

Reference: 23.250r01v03

18 December 2024

The Ice Skating Club of NSW Co-Operative Limited  
17A Phillips Avenue  
CANTERBURY NSW 2193

Attention: Andrew Stanton

**Re: Canterbury Olympic Park Ice Rink – Proposed Alterations and Additions  
Traffic Impact Statement**

Dear Andrew,

TRAFFIX has been commissioned to assess the traffic impacts in support of a Development Application relating to proposed alterations and additions to the existing Canterbury Olympic Park Ice Rink at 17A Phillips Avenue, Canterbury. The subject site is located within the Canterbury Bankstown local government area and has been assessed under that Council's controls.

This statement documents the findings of our investigations and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The proposed development is considered minor and does not require referral to Transport for NSW (TfNSW) under the provisions of State Environmental Planning Policy (Transport and Infrastructure) 2021.

## ➤ Site and Location

The subject site known as the Canterbury Olympic Park Ice Rink at 17A Phillips Avenue, Canterbury is located approximately 520 metres northwest of Canterbury Railway Station and is legally identified as Lot 1 in DP818459. More specifically, it is situated on the east side of the Wairoa Street and Phillips Avenue intersection.

The site is irregular in configuration and has a total site area of approximately 4,640m<sup>2</sup>. It has a northeast frontage of 55 metres to Cooks River Path, northwest boundary of 75 metres to Tasker Park Playground and southeast boundary of 90 metres and southwest boundary of 55 metres to construction areas for the adjacent Canterbury Leisure and Aquatic Centre.

The site currently accommodates the existing Canterbury Olympic Park Ice Rink, with off-street parking provided within an at-grade carpark along the southern and western boundary of the site, accessible via Wairoa Street. It is understood that the at-grade carpark (currently under construction) will be for public use and shared with the adjacent Canterbury Leisure and Aquatic Centre.

A Location Plan is presented in **Figure 1**, with a Site Plan presented in **Figure 2**.

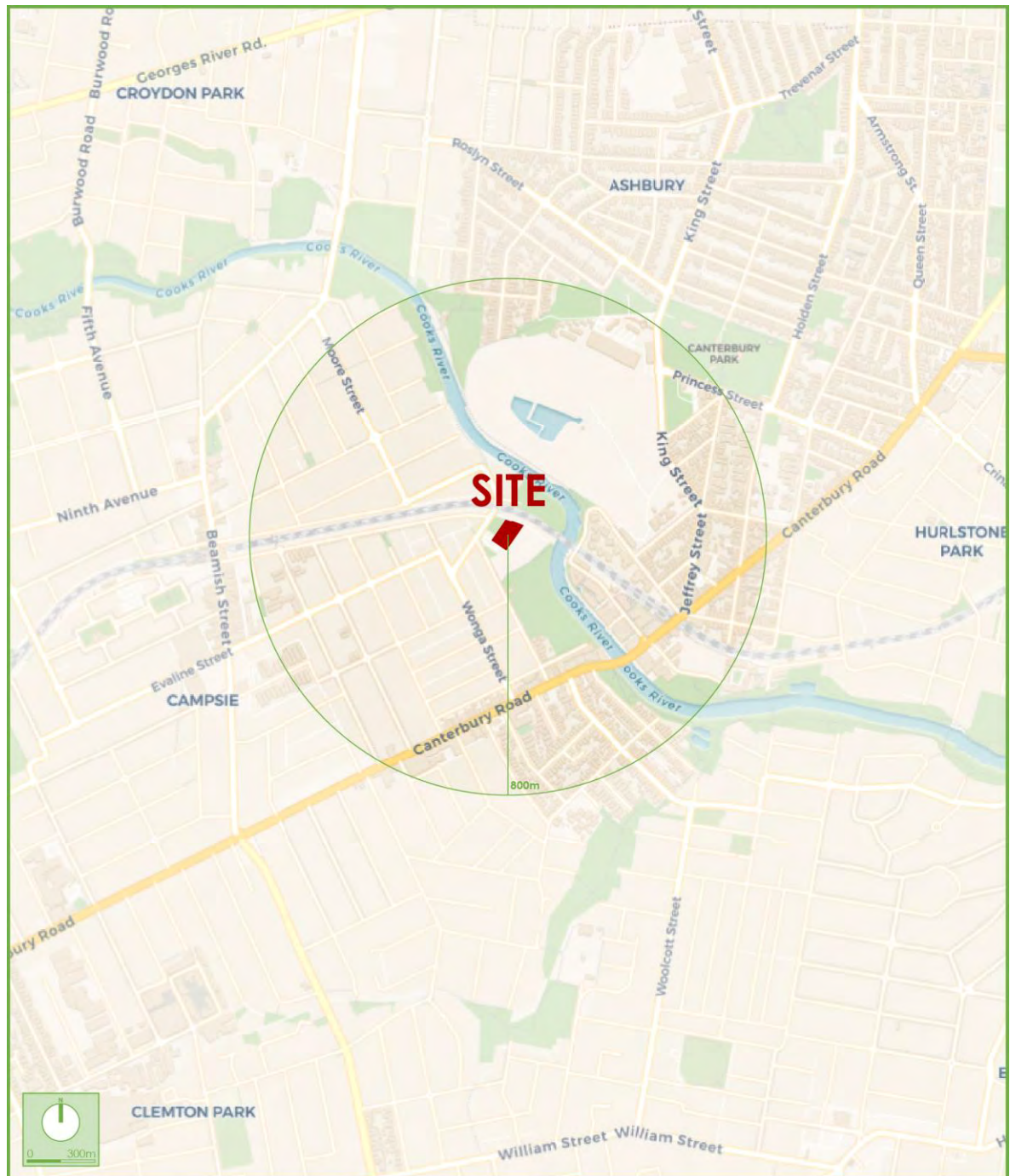


Figure 1: Location Plan





Figure 2: Site Plan

## ➤ Road Hierarchy

The road hierarchy in the vicinity of the site is shown in **Figure 3** with the following roads of particular interest:

- **Canterbury Road:** forms part of a TfNSW Main Road (MR 167) that traverses east-west between New Canterbury Road in the east and Milperra Road in the west. Within the vicinity of the site, it is subject to 60km/h speed zoning and accommodates two (2) lanes of traffic in each direction. Canterbury Road does not permit on-street parking on either side of the road.
- **Wairoa Street:** a local road that traverses northeast-southwest between Nowra Street in the northeast and Wonga Street in the southwest. It is subject to 50 km/h speed zoning and accommodates a single lane of traffic in each direction. Wairoa Street permits unrestricted on-street parking along both sides of the road.
- **Phillips Avenue:** a local road that traverses north-south between Wairoa Street in the north and a dead-end after Clunes Lane in the south. It is subject to 50 km/h speed zoning and accommodates a single lane of traffic in each direction. Phillips Avenue permits unrestricted on-street parking along both sides of the road.
- **Wonga Street:** a local road that traverses north-south between Wairoa Street in the north and Canterbury Road in the south. It is subject to 50 km/h speed zoning and accommodates a single lane of traffic in each direction. Wonga Street permits unrestricted on-street parking along both sides of the road.

It can be seen from **Figure 3** that the site is conveniently located with respect to the main arterial road serving the region, being Canterbury Road. As such, traffic can effectively be distributed onto the wider road network, minimising traffic impacts.



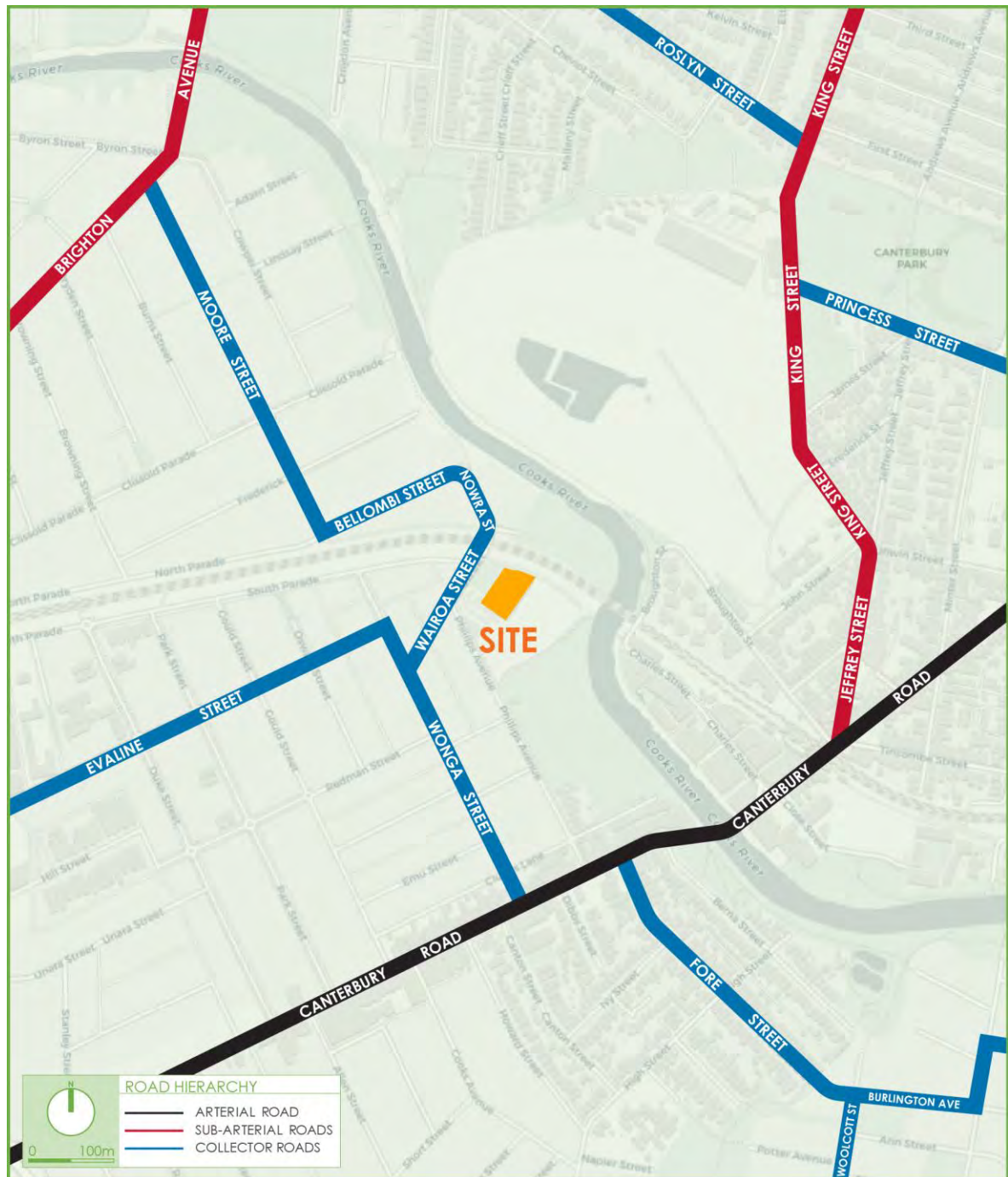


Figure 3: Road Hierarchy

## ➤ Public Transport

The subject site is within proximity of various train and bus services operating in the locality as shown in **Figure 3** and outlined below.

### Train Services

The site is located approximately 520 metres northwest of Canterbury Railway Station and the future Canterbury Metro Station, which will provide train/metro services along the Inner West & Leppington Line (T2), Bankstown Line (T3) and Metro South West Line.

### Bus Services

The site is located within several bus stops operating along Canterbury Road, with the closest situated on Wonga Street, approximately 280 metres southwest of the site. These bus stops provide regular bus services along the following routes:

- 415 – Campsie to Chiswick;
- 445 – Campsie to Balmain via Marketplace Leichhardt;
- 487 – Bankstown Central to Canterbury; and
- 491 – Hurstville to Five Dock.



**Figure 4: Public Transport**

## ➤ Description of Proposed Development

A full description of the proposed development can be found in the SEE, prepared separately. In summary, the development for which approval is now sought comprises the following components:

- Alterations and additions to the existing Canterbury Olympic Ice Rink development, including:
  - Retention of the ice rink, administration, café and circulation areas;
  - Alterations to the grandstand that results in a reduced capacity; and
  - Additional amenities including multipurpose room and change room.
- No changes to the existing operations and number of staff/visitors;
- No changes to the existing car parking arrangements, with the at-grade Council carpark (currently being upgraded for an additional 44 spaces to 138 spaces overall) to be shared with the adjacent Canterbury Leisure and Aquatic Centre; and
- Retention of the existing refuse collection and servicing arrangements.

Reference should be made to the plans submitted separately to Council that are presented at a reduced scale in **Attachment 1**.

## ➤ Parking Requirements

### Car Parking

The development proposes to retain the existing car parking arrangements, being staff and visitors of the Canterbury Ice Rink utilising the Council at-grade carpark that is shared with the adjacent Canterbury Leisure and Aquatic Centre currently undergoing redevelopment. This is considered supportable, given the following:

- i. The proposal involves a reduction to the grandstand, no changes to the existing operations (figure skating, ice hockey and public skating) and no increase to the number of staff and visitors. Furthermore, the additional multipurpose room and change rooms are considered ancillary and are primarily intended to improve the amenity of existing visitors. With the above in mind, the proposal would not generate any increase in parking demand than that of the existing development;
- ii. The Traffic Impact Assessment (TIA) prepared by TTPP for the redevelopment of the Canterbury Leisure and Aquatic Centre included parking accumulation surveys of the shared carpark on Thursday 11 and Saturday 13 February 2021. As the Aquatic Centre is currently being redeveloped and the ice rink has been closed since September 2023 no additional surveys can be conducted to provide additional data. As such, the surveys included in the TTPP TIA for the Aquatic Centre is considered sufficient to assess the impact of the proposed changes to the ice rink;
- iii. The Council at-grade carpark is currently being upgraded to provide a total of **138 car parking spaces (net increase of 44 spaces)**, including 32 spaces within an overflow carpark, as part of the Canterbury Leisure and Aquatic Centre works. The previous TIA for the leisure centre included the parking demand of the existing ice rink, which could not be separated due to the shared parking arrangement. Accordingly, the increased capacity of the shared carpark has been assessed as accommodating the existing operations of the Canterbury Ice Rink plus the demands of the Aquatic Centre. It should be noted that the Canterbury Ice Rink will also liaise with Council on any annual events that may require utilisation of the overflow carpark;

- iv. The peak parking demands of the Canterbury Olympic Ice Rink and Canterbury Leisure and Aquatic Centre do not coincide on weekdays, being:
  - Canterbury Olympic Ice Rink peak parking demand between 8:00pm-10:30pm on Fridays;
  - Canterbury Leisure and Aquatic Centre peak parking demand between 4:00pm-5:00pm on weekdays (Traffic Impact Assessment prepared by TTPP – Reference: 20296v05, dated 03/11/2021).
- v. Public transport will be encouraged, with the Canterbury Ice Rink to provide public transport information (routes, frequencies, etc.) to staff and visitors.

In light of the above, retention of the existing car parking arrangement is considered appropriate for the existing operations of the Canterbury Ice Rink and will ensure all standard parking demands are contained on-site.

#### Other Parking

The development proposes no additional bicycle or motorcycle spaces, with the existing loading and refuse collection arrangements proposed to be retained. These arrangements are therefore considered acceptable, given that the proposal involves no changes to the existing operations and number of staff and visitors of the development.

#### ➤ **Traffic Generation**

The proposed alterations and additions involve no changes to the existing number of staff and customers. As such, the traffic generation as a result of the proposal is anticipated to be minimal, and in any event, well within typical fluctuations in background traffic volumes. Accordingly, no external road improvements are required to facilitate the proposed development.

#### ➤ **Access and Internal Design**

The proposal involves no works to the carpark, loading areas and associated vehicular accesses, which are approved and form part of the adjacent Canterbury Leisure and Aquatic Centre works. Accordingly, the vehicular accesses and internal design of the carpark are anticipated to operate satisfactorily.

#### ➤ **Conclusion**

On the basis of the above, the proposed alterations and additions to the existing Canterbury Olympic Ice Rink development at 17A Phillips Avenue, Canterbury in our view is considered supportable.

We trust the above is of assistance and request that you contact the undersigned should you have any queries or require any further information. In the event that any concerns remain, we request an opportunity to discuss these with Council officers prior to any determination being made.

Yours faithfully,

**Traffic**



Neil Caga  
**Senior Engineer**

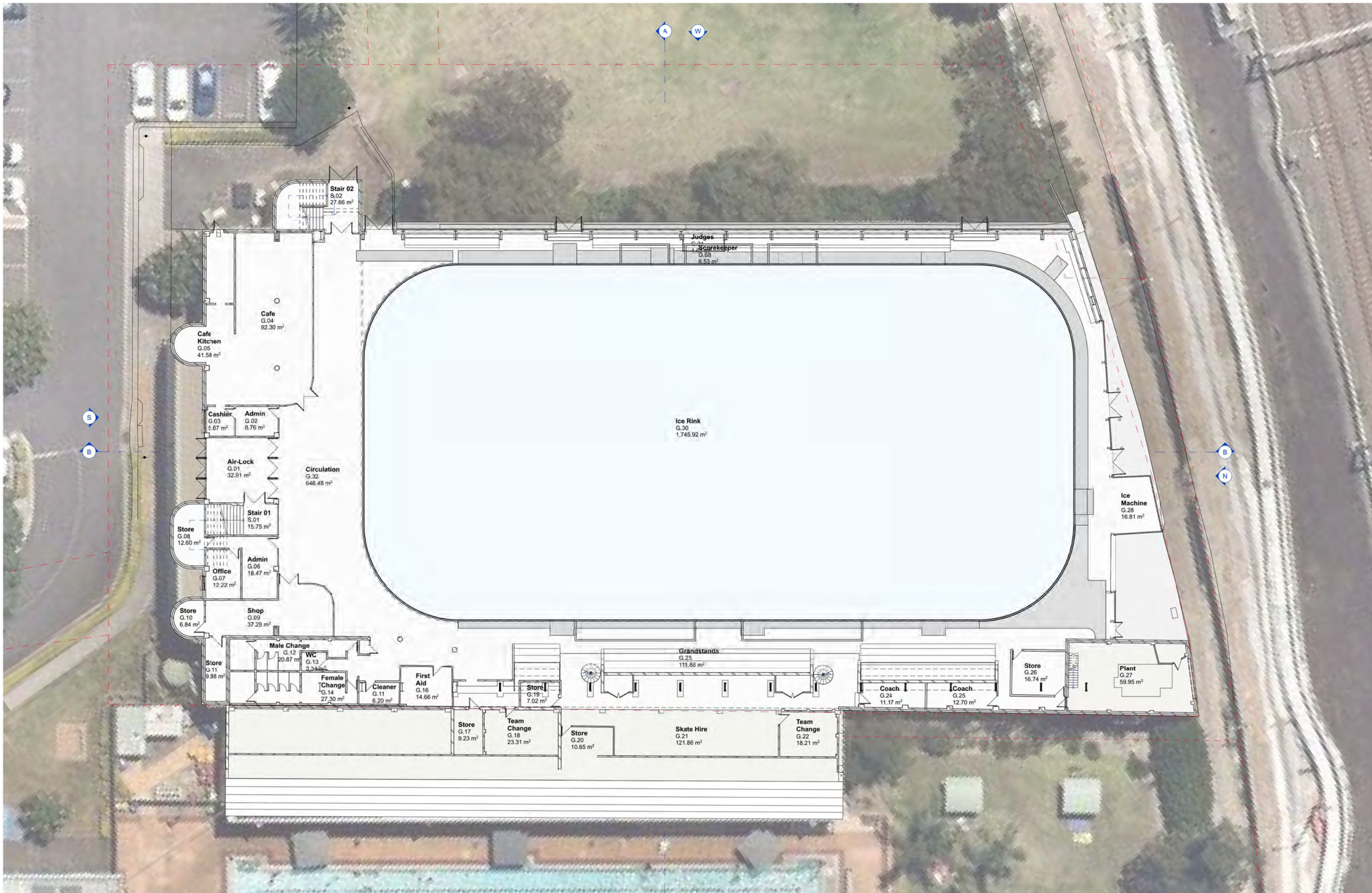


# ATTACHMENT 1

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Reduced Plans





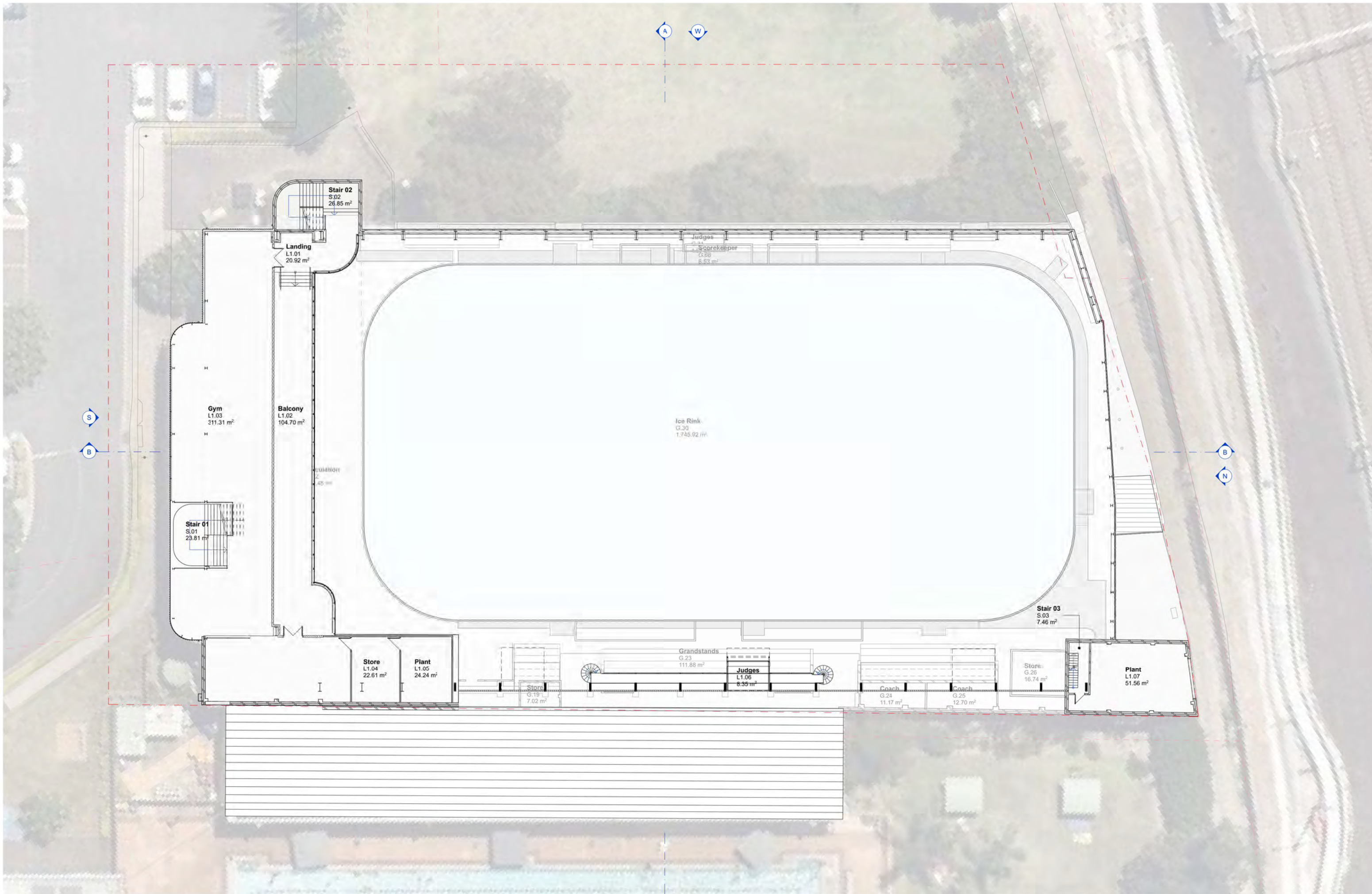
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**kennedy associates architects**

project  
**Canterbury Olympic Ice Rink Redevelopment**  
17A Phillips Ave.  
Canterbury NSW 2193

P2 Preliminary Schematic Design	26/4/2024	source file: 2221 - SD Master_v26.pln
Level 3, 1 Booth Street Annandale NSW 2038	E mail: <a href="mailto:kennedyassociates.com.au">kennedyassociates.com.au</a> W <a href="http://www.kennedyassociates.com.au">www.kennedyassociates.com.au</a>	P +61 2 9557 6466 F +61 2 9557 6477
architects	nominated: Steve Kennedy Anthony Nolan	NSW ARB 5828 NSW ARB 6773
project no:	2221	drawn by: DR
drawing name:	Existing Ground Floor Plan	checked by: SK
date:	26/04/24	rev no:
	2221-EX100	P2



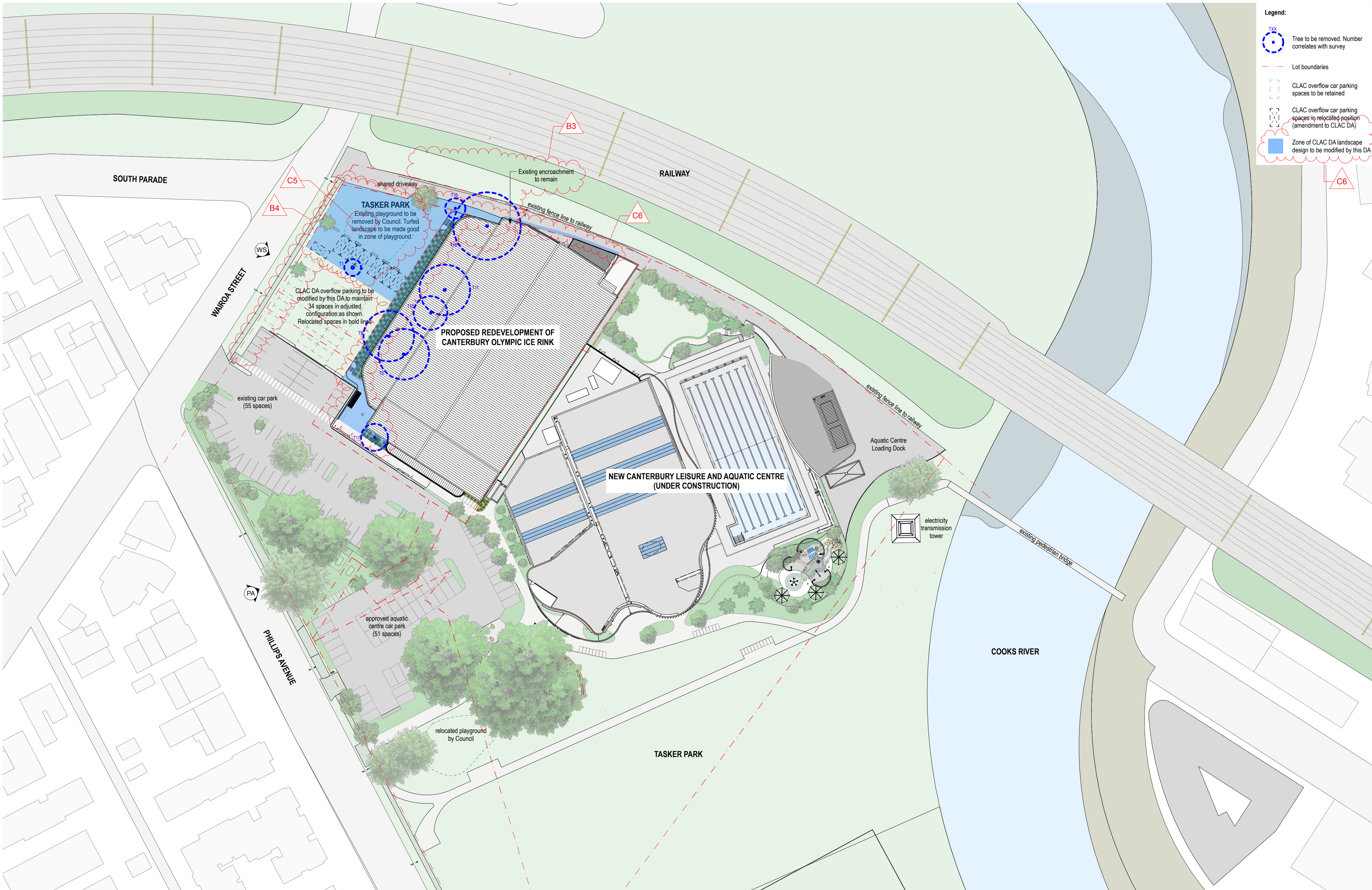


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P2 Preliminary Schematic Design 26/4/2024 source file: 2221 - SD Master\_v26.pln  
Level 3, 1 Booth Street E. mail@kennedyassociates.com.au P +61 2 9557 6466  
Annandale NSW 2038 W www.kennedyassociates.com.au F +61 2 9557 6477  
drawing name  
**Existing First Floor Plan**  
2221-EX101 P2  
nominated architects Steve Kennedy Anthony Nolan  
NSW ARB 5828 NSW ARB 6773  
project no. 2221  
drawn by DR  
checked by SK  
date 26/04/24  
rev. no.





**Legend:**

- Tree to be removed. Number correlates with survey
- Lot boundaries
- CLAC overflow car parking spaces to be retained
- CLAC overflow car parking spaces in relocated position (amendment to CLAC DA)
- Zone of CLAC DA landscape design to be modified by this DA



