

A decorative graphic on the right side of the page. It features three overlapping circles in shades of blue. Two thin diagonal lines cross the page: one from the top-left towards the bottom-right, and another from the top-right towards the bottom-left. The circles are positioned such that they appear to be part of a larger design, with the top circle and middle circle partially cut off by the top-right diagonal line, and the bottom circle partially cut off by the bottom-left diagonal line.

# Australian National Sports Club

Traffic and Parking Assessment Report

Prepared For: Rockeman Town Planning

3 December 2023

*“This page has been intentionally left blank”*

## Document Control

Version	Date
V1	03/12/23

**Abdullah Uddin**

0425 478 650

## Table of Contents

1. Introduction.....	6
1.1. Scope of this report .....	6
1.2. Report preparation.....	6
2. Existing conditions.....	7
2.1. Background.....	7
2.2. Current Zoning .....	8
2.3. Site Area and Surrounding Land Use .....	9
2.4. Road Hierarchy and Traffic Volumes .....	9
2.5. Key Intersections .....	11
2.6. Parking Provision.....	12
2.6.1. Onsite parking .....	12
2.6.2. On-Street .....	14
2.7. Pedestrian and Bicycle Facilities .....	14
2.8. Public Transport Facilities.....	15
2.9. Vehicular access .....	17
3. The Proposal.....	19
3.1. Development proposal.....	19
3.2. Operation of the proposed activities.....	20
3.3. Hours of Operation .....	21
3.4. Pedestrian and Vehicular Access.....	21
3.5. Parking Provision.....	21
3.6. Bicycle Provision.....	21
3.7. Nearby Proposed Development.....	21
4. Parking and Traffic Impact Assessment.....	22
4.1. Parking Impact .....	22
4.2. Car parking impact due to the soccer event at Parry Park.....	23
4.3. Disability parking.....	24
4.4. Traffic impact due to the proposal.....	24

4.5.	Impact to Pedestrians, Cyclists and Public Transport.....	24
4.6.	Safety Assessment.....	25
4.7.	Cumulative Traffic Impact Assessment.....	25
5.	Summary and Conclusions .....	26

## **1. Introduction**

The purpose of this report is to provide a detailed traffic and transport assessment for the proposed modification of Australia National Sports Club (ANSP) located at 571-577 Punchbowl Road, Lakemba. This traffic impact assessment (TIA) report has been prepared in accordance with RMS's Guide to Traffic Generating Developments; Version 2.2; October 2002. This TIA will be lodged with the Development Application (DA) to be lodged to Canterbury-Bankstown Council.

This report describes the existing site access, traffic and parking situation, road network performance and transport facilities in the vicinity of the site. The report provides an assessment of the transport and access requirements for the proposed development and analyses its effects on the traffic and parking situation of the surrounding road network.

### **1.1. Scope of this report**

The scope of this report is primarily to assess the following:

- an assessment of existing site traffic and transport arrangements;
- determine the forecast traffic generation of the proposal and its impacts on the surrounding road networks;
- an assessment of the vehicular ingress and egress at the site and its impacts on the external road networks;
- review the proposed parking provision and its impacts on surrounding residential streets; and
- determine the overall impact of the proposal on the road network, transport safety and efficiency.

### **1.2. Report preparation**

This report has been prepared by Abdullah Uddin who has 20 years of experience in traffic engineering and transport planning. Further details of the author of this report can be found at his [LinkedIn](#) page.

## 2. Existing conditions

### 2.1. Background

DA-8668/96 was approved on 29 January 1999 as a Development Application to construct a sports clubhouse/facility and associated parking at Parry Park, Punchbowl. Upon approval, the clubhouse is constructed and is in use by the Australian National Sports Club (ANSC).

The site is a rectangular shaped allotment within Parry Park and is currently occupied by a two (2) storey recreational used building for sports activities. The building is surrounded by a car park accessed from Punchbowl Road. The existing building is setback approximately 30 metres from Punchbowl Road.

The site is operational from 9am to midnight, seven days per week. There are currently 60 onsite spaces by a left-in/left-out driveway at Punchbowl Road.



Source: Metromap

Figure 2.1.1: Aerial view of the site

Currently various activities take place within the site throughout the day where some specific activities are:

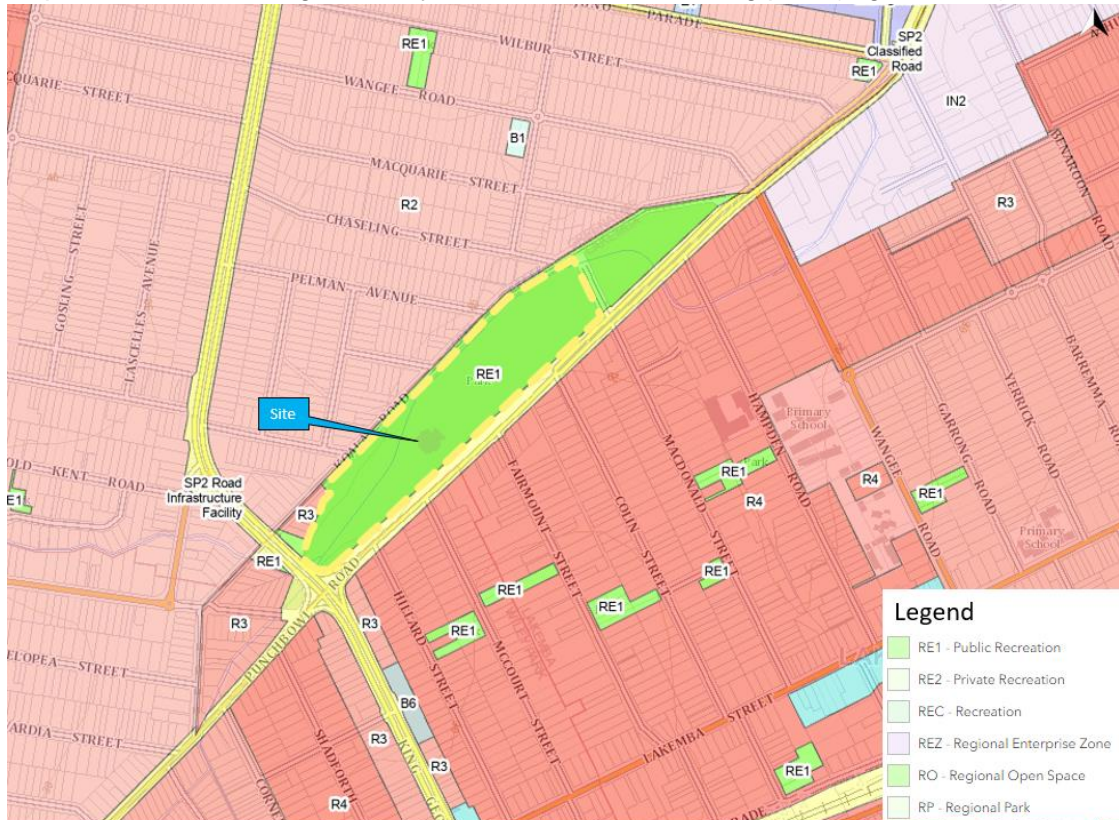
- Tae Kwon Do
- Basketball/Little Boomers Basketball
- Volleyball
- Soccajoeys/Soccer
- Go4Fun
- Dodgeball

Some of the above events occur for both players and coaches. Players are generally transported by private vehicles, carpooling and buses.

## 2.2. Current Zoning

The site is legally described as Lot 7061 DP 1058541 and is known as No.571-577 Punchbowl Road, Punchbowl. The site is a recreational facility located within Parry Park. Parry Park is located off Punchbowl Road, Punchbowl.

The site falls under the correct zoning (RE1 Public Recreation) in accordance with NSW Department of Planning, Industry and Environment zoning plan (Figure 2.2.1).



Source: NSW Planning Portal

Figure 2.2.1: Zoning for the site



### 2.3. Site Area and Surrounding Land Use

The site is located on the northern side of Punchbowl Road, opposite McCourt Street. It is two-storey building solely used for sporting and recreational facility as shown in Photograph 2.3.1.

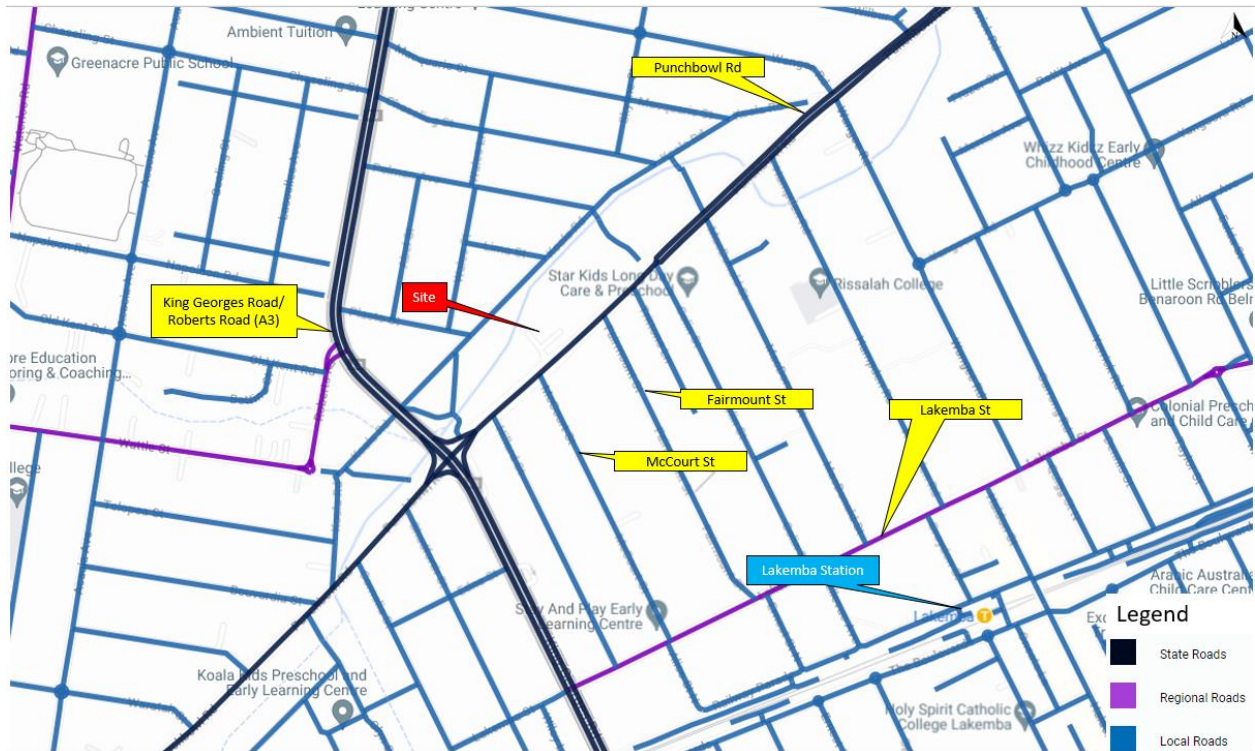
The surrounding land uses are predominantly public recreational zone bounded by Roberts Road (west), Koala Road (north and east), Punchbowl Road (south). Other predominant land uses are low density residential dwellings along the southern side of Punchbowl Road.



Photograph 2.3.1: View of the site from the vehicular entrance on Punchbowl Road

### 2.4. Road Hierarchy and Traffic Volumes

The site is predominantly surrounded by Transport for NSW (TfNSW) controlled arterial road network as shown in Figure 2.4.1



Source: TfNSW

Figure 2.4.1: Road network at the vicinity of the site

Punchbowl Road runs along the southern site frontage which provides an arterial connection between Canterbury Road (west) and Coronation Parade (east). It is generally a two lane each way road at the vicinity of the site, with additional capacities at key intersections. The current posted speed limit is 60km/h on Punchbowl Road at the vicinity of the site.

There is no TfNSW count station on Punchbowl Road. However, the TfNSW count station on Georges River Road at Croydon Park which is approximately 6km east of the site shows that the road carried just over 24,500 vehicles per day with relatively even directional split.

Other nearby roads with regional significance are King Georges Road/Roberts Road (A3) which provides Sydney's major north-south arterial connection. Lakemba Street provides regional connectivity between King Georges Road (west) and Cecilia Street (east). The other adjoining roads are council controlled local roads which are shown in blue in Figure 2.4.1.

From Punchbowl Road, a dedicated left turn lane is provided into the site (Photograph 2.4.1).



Photograph 2.4.1: Punchbowl Road looking south-west from the site entrance

## 2.5. Key Intersections

The key intersections in the vicinity of the site are the intersections connecting with Punchbowl Road (Figure 2.5.1). The major intersection is King Georges Road/ Punchbowl Road intersection which is located approximately 250m to the south-west. This is a signalised intersection with all movements permitted. Dedicated left and right turn bays are provided in all approaches.

The Punchbowl Road/Waterloo Road/ Wangee Road signalised intersection is located approximately 700m north-east of the site. A dedicated right turn bay is provided at the south-west approach.

Apart from the above, most of the adjoining intersections are giveaway controlled intersections connecting Punchbowl Road from the south. At some intersections central median islands are provided which enforce left-in/left-out movement to/from Punchbowl Road.





Figure 2.5.1: Nearby intersections at the vicinity of the site

## 2.6. Parking Provision

### 2.6.1. Onsite parking

The site currently accommodates 60 90° car parking spaces, including two disabled car parking spaces at the building entrance (Photograph 2.6.1.1 and Photograph 2.6.1.2).

During the site inspection, line marking of some of the spaces are found to be faded. Furthermore, an unused soccer goal post was found at the south-western car park which is occupying one car parking space (Photograph 2.6.1.3). This means, effectively there are 59 car parking spaces are currently being used at the site.



Photograph 2.6.1.1: North-eastern car park (photo taken on Monday, 6 November 2023 at 9.30am)



Photograph 2.6.1.2: South-western car park (photo taken on Monday, 6 November 2023 at 9.30am)





Photograph 2.6.1.3: Unused goal post at the south-western car park

### 2.6.2. On-Street

There are limited on-street car parking facilities at the vicinity of the site.

On the northern side of Punchbowl Road (along the site boundary) there is no parking available. Opposite side of Punchbowl Road, currently “Clearway” restriction is in place between 6am – 7pm, Mon-Fri; and 9am-6pm, Sat, Sun and Public holidays’. This means adjoining residents can park on the southern side of Punchbowl Road during the night only. The occupants of the subject site are unlikely to park on the southern side of Punchbowl Road or any of the residential streets, as there is no pedestrian crossing facility at the vicinity of the site to cross Punchbowl Road.

There are no parking restrictions along Koala Road which runs along the northern side of the site, separated by Coxs Creek. However, no pedestrian connection is provided from Koala Road over Coxs Creek.

## 2.7. Pedestrian and Bicycle Facilities

At the vicinity of the site, there are limited pedestrian crossing facilities at present. There is no pedestrian footpath at the site frontage along Punchbowl Road.

To the west of the site, the nearest pedestrian crossing facility is provided at King Georges Road/Punchbowl Road intersection where pedestrian crossing facilities are provided in all four approaches.

To the east of the site, the nearest pedestrian crossing facility is provided at Punchbowl Road/Wangee Road intersection where pedestrian crossing facilities are provided on north, west and south approaches.

There is no designated bike path in the vicinity of the site. However, the road networks are reasonably flat and suitable for bike riding.

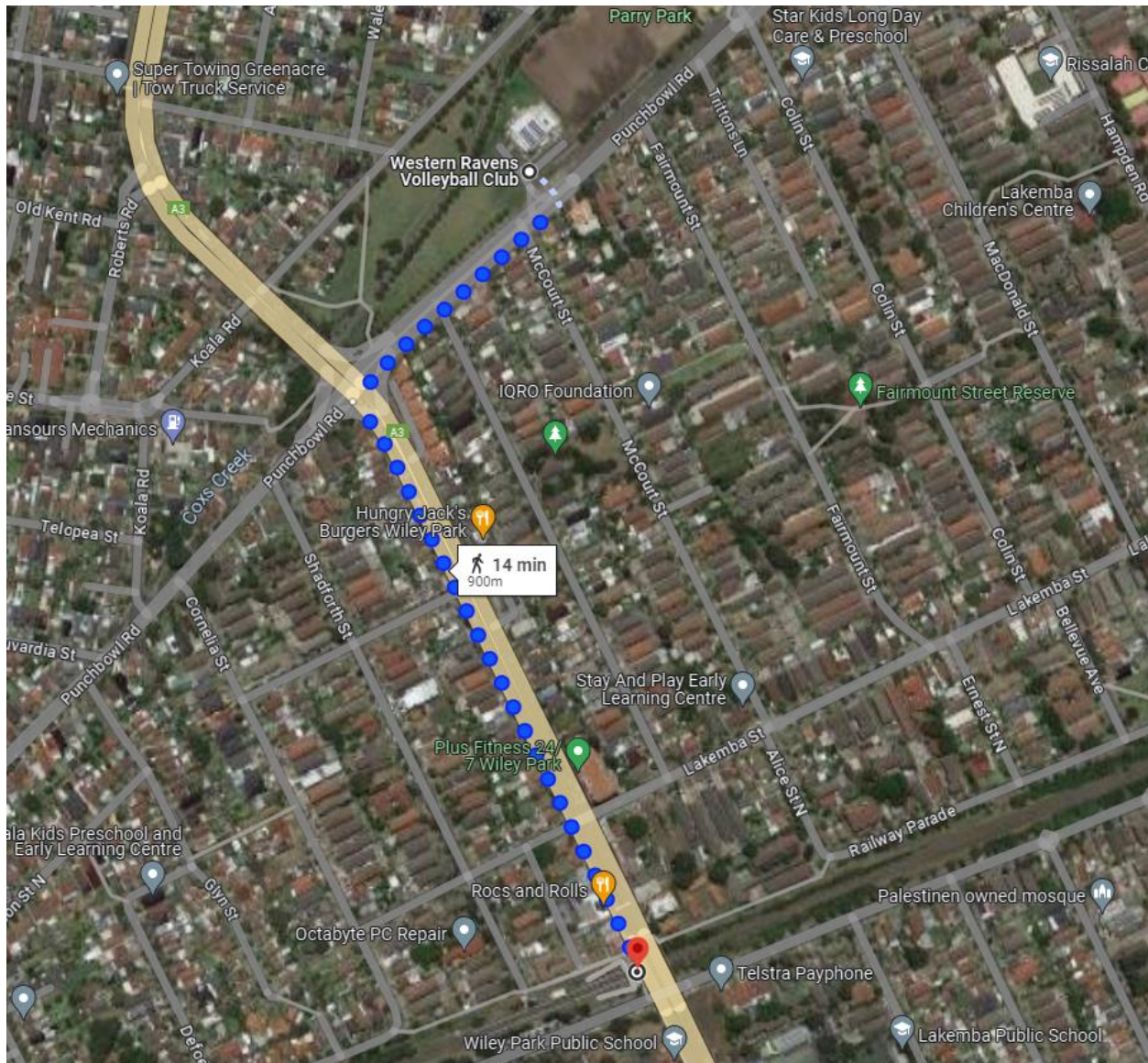
## **2.8. Public Transport Facilities**

### **2.8.1. Rail services**

The nearest station is Wiley Park Station (T3 City Circle Bankstown Line) is located approximately 900m south-west of the site (Figure 2.8.1). It is effectively 15 min walk along Punchbowl Road and King Georges Road.

Weekday peak hour frequencies are approximately 15 minutes in both directions (citybound and outbound) and lesser frequencies during off peak hours and the weekends.





Source: Google Map

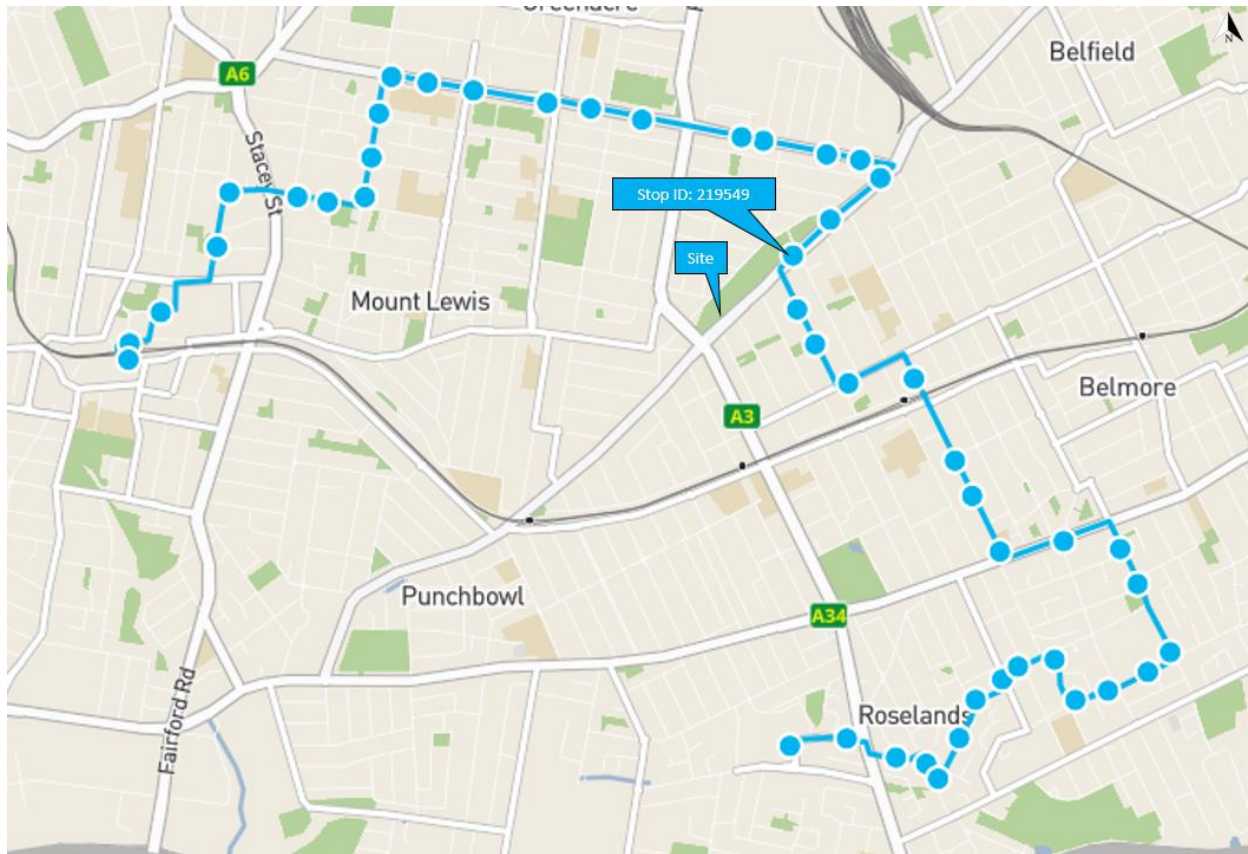
Figure 2.8.1: Pedestrian connectivity to Wiley Park Station from the site

### 2.8.2. Bus Services

There are limited bus services in the locality. Route service 946 (Roselands to Bankstown Station via Lakemba & Greenacre) operates along Punchbowl Road. The nearest bus stop is located on the northern side of Punchbowl Road, opposite to McDonald Street (Figure 2.8.2).

Route services are approximately half an hour during weekday peak hours and lesser frequencies during weekends and public holidays.





Source: TfNSW

Figure 2.8.2: Bus Route service 946

### 2.8.3. Taxi

There is no taxi zone in the vicinity of the site.

## 2.9. Vehicular access

As stated earlier, vehicular access is provided on Punchbowl Road. The site access intersection is enforced by left-in/left out driveway to/from Punchbowl Road (Photograph 2.9.1). A dedicated left turn bay is provided from Punchbowl Road to enter into the site (Photograph 2.4.1).



Photograph 2.9.1: Left-in/left-out enforcement to/from Punchbowl Road (view from inside the driveway)

## 3. The Proposal

### 3.1. Development proposal

The proposed development seeks consent for enclosure of the existing first floor balconies, use as a gym space for women and special needs children and use of the mezzanine level as office space.

The Development Application (DA) specifically seeks consent for the following construction activities:

- enclosure of the existing balconies on the mezzanine level with brick and aluminum framed glass windows on the northern side of the building;
- new partition walls within enclosed balcony;
- size of aluminum framed glass windows are a maximum of 1.7m (high) x 5m (wide);
- awning/ roof structure over balcony;
- use of the enclosed balconies as a gym space used for women and special needs children;
- use of eastern and southern facing mezzanine floor as an office;
- inclusion of a stairlift (based on funds from grant approval) to allow children to access the balcony area; and
- any building, access or fire rated site upgrades as necessary to comply with the Building Code of Australia (BCA)/National Certification Code (NCC).

The locations of construction activity are shown in Figure 3.1.1. Further details and the relevant plans are provided in other reports as part of this DA application.

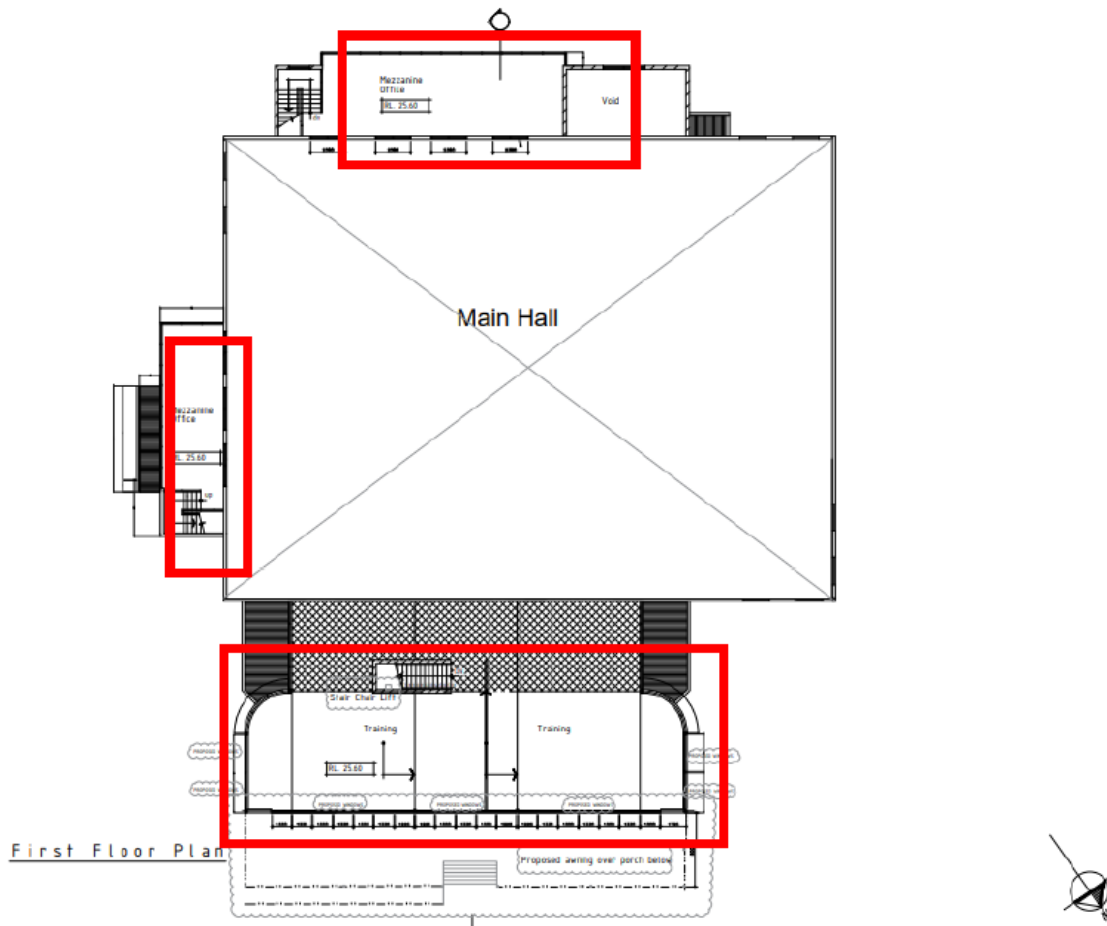


Figure 3.1.1: Location of the construction activity

### 3.2. Operation of the proposed activities

The main purpose of the proposal is to accommodate up to a maximum of three physiotherapists at any given time for special needs children. The intention is for individual therapists to book the sensory gym for a block of hours per day each week in order to treat their patients, one at a time in the gym. The gym should be able to cater up to 2 or 3 therapists at a time. In the interim, if the mothers wish, they will be able to use the women's gym on the other side of the partition while their children are receiving therapy.

There will not be any change in the operation of the activities that are currently in place.

### **3.3. Hours of Operation**

The physiotherapy hours would be from 9am to 5pm on weekdays. The gym can then be used by other children as a normal children's gym until 7.30pm. The women's gym will be open until 9pm.

### **3.4. Pedestrian and Vehicular Access**

There will be no change in current pedestrian entrance to the site or vehicle access from Punchbowl Road.

### **3.5. Parking Provision**

City of Canterbury-Bankstown Council's Development Control Plan 2023 (Part 3.2 Parking) does not provide any parking requirement for physiotherapists. It provides parking for medical centres which is not necessarily aligns with the proposed development. Therefore, for the purpose of the assessment, it is assumed that at least three additional parking will be required for the proposed maximum three physiotherapists at any given time. All therapists are expected to drive to the site.

There will be no additional parking required for the visitors of the physiotherapists as they are already using the facility currently.

Based on the above considerations, a maximum three car parking spaces will be required during the daytime in weekdays.

### **3.6. Bicycle Provision**

The council's DCP does not require any bicycle parking for medical centres.

### **3.7. Nearby Proposed Development**

Council's website does not indicate any major development at the vicinity of proposed site.

## 4. Parking and Traffic Impact Assessment

### 4.1. Parking Impact

To determine the car parking demand for the existing site, parking occupancy surveys have been undertaken on a typical weekday and weekend between 9am and 11pm. The outcome of the car parking surveys is provided in the following two figures.

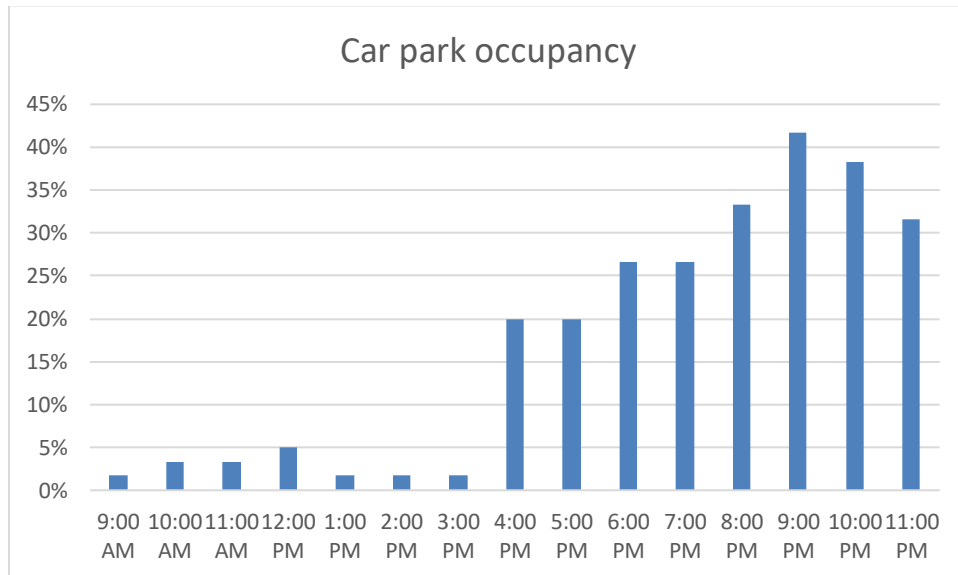
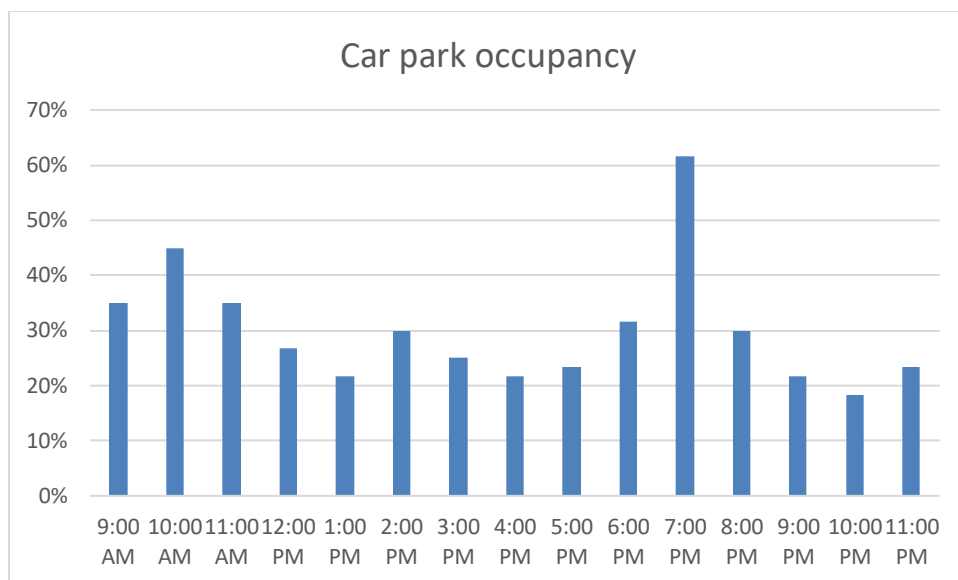


Figure 4.1.1: Car park occupancy on Wednesday, 22 November 2023

The weekly car parking occupancy in Figure 4.1.1 shows that during the weekday daytime (up until 5pm), the maximum car parking occupancy was 20%. Based on the above considerations, an additional three car parking demand generated by the development can easily be accommodated in the existing car park which can accommodate up to 60 vehicles.

For sensitivity testing and data comparison, a weekend car park occupancy survey was also conducted, and the result of the car parking occupancy is provided in the following figure.



**Figure 4.1.2: Car park occupancy on Saturday, 25 November 2023**

The car park occupancy result in Figure 4.1.2 show that the weekend car parking occupancy is generally higher than the weekday, but the car parking occupancy is still generally under 50% occupancy. At 7pm the car parking occupancy reached over 60% when the proposed physiotherapist session will not be operational.

## **4.2. Car parking impact due to the soccer event at Parry Park**

The operator the ANSP has advised that when there is a soccer event at the adjoining Parry Park, some of the car parking spaces of this facility are occupied by the parents of the soccer event.

The site was inspected on Saturday, 4 November at 7pm during a soccer event at the adjoining Perry Park. This found that the car park is approximately 90% full where some parents were illegally parked within the car park or parked in the grass by mounting the kerb (Photograph 4.2.1).

The is not necessarily relevant to this DA application, but it has some influence on the operation of the ANSP car park, despite outside the proposed physiotherapy hours. It is understood that ANSP has already raised this issue with Canterbury-Bankstown Council and the council is currently investigating the matter for a suitable solution to this parking issue.





Photograph 4.2.1: Illegal parking by the parents during the soccer event at Parry Park at 7pm, Saturday 4 November 2023

### **4.3. Disability parking**

As stated earlier there are two onsite disability spaces within the site. The proposal would not warrant any additional disability parking spaces within the site.

### **4.4. Traffic impact due to the proposal**

The anticipated three vehicular trips due to the proposed physiotherapists during the AM and PM peak hour will be absorbed in daily fluctuation of traffic at the adjoining road network and unlikely to have any noticeable impact.

### **4.5. Impact to Pedestrians, Cyclists and Public Transport**

The proposed development is unlikely to have any impact on the existing pedestrian, cyclist and public transport infrastructure in the vicinity of the site.



#### **4.6. Safety Assessment**

During the site inspection, no safety issues were identified. However, to improve safety and availability of parking for the site, the following are recommended:

- the faded line marking of the car park should be reline marked (Photograph 2.6.1.1);
- the existing unused soccer goal post should be removed from the north-western car park which will create one additional car parking space to this facility (Photograph 2.6.1.3); and
- upon approval, during construction of the proposed development, some car parking spaces will require to be barricaded so that the construction worker vehicles (light and heavy) do not interfere with the occupants of the car parking facility.

#### **4.7. Cumulative Traffic Impact Assessment**

There is no major development in the area which could potentially generate a significant amount of traffic or parking demand. Therefore, cumulative traffic impact assessment is not required.

## 5. Summary and Conclusions

This TIA has addressed the anticipated transport impacts of the proposed development to enclose of the existing first floor balconies, use as a gym space for women and special needs children and use of the mezzanine level as office space for ANSC located at 571-577 Punchbowl Road, Lakemba.

The key findings of the transport impact assessment are summarised below:

- the forecast vehicular traffic generated by the site redevelopment is relatively low and can be easily accommodated by the surrounding road networks with minimal overall impact;
- there is high proportion of vacant spaces within the existing car park, both weekdays and weekend. The car parking requirements of the proposed development will generally be minimal and will be safely accommodated within the site;
- in relation to parking, the subject facility suffers while there is a soccer event at the adjoining Parry Park. Canterbury-Bankstown Council to take appropriate action in due course; and
- the safety issues outlined in Section 4.6 of this report should be implemented.