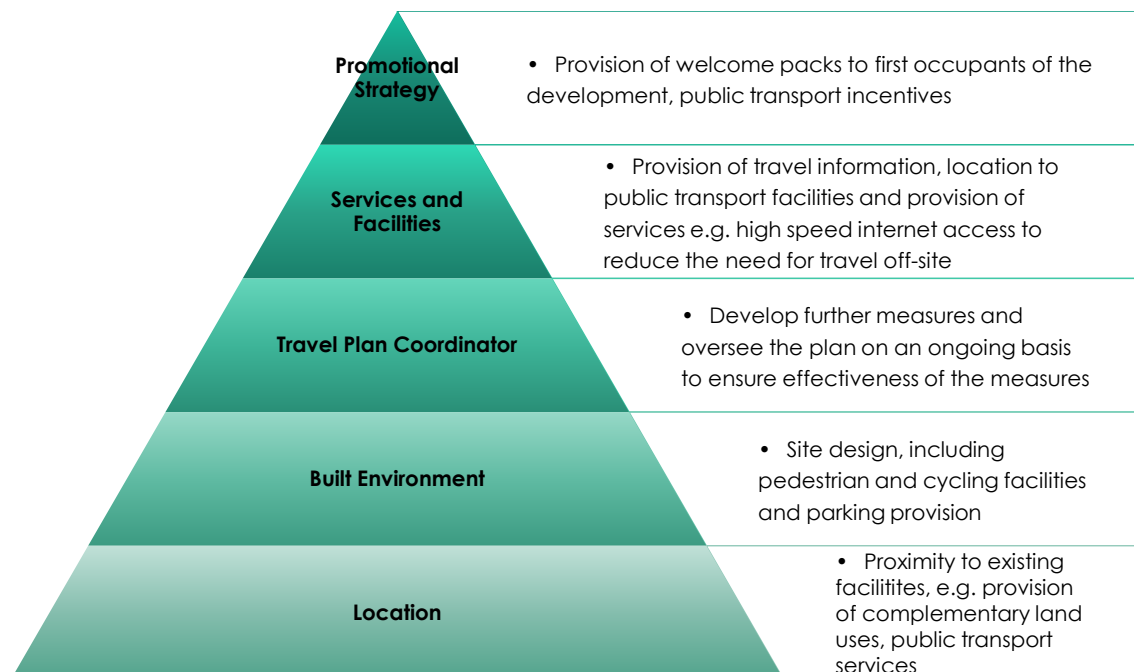
- Improved personal health benefits
- Reduced traffic congestion, noise and air pollution caused by motor vehicles
- Greater social connections within communities
- Cost savings to the economy and individual.

To ensure that the GTP meets its intended objectives, a review of 'best practice' guidelines such as the City of Sydney 'Guide to Travel Plans', 'The Essential Guide to Travel Planning' prepared by the United Kingdom Department of Transport and Transport for NSW's 'Integrated Public Transport Service Planning Guidelines' has been undertaken.

Travel Plan Pyramid

The GTP will need to be tailored to the proposed development site to ensure appropriate measures are in place for the different land uses to promote a modal shift away from car usage. The key elements of the GTP are shown in the Travel Plan Pyramid in Figure 1.

Figure 1: Travel Plan Pyramid



All elements in the Travel Plan Pyramid are critical to the success of the GTP, however, Figure 1 illustrates that the key foundations to ensure the success of a GTP are:

- **Location** – proximity to public transport services and proximity to mixed land uses, e.g. shops and services, such that walking, or cycling becomes the natural choices, and
- **Built Environment** – provision of high-quality pedestrian and cycling facilities, end-of-trip facilities and reduced car parking provision to encourage sustainable transport choices.

Drivers of the Plan

There are several social, environmental and economic drivers for developing and implementing a GTP for developments, which are detailed below.

Car Parking

Car parks utilise valuable land resources and impact amenity. If the area continues to grow and there is no modal shift towards non-car transport modes, the car parking demand could increase significantly. As such, the provision of car parking must reflect the site's proximity to public transport to influence a modal shift to more sustainable transport modes.

The site is located near the future Campsie Metro Station. The site is also located within the vicinity of the Campsie town centre. Therefore, a lower car parking requirement can be justified for the site.

The proposed car parking provision is expected to accommodate the car parking demand based on first-principles approach; there are opportunities to shift the travel mode shares toward sustainable travel modes.

Environmental Impacts

The transport sector (road, rail, air and ship) is Australia's third largest source of greenhouse gas emissions (GHG), accounting for 18 per cent of emissions in Australia in 2015 (Climate Council of Australia, 2016). Mitigating this impact is a key driver of the GTP. Within Australia, the transport sector has the highest rate of growth of GHG emissions per year having risen by 51 per cent since 1990 with private vehicles responsible for almost half of transport emissions. In comparison, travel modes such as walking and cycling have the lowest emissions while public transportation has significantly lower impact than private vehicles.

The Canterbury-Bankstown Council's Active Transport Plan 2021-2031 outlines the future planning priorities of the Hills Shire transport system, which includes planned upgrades to the walking and cycling infrastructure, as well as public transport connectivity throughout the LGA. This is aligned with the Local Strategic Planning Statement Hills Future 2026, *Future Transport 2056* and *Greater Sydney Service and Infrastructure Plan 2056*, aiming to increase sustainable transport mode share.

Health Benefits

The use of sustainable transport modes can have wide-ranging health benefits due to a corresponding reduction in greenhouse gas emissions and increase in physical activity from walking and cycling. The shift from private cars to sustainable transport "can yield much greater immediate health "co-benefits" than improving fuel and vehicle efficiencies" (World Health Organisation, 2011). The potential benefits can include reduced respiratory diseases from better air quality, prevention of heart disease, some cancers, Type 2 diabetes and some obesity-related risks.

Social Equity

Transport infrastructure has a fundamental role in supporting social equity, which is the equitable distribution of services, amenities and opportunities. The provision of sustainable transport modes can provide a more affordable alternative to car use. As such, it offers better mobility for women, children, young people, the aged, persons with disabilities and the poor, who have less access to private vehicles, thereby enhancing social equity.

Site Attraction

Provision of high-quality transport infrastructure (public transport, cycling and walking infrastructure) has significant impacts on the accessibility and enhance the attractiveness of

a site. Negative experiences and costs associated with travel can reduce the competitiveness of a site. High-quality and efficient transport systems are key to attracting and retaining industrial tenancies and workers. Support for active transport modes is also highly desired by staff members, as it improves health and productivity.

Education and Leadership

Major retail and commercial precincts generally have many staff and visitors coming through each year. Therefore, building owners or management have unique opportunities to encourage staff and visitors to shift to more sustainable travel behaviours. These travel behaviours can help shape long-term travel behaviours that extend long after their completion at the organisation. Successful travel planning and education can reduce traffic impacts on the road network while potentially supporting a positive influence on local areas by increasing public transport demand and improving associated amenities.

Existing Transport Policy Context

The review of existing relevant policies clearly illustrates several themes that should inform the approach for the ongoing management of transport demand, and investment in the transport network. These themes include:

- Provision of high-quality local transport infrastructure, improved cycling paths and networks, and improved accessibility and connectivity
- Provision of connected, liveable communities where people can walk, cycle, and use public transport to promote healthier, active communities.

A summary of the existing policy framework documents relevant to the site and its surroundings is provided in Table 1.

Table 1: Summary of Policy Framework

Policy/Strategy	Key Aims/ Objectives/ Goals
Canterbury Bankstown City Council	
Revised Draft Campsie Master Plan	The Campsie Master Plan outlines a transformative vision for Campsie as a strategic health and lifestyle precinct centred on the future Metro station and Cooks River. It prioritises pedestrian-friendly, high-density development supported by green infrastructure, enhanced walking and cycling connections, and a people-focused Beamish Street. The plan includes improved east-west active transport links and connectivity across the train corridor, fostering a vibrant, sustainable town centre anchored by Canterbury Hospital and the future civic hub. Active transport is a core principle to reduce car reliance and support increased residential and employment density.
Connective City 2036	Connective City 2036 sets the strategic direction for the Canterbury-Bankstown area, identifying Campsie as a key component of the "Eastern Lifestyle and Medical Precinct." It proposes integration of high-density housing and health-focused employment around transit nodes, particularly Campsie Metro, with an emphasis on reducing car dependency through enhanced public transport, walking and cycling infrastructure. The plan calls for better cross-city connectivity, a green-blue web of active transport corridors, and mixed-use development that supports a healthier, more accessible and economically vibrant city.

Policy/Strategy	Key Aims/ Objectives/ Goals
Active Transport Action Plan 2021–2031	This plan establishes a city-wide strategy for walking and cycling, aiming to shift travel habits away from private vehicles. It identifies missing links and infrastructure gaps across the LGA, including Campsie, and proposes new footpaths and cycleways to improve connectivity to centres, schools, parks, and transport nodes. Key initiatives include new shared paths along the Cooks River and enhanced east-west cycling routes that integrate with Metro upgrades. The plan supports modal shift by improving safety, wayfinding, shade, lighting, and secure bike parking—making active travel more attractive.
Canterbury-Bankstown Housing Strategy	The Housing Strategy recognises Campsie as a priority centre for high-density housing due to its proximity to transit, employment and services. It advocates for place-based planning that supports walkable centres, with housing growth located within walking distance of public transport to reduce car reliance and support sustainable mobility. The strategy also highlights the need to align housing growth with infrastructure capacity—including transport—and suggests that areas like Campsie can accommodate more growth due to existing and planned transport infrastructure, particularly with the Metro upgrade.
CBCity 2036 Community Strategic Plan	This overarching strategic plan identifies "Moving and Integrated" as one of its core directions, promoting a future where people have many safe, sustainable and convenient travel options. The plan prioritises accessibility and active transport, encouraging walking, cycling and use of public transport across all neighbourhoods. It supports efforts to enhance connectivity in centres like Campsie, reduce traffic congestion, and integrate transport with land use planning to support healthier, more vibrant and socially inclusive communities.
NSW State Government	
Future Transport Strategy 2056	The Strategy aims to increase the mode share of public transport services and reduce the use of single occupant vehicles. The proposed development will look to reduce private vehicle travel, aligning with the objectives of the Strategy.
Greater Sydney Region Plan: A Metropolis of Three Cities – Connecting People	The site is well located to contribute towards creating a 30-minute city. Bus stops and metro station within walking distance means people/ prospective residents and employees can easily access the site via public transport modes. The site thus aligns with the objects of the Plan in creating good access between jobs and public transport facilities to contribute towards a 30-minute city.
Sydney's Cycling Future, Cycling for Everyday Transport (NSW State Government, 2013)	Sydney's Cycling Future's key strategy is to improve cycling infrastructure. The Three Pillars of Sydney's Cycling Future include: • Investing in separated cycleways • Providing connected bicycle networks to major centres and transport interchanges promoting better use of our existing network; and, • Engaging with our partners across government, councils, developers, and bicycle users.

Council's Active Transport Action Plan 2021-2031 set out specific mode share objectives. The key targets set for journeys to work by 2036 are shown in Table 2.

Table 2: Council Mode Share Targets

Mode	2019 Share	2036 Target
Car	62%	30%
Heavy Rail/Mass Transit	20%	30%
Bus/Light Rail	2.5%	8%
Walking	2%	7%
Cycling	0.3%	4%

Existing Transport Context

The land to which this SSDA relates is located at the corner of North Parade and London Street, Campsie (**the site**). The site comprises a square shaped allotment with a site area of 1644 m². It has a primary frontage to London Street to the west, and a frontage to North Parade to the south. The site is also serviced by Dispensary Lane at the rear of the site to the east.

The site is in the City of Canterbury Bankstown Local Government Area (LGA) and located near the future Campsie Metro station. The land zoning to which this development applies is E1: Local Centre. The surrounding land uses are predominantly low to medium density residential developments and commercial and retail stores along Beamish Street.

The site location and its context within the wider area is provided in Figure 2.

Figure 2: Site Location



Basemap Source: OpenStreetMap

GTP Objectives and Target

GTP Objectives

The following objectives have been identified to achieve the vision of the GTP:

Objective 1: Facilitate a modal shift towards more sustainable transport modes

- Improve access, safety, amenity and convenience of sustainable transport modes for travel to and from the site
- Incentivise sustainable transport modes and establish a culture of active and public transport use
- Improve awareness and knowledge of public and active transport options available within the area.

Objective 2: Reduce car ownership and promote car share use

- Improve awareness and access to car share facilities available within the area
- Incentivise car share use as an alternative to owning a car
- Manage on-site car parking to disincentivise car use.

Mode Share Target

The aim of a GTP is to encourage a modal shift away from private vehicles by implementing measures that influence the travel patterns of employees and residents of the subject site. The implementation of the GTP would be regularly monitored to ensure that it is creating the desired effect.

The success of a GTP is measured by setting modal share targets and identifying the measures and actions that have the greatest impact. Generally, the targets set for a GTP have a 5-year timeframe.

Table 3 and Table 4 present the mode share targets for the subject site with achievable goals in mind that are based on the 2016 pre-Covid-19 pandemic travel behaviours noting that work from home would not represent such large proportion following the pandemic.

The targets have been calibrated using the mode share targets for the Canterbury Bankstown Councils Active Transport Action Plan 2021-2031, presented in Table 2. However, it is noted that these targets are intended for 2036, an 11-year time frame compared to the 5-year timeframe of these mode share targets. Additionally, the Campsie area is better serviced by public transport than the larger LGA. The targets should be updated when the GTP is reviewed to align with any changes to the site and the Canterbury Bankstown Council strategies or plans.

Ultimately, based on current and pre-pandemic travel behaviours of residents and employees in the area, private vehicle is expected to remain the dominant mode of travel

to/ from site. This GTP does however aim to achieve higher public transport and active transport mode share to reduce the traffic and parking demand on-site.

A work from home mode share target of 5% is considered realistic and achievable, reflecting the long-term shift in flexible work arrangements that has persisted beyond the COVID-19 pandemic. While the 2016 baseline was just 2%, recent trends and employer adoption of hybrid work models support a modest yet sustainable increase in remote work.

Table 3: Mode Share Targets for Residents Living in Campsie

Method of Travel	Census 2016	Target	Net Difference
Car (as driver or passenger)	46%	30%	-16%
Train/Metro	36%	49%	+13%
Bus	6%	5%	-1%
Worked at home	2%	2%	-
Motorcycle	0%	0%	-
Bicycle	0%	4%	+4%
Walked only	8%	10%	+2%

Table 4: Mode Share Targets for Employees Working in Campsie

Method of Travel	Census 2016	Target	Net Difference
Car (as driver or passenger)	73%	44%	-29%
Train/Metro	11%	35%	+24%
Bus	3%	5%	+2%
Worked at home	2%	2%	-
Motorcycle	0%	0%	-
Bicycle	0%	4%	+4%
Walked only	9%	10%	+1%

Generally, a modal shift between 3 to 5 per cent is typically considered to be a significant achievement (based on knowledge of local and international GTPs, and as stated by experts in Land Environmental Court proceedings). Notwithstanding this, a modal shift of up to 16 per cent compared to pre-pandemic situation could be achieved for the subject site if moderate uptake across public transport and active transport use can be realised. This considers that some level of remote working will still occur even if not at the same level as during the pandemic.

Given the unreliability of the 2016 census data (prior to the opening of Sydney Metro City and Southwest) and the 2021 census data (impacted by Covid-19 pandemic and prior to the opening of Sydney Metro City and Southwest), it is recommended that a travel survey should be undertaken 6-month post occupation to establish the real baseline travel mode share. The target mode share can then be updated to better reflect the existing travel mode share so that the targets are achievable.

Encouraging Sustainable Transport

To achieve the objectives of the GTP, measures should be put in place to influence the travel patterns to/ from the site, with a view to discourage car usage amongst residents and employees at the subject site.

Site Specific Measures

A Travel Plan Coordinator (TPC) shall be appointed to oversee the proposed site-specific measures to encourage sustainable transport as a mode share to/ from the site. The contact information of the appointed TPC shall be made available to residents and employees of the building.

The roles of the TPC generally comprise the following:

- Coordinate the implementation of the GTP
- Arrange surveys and collect data to measure progress, as required
- Communicate and promote the GTP and associated measures to relevant stakeholders
- Coordinate events and initiatives
- Monitor and review the GTP.

Walking and Cycling

The TPC will promote the establishment of a walking and/ or cycling group for residents and staff, to promote active travel to/ from the site, followed by recreational activities/ special events. This initiative would help promote and encourage social inclusion, as well as promote walking and cycling as the choice of travel.

Bike parking and end-of-trip facilities (including showers and lockers) are necessary to encourage walking and cycling to/ from the subject site. Given the site is close to shared paths and cycleways, staff will be more likely to walk and cycle to/ from the site if appropriate facilities are provided.

The Proponent will provide 24 new bicycle parking spaces on-site to encourage cycling as a mode share and to accommodate the anticipated bicycle parking demand. The location of the bicycle spaces within the context of the site will be shown in the Travel Access Guide (TAG) that should be prepared as part of the Detailed GTP prior to building occupation.

Bicycle parking occupancy will be continuously monitored and, if necessary, increase the supply to accommodate any future increase in demand.

In addition, end-of-trip facilities will also be provided to encourage cycling mode share amongst employees. The location of the end-of-trip facilities within the context of the site will also be shown in the TAG.

Walking and cycling maps will be made available on the information board on-site to provide further information on how they connect to the wider walking and cycling network. This ensures that all residents and staff are made aware of surrounding active transport infrastructure.

The future commercial tenants may offer eligible full-time and part-time staff who have completed their probationary period to purchase bicycles through their salary for commuting to and from the site, spreading the cost throughout the year, to increase the potential of increased cycling use amongst staff members.

Public Transport

Public transport maps will be provided on an information board on-site and the website to raise awareness amongst staff and visitors on alternative transport options available in the area. The format of the map would be based upon the Travel Access Guide (TAG). This TAG will also form part of a welcome pack for staff and made available to visitors (via website, social media etc) to ensure that they are made aware of the public transport surrounding the area and its coverage of the Greater Sydney area.

Car Sharing

As mentioned previously, car share facilities (e.g., GoGet) are available near the site. These car sharing vehicles could be used by staff who have not driven to work and require vehicles during the day. Future commercial tenants may liaise with car share providers to arrange GoGet carshare memberships for employees. Such information would be made available to all employees as part of the welcome pack, via newsletter, and/ or website.

Carpooling

The TPC will provide educational and promotional campaigns for tenant employees to increase carpooling activities and potentially reduce the number of vehicles on the road. The TPC will also provide information to all employees and new starters to help them find carpool buddies in their daily commute.

On-site Parking Management

It is proposed to provide lower car parking provision than the required car spaces as stipulated in the Council DCP with an aim to increase active travel and public transport mode share. In particular, it is proposed to provide 158 car parking spaces across the entire mixed-use development.

This proposed parking provision assumes that there would be some level of active travel and public transport uptakes amongst staff. Importantly, no parking will be provided for retail customers, with spaces limited to retail employees only. This approach deliberately reduces reliance on private vehicles for short shopping trips and encourages customers to access the site by walking, cycling, or public transport. Taken together, the proposed strategy highlights the opportunity to shift both residents and tenant employees' travel behaviour toward more sustainable travel modes.

Transport Access Guide

The information mentioned above will be provided in the form of a package of easy-to-understand travel information known as a Transport Access Guide (TAG). This will be included in the welcome pack provided to new starters and current staff and provided to visitors via email and/ or website, where relevant.

TAGs provide customised travel information for people travelling to and from a particular site using sustainable forms of transport – walking, cycling and public transport. It provides a simple quick visual look at a location making it easy to see the relationship of the site to train stations, bus stops, walking and cycling routes, etc.

TAGs encourage the use of non-vehicle mode transport and can reduce associated greenhouse gas emissions and traffic congestion while improving health through active transport choices. They can take many forms from a map printed on the back of business cards or brochures. Best practice suggests that the information should be as concise, simple and site centred as possible. If instructions are too complex, people are likely to ignore them.

A Travel Access Guide (TAG) will be prepared for the site prior to building occupation. The TAG will be provided in the form of a brochure and made available to all residents, staff and visitors. It will be reviewed and updated regularly to ensure that the information remains current and relevant.

Information and Communication

A component of the TPC's role will be communicating with staff and visitors to provide information to facilitate journey planning and increase their awareness of convenient and inexpensive sustainable transport options which support potential changes in travel behaviour.

Transport NSW info

- Bus, train and metro routes, timetables and journey planning are provided by Transport for New South Wales and Sydney Metro through their respective transport information website:
 - <http://www.transportnsw.info/>
 - <https://www.sydneymetro.info/>.

Similarly, phone apps such as TripView display Sydney public transport timetable data and shows a summary view showing current and subsequent services, as well as a full timetable viewer. This timetable data is stored on the phone, so it can be used offline.

Connecting staff members via social media and social events may provide a platform to informally pilot new programs or create travel-buddy networks and communication.

Actions

A summary of the key strategy and framework action table is shown in Table 5. It should be noted that this framework action table will be reviewed and updated, as required. However, it is important to stress that the implementation of the strategies within a few months of adopting the Detailed GTP that will be prepared prior to building occupation is a key factor in influencing travel patterns.

Table 5: Framework Action Table

Action	Objective	Responsibility	Timeline
1. Provide 24 new bicycle parking spaces and end-of-trip facilities (showers, lockers and changer rooms) on-site.	1	Proponent	Within 1 month of adopting the GTP
2. Provide public transport and active transport information on a noticeboard at key locations within the site based on the Transport Access Guide (TAG). This will also be posted on the website, newsletters, and included as part of the welcome pack distributed to new starters.	1	Travel Plan Coordinator	Within 1-3 months of adopting the GTP
3. Consider providing a fleet vehicle(s) to encourage employees to leave private vehicles at home, and make use of it for trips during work hours (if demand exists)	1,2	Travel Plan Coordinator	Within a year of adopting the GTP
4. Liaise with car share providers (i.e., GoGet and Uber carshare) to consider providing car sharing pods on-site to encourage employees to leave private vehicles at home, and make use of it for trips during work hours (if demand exists).	1,2	Travel Plan Coordinator	Within 1-3 months of adopting the GTP
5. Offer salary sacrificing incentives to eligible staff who are willing to purchase a bicycle and regularly use it to/from work.	1	Future Commercial Tenants	Ongoing
6. Encourage walking groups, cycling groups amongst staff to encourage active transport use.	1	Travel Plan Coordinator	Ongoing
7. Organise shift arrangements for staff to encourage carpooling activities by placing staff who live close to each other in same shift patterns.	1,2	Future Commercial Tenants	Ongoing
8. Connect staff on social media to facilitate potential carpooling activities.	1,2	Travel Plan Coordinator	Ongoing
9. Ongoing review of the GTP to introduce additional measures as required.	1, 2, 3	Travel Plan Coordinator	Annually

Management and Monitoring of the Plan

Management

There is no standard methodology for the implementation and management of an GTP. However, the GTP should be monitored and reported to on for the first five years, as required, to ensure that it is achieving the desired benefits. The mode share targets set out in Table 3 and Table 4 are used in this regard to ensure there is an overall goal in the management of the GTP.

The monitoring of the GTP will require travel surveys to be undertaken with a focus to establish the baseline travel patterns including mode share of trips to and from the site and identify any progress toward the mode share target and objectives, with the targets to be adjusted as required. A sample employee travel survey questionnaire is provided in Appendix B.

The first set of surveys shall be undertaken within the first six months of adopting the GTP to obtain the baseline mode share of the site. In addition, travel surveys should be undertaken annually for a minimum of 5 years after the initial survey to monitor the progress of the GTP in terms of travel mode change.

The implementation of the GTP will be the responsibility of the appointed Travel Plan Coordinator (TPC), who will be responsible for developing, implementing and monitoring the GTP. The TPC will provide information and recommendations to residents and employees to ensure that they can see the benefits of sustainable transport.

There are several key components to the development and implementation of a successful GTP. These include:

- **Communication** – Good communication is an essential part of the GTP. It will be necessary to explain the reasons for adopting the plan to promote the benefits of sustainable transport options
- **Commitment** – GTPs involve changing established habits or providing the impetus for people to choose an alternative sustainable travel mode other than car use. To achieve cooperation, it is essential to promote positively the wider objectives and benefits of the Plan. This commitment includes the provision of the necessary resources to implement the plan, beginning with the TPC
- **Building Consensus** – It would be necessary to obtain broad support for the introduction of the GTP from employees.

Once the Plan has been implemented, it is important to maintain interest in the proposed scheme. Each new initiative in the plan will need to be publicised and marketing of the plan should be undertaken to increase the effectiveness.

Remedial Actions

The regular annual review will take place to identify if any possible remedial actions can be adopted, should the modal share targets be unlikely to be achieved.

The TPC could coordinate with agencies such as Council and/ or TfNSW to canvass any other initiatives that can be practically adopted.

Alternatively, the TPC could work with Council to ensure the measures are aligned with Council's strategic planning for travel by active and public transport modes.

Consultation with Relevant Authorities

The results of the GTP will be communicated to the residents and employees of the building via newsletters and email.

Subsequent surveys would be undertaken annually for a minimum of five years to monitor the travel patterns to/ from the site. The results of the survey will be included in the annual reporting updates. Where possible, the TPC will liaise with relevant Council staff member to benchmark against survey results from other industrial sites nearby to help inform the relativity of the success of the plan. This may then feed back into possible remedial actions.

Conclusion

This preliminary GTP framework outlines several transport demand management initiatives that could be adopted to assist with progression towards the target car driver mode share for future residents in Campsie Town Centre that can be realised with the Sydney Metro.

Due to the site's proximity to extensive public transport services and being within Campsie Town Centre, there is potential to increase public transport, walking and cycling use and reduce private car travel.

A future detailed Green Travel Plan will be prepared prior to building occupation. The implementation of future detailed GTPs, in combination with provision of facilities such as bicycle parking spaces and end-of-trip facilities, will be key to ensuring that residents and visitors are encouraged to use sustainable transport options to/from the site. This includes identification of opportunities and constraints to influence further changes to the travel behaviour of residents, their visitors and retail employees.

Appendix D

Construction Traffic Management Overview

Construction Traffic Management Overview

Overview

This Construction Traffic Management Overview has been prepared by The Transport Planning Partnership (TPPP) on behalf of ARADA to accompany a State Significant Development Application (SSDA) SSD-90701958 for a proposed residential development with ground floor retail on the corner of North Parade and London Street, Campsie.

The SSDA seeks to permit development of a mixed-use site containing 156 residential apartments and retail space. Podium level car parking is proposed with two separate at-grade entries for residents and service vehicles, both accessed via Dispensary Lane.

This letter has been prepared to address Secretary's Environmental Assessment Requirements (SEARs) issued on 22 August 2025 by Transport for NSW (TfNSW). Specifically, this document has been prepared to respond to the SEARs requirement issued below in Table 1.

Table 1: SEARs requirements – (SSD-90701958)

Traffic Transport and Accessibility	Addressed in
If the construction of the development would cause interruptions to regular pedestrian and transport routes (including public transport, active transport or general traffic), a preliminary Construction Traffic (or Transport) Management Plan (CTMP) should be prepared as part of the TIA to mitigate any such impacts.	This Document

The findings and recommendations in this letter would be considered by future contractors that are appointed for the construction works for further addressing in detailed Construction (and Demolition) Traffic and Pedestrian Management Plans that would be required prior to construction activities commencing.

Description of Activities

The construction of the development at North Parade and London Street in Campsie is expected to be completed over a longer-term duration (say 10-15 years) with the basic activities for each individual site primarily involving:

- Demolition of existing residential dwellings and removal of existing vegetation
- Excavation and site establishment
- Building structure construction
- Façade and internal fittings
- Public domain and landscaping works.

The extent of the work activities will be wholly contained within the site boundary, except for where on-street works zones are required for unloading and loading activities. The activities would aim to limit impact to the surrounding road network and neighbouring property accesses, particularly along Dispensary Lane given its existing geometrical limitations.

Work Hours

A detailed Construction Traffic and Pedestrian Management Plans will be prepared for the site prior to the commencement of any demolition or construction activities. An overview of the construction traffic management requirements is set out below.

Demolition and construction activities will be completed to approved construction work hours detailed in the relevant development consent conditions. Given that this is planning proposal phase, it is assumed that future development consent conditions will stipulate similar work hours to the following:

- 7:00am to 6:00pm, Monday to Saturday
- No work to be undertaken on Sundays and public holidays.

In addition, any works outside the above work hours (as amended by the relevant consent conditions) will be subject to separate applications to Council.

Construction Vehicle Types and Generation

Construction vehicles likely to be generated by the construction activities include:

- Semi-trailer trucks and truck-and-dog combinations for use during demolition and excavation works.
- Heavy Rigid vehicles and concrete truck mixers for structural and finishing works.
- Small rigid vehicles for smaller deliveries as needed.

The potential traffic generation of the construction activities will be dependent on the size and phase of the site. As a guide, it is reasonable to estimate that the site could generate four to size trucks per hour on average and up to 12 trucks per hour during peak activities.

It is expected that future detailed Construction Traffic and Pedestrian Management Plans will be required to consider the cumulative impacts of the construction activities of various sites occurring at the same time to ensure that the impacts of the surrounding road network can be managed, particularly during school drop off and pick up periods.

Construction Workers and Parking Arrangements

Construction worker numbers will be confirmed by individual contractors appointed across the site. The impact of any construction worker parking activities in the town centre and surroundings will need to be appropriately managed.

Where practical, appointed contractors should encourage workers to use surrounding public transport facilities including regular train services from Bankstown, nearby bus services and future metro services in 2026 following the completion of the City & Southwest metro line. Tool drop-off and storage facilities should be provided at the sites to allow construction workers to store their tools on site, allowing them to use public transport to travel to and from the site.

Opportunities to provide offsite worker parking, for example, in agreement with nearby sporting facilities such as Canterbury Park Racecourse during non-peak periods should also be considered as a collective with shuttle bus service providing access to the site.

Works Zone Requirements

It is anticipated that the construction works will be carried out in stages. Given site constraints, on-street works zones will be required and possible to be accommodated on London Street, possibly North Parade if required.

Any on-street works zones requirements or road occupancy requirements will be determined and outlined in the detailed Construction Traffic and Pedestrian Management Plans for the site. The plan will include the location of any occupied areas and their proposed duration and should consider how appropriate traffic flow can be maintained adjacent to the works zones given the narrow carriageways.

Construction Vehicle Routes

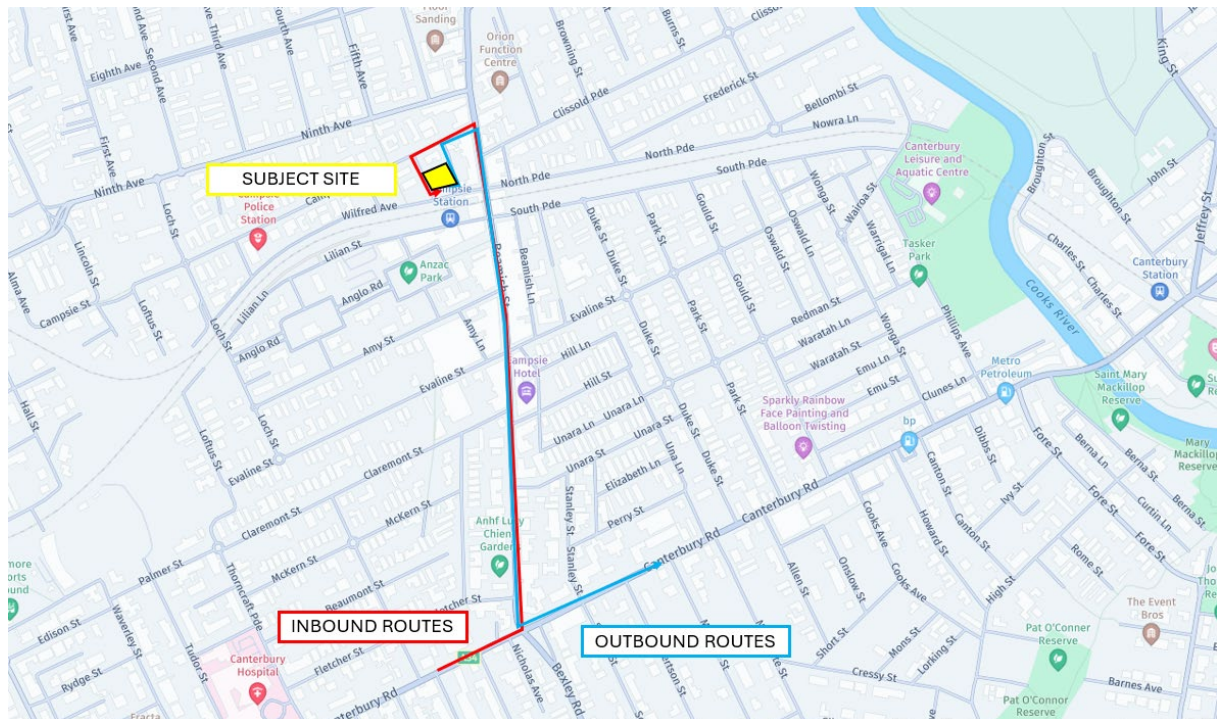
Construction vehicles generally have origins and destinations throughout Sydney, with an extensive network of roads made available for such trips.

To minimise the impacts of construction traffic on local streets, dedicated construction routes will be developed to provide the shortest distances to/from the arterial road network. The development is located directly south of Campsie Road and north of North Parade. Both these roads are located to the west off Beamish Street which connects to Canterbury Road an approved truck route.

There is no right turn access to/from North Parade at Beamish Street, therefore any use of Dispensary Lane will need to consider existing geometrical limitations of the laneway at the intersections. Any use of the laneway will also need to ensure to limit impact on the laneway operation and neighbouring property accesses given its existing geometrical limitations.

Swept path analysis will need to be undertaken to inform the final approach and departure routes and any vehicle size limitations that will be required.

Figure 1: Indicative Construction Vehicle Routes



Traffic Guidance Scheme

A Traffic Guidance Scheme (TGS) will be prepared and submitted to Transport for NSW and Canterbury Bankstown Council prior to construction commencing to appropriately manage the use of the designated construction routes, site access and works zones.

The TGSs will outline how potential construction vehicle movements will be accommodated in and out of the site. Such TGSs for the interface between the site and surrounding road network would be included as part of a Construction Traffic and Pedestrian Management Plan.

Conclusion

This Construction Traffic Management Overview gives an indication of the construction vehicle traffic volume and the potential routes which they will use. However, this will be developed further in more detailed Construction Traffic and Pedestrian Management Plans, which would be prepared and approved by Transport for NSW and/or Canterbury Bankstown Council prior to any construction commencing.

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