



278-288 CANTERBURY ROAD, CANTERBURY NSW

TRAFFIC IMPACT ASSESSMENT

Proposed Service Station Alterations

Prepared for Cubitic Consulting

REF: P25171

Document Control

Version	Date	Prepared By
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TABLE OF CONTENTS

1 INTRODUCTION 3

1.1 Preamble 3

1.2 Proposal 3

2 BACKGROUND AND EXISTING CONDITIONS..... 4

2.1 Subject Site Location 4

2.2 Road Network..... 4

2.2.1 Canterbury Road4

2.2.2 Fore Street5

2.3 Public Transport..... 6

2.4 Cycling Network..... 6

3 PARKING ASSESSMENT 8

3.1 Car Parking Requirement 8

3.2 Accessible Car Parking..... 8

4 VEHICLE ACCESS AND PARKING DESIGN 9

5 TRAFFIC GENERATION 10

5.1 Service Station 10

5.2 Food and Drink Premises..... 10

6 CONCLUSIONS 11

APPENDIX A: DEVELOPMENT PLAN 12

1 INTRODUCTION

1.1 Preamble

AMH Traffic has been engaged by Cubitic Consulting, henceforth 'the client', to prepare a transport impact assessment report for the proposed service station alterations at 278-288 Canterbury Road, Canterbury NSW.

During the preparation of this report, reference has been made to the following:

- Architectural plans provided by Cubitic Consulting dated 24th October 2025,
- Canterbury Bankstown Development Control Plan (DCP) 2023, and
- Australian Standards AS2890 Parking Facilities.

This report has been prepared to address the parking and traffic implications of the proposed development.

1.2 Proposal

The proposed service station alterations involve the refurbishment of the existing convenience shop, relocation of the food and drink premises kitchen and some internal reconfigurations.

The site has a gross floor area of 201 sqm. 155 sqm is allocated to the convenience shop and 46 sqm to the food and drink premises – which is made up of the alfresco, internal dining area and kitchen area. A total of 16 seats will be provided for patrons.

Eleven (11) parking spaces will be provided on-site, including one accessible parking space and associated shared area.

Vehicle access to the site will remain unchanged.

The site plans are attached in **Appendix A** for reference.

2 BACKGROUND AND EXISTING CONDITIONS

2.1 Subject Site Location

The subject site is located at the corner of the Canterbury Road and Fore Street intersection. The site has a frontage of approximately 45m and 21.5m to Canterbury Road and Fore Street, respectively. The site has a site area of 1,145 sqm.

The location of the subject site and surrounding area are depicted in **Figure 1**.



Figure 1: Subject Site (Source: Nearmap)

2.2 Road Network

2.2.1 Canterbury Road

Canterbury Road is a classified road that is managed by Transport for NSW. In the vicinity of the site, Canterbury Road generally provides two traffic lanes in each direction and is set within an approximately 14.3m wide carriageway. Footpaths are provided on both sides of the road.

On-street parking is prohibited on both sides of the road at all times.

Canterbury Road has a posted speed limit of 50 km/h.

Figure 2 shows a typical view of Canterbury Road.



Figure 2: Canterbury Road Looking West (Source: Google Maps)

2.2.2 Fore Street

Fore Street is a local road that is managed by Canterbury-Bankstown Council and is generally aligned in a north-south direction. Fore Street provides one traffic lane in each direction and is set within an approximately 12.7m wide carriageway. Footpaths are provided on both sides of the road.

Kerbside parking is available along both sides of the road under various restrictions.

Figure 3 shows a typical view of Fore Street.



Figure 3: Fore Street Looking East (Source: Google Maps)

2.3 Public Transport

The subject site is located in an area with good access to the public transport network.

As summarised in **Table 1**, there are 4 bus services operating within walking distance of the subject site.

Service Number	Route Description	Walking Distance to Closest Station/Stop
445	Campsie to Balmain via MarketPlace Leichhardt	140m
487	Bankstown Central to Canterbury	140m
491	Hurstville to Five Dock	140m
428	Canterbury to City Martin Place	450m

Table 1: Bus Route Details

The public transport network in the vicinity of the site is illustrated in **Figure 4**.

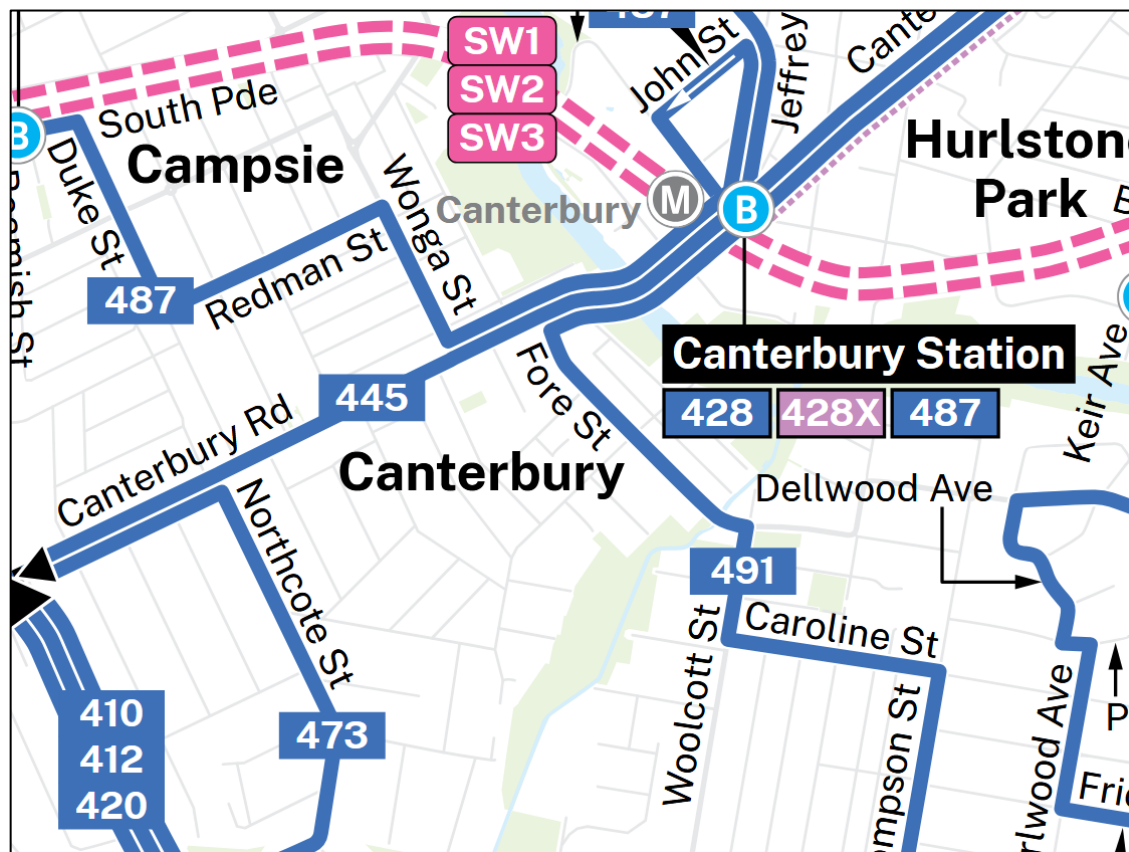


Figure 4: Public Transport Network

2.4 Cycling Network

A shared-user path is available along Canterbury Road and Cooks River Cycleway is located 200m east of the subject site.

Figure 5 illustrates the cycling network in the vicinity of the subject site.

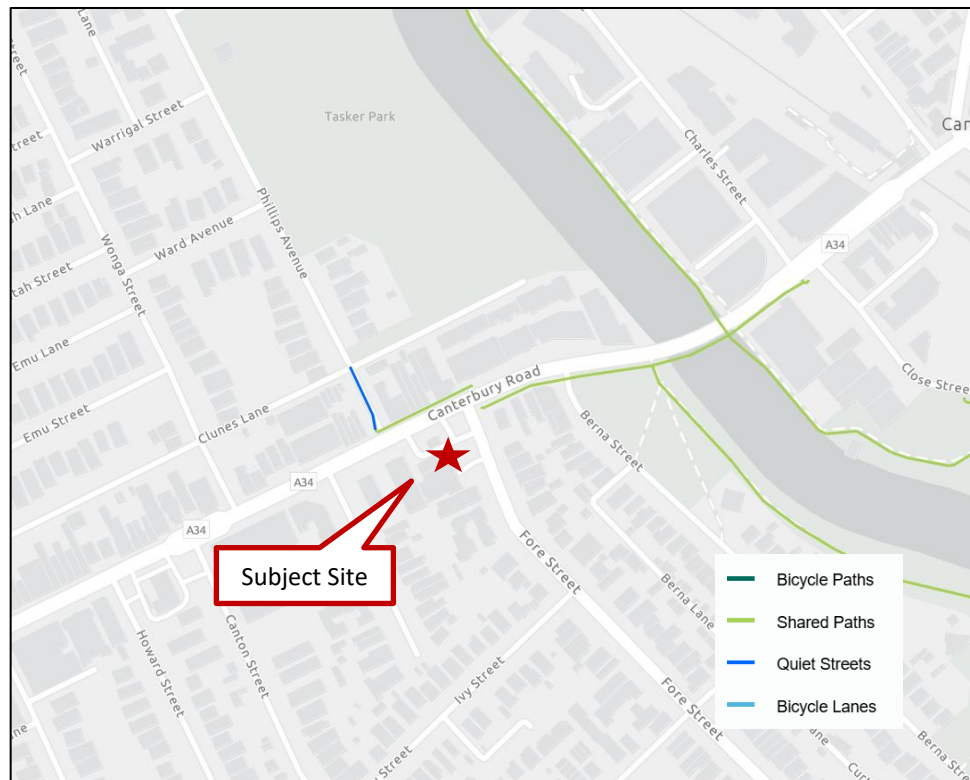


Figure 5: Cycling Network

3 PARKING ASSESSMENT

3.1 Car Parking Requirement

Parking requirements are set out in Canterbury-Bankstown Council Development Control Plan (DCP) 2023. The parking requirements for the proposed development are summarised in **Table 2**.

Land Use	Parking Rate	Size	Required Spaces
Service Station	Where a convenience store is provided, 1 car space per 20 sqm GFA.	155 sqm convenience store	8
Food and Drink Premises	1 car space per 40 sqm GFA (for GFA less than 120 sqm)	46 sqm	1
TOTAL REQUIRED			9
TOTAL PROVIDED			11

Table 2: Car Parking Requirements

The development is required to provide 9 spaces on-site. Since 11 parking spaces are provided on-site, the parking requirement has been met, with a surplus of 2 parking spaces available on-site.

3.2 Accessible Car Parking

The DCP states that parking for people with disabilities must be provided according to the classification and requirements of the Building Code of Australia which has been superseded by National Construction Code (NCC). The NCC classifies service stations as a Class 6 building. The disabled parking requirement for the development is shown in **Table 3**.

Building Type	Parking Rate	Number of Car Spaces	Required Spaces
Class 6 building	1 accessible space for every 50 carparking spaces or part thereof;	11 car spaces	1

Table 3: National Construction Code (NCC) Accessible Parking Requirements

Since 1 accessible parking space is proposed on-site, the NCC accessible parking requirements have been met.

4 VEHICLE ACCESS AND PARKING DESIGN

The proposed alterations are largely restricted to the building.

Vehicle access to the site will be via the two existing crossings to Canterbury Road and single crossing to Fore Street.

The only external changes are as follows:

- Addition of a formalised loading bay with line marking located opposite the bin storage area, and
- Conversion of one parking space to an accessible parking space with associated shared area.

The proposed accessible parking space and associated shared area are 2.4m wide and 5.4m long as required in AS 2890.6:2009.

The proposed loading bay and accessible parking space will not affect the existing vehicle circulation within the site, and vehicles will continue to be able to enter, manoeuvre and exit the site safely.

5 TRAFFIC GENERATION

5.1 Service Station

Transport for NSW (TfNSW) Guide to Transport Impact Assessment (2024) – henceforth ‘the guide’ – provides traffic generation estimates for a range of land uses.

For the service station, since neither the number of fuel pumps nor the site layout is being modified, the traffic generated by the service station will remain unchanged.

5.2 Food and Drink Premises

The TfNSW guide also provides traffic generation rates for food and drink premises. The expected peak hour traffic generation for the existing and proposed food and drink premise are summarised in **Table 4**.

Land Use	Traffic Generation Rate	Gross Floor Area	Peak Traffic Generation
Existing Food and Drink Premises	5 vehicle trips per 100 sqm	80 sqm	4 vehicle trips
Proposed Food and Drink Premises	5 vehicle trips per 100 sqm	46 sqm	2 vehicle trips

Table 4: Food and Drink Premises Evening Peak Traffic Generation

The gross floor area of the food and drink premises has reduced as a result of the alterations. Therefore, the peak traffic generation will also reduce.

Although there are 16 seats provided for patrons, it is unlikely this will result in any additional traffic generation or parking demand. Most visitors to the food and drink premises are expected to be part of a multi-purpose trip associated with fuel purchases.

Given that Canterbury Road carries approximately 33,000 vehicles per day, the small number of trips associated with the food and drink premises represents a negligible change relative to the existing traffic volumes. Based on the above, the proposed alterations are not expected to materially affect the operation of the surrounding road network.

6 CONCLUSIONS

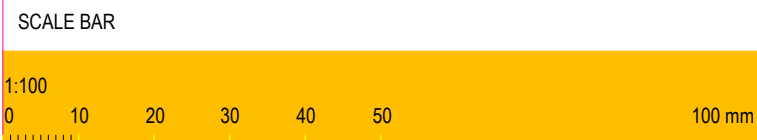
The assessment of the parking and traffic impacts of the proposed development has concluded that:

- The proposal has a DCP parking requirement of 9 spaces. Since 11 spaces are provided on-site, the parking requirement has been met.
- The traffic generated by the proposed development can be accommodated by the road network without any adverse effects.

In conclusion, this assessment indicates that the proposed development meets the parking requirements of the DCP and relevant Australian standards and is not expected to adversely impact the traffic or parking conditions in the surrounding area. Therefore, it should be supported on traffic and parking grounds.

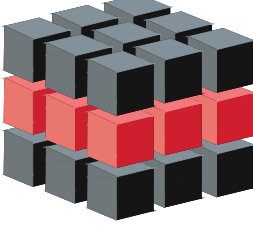
APPENDIX A: DEVELOPMENT PLAN

REVISIONS					
7	ISSUED FOR DA APPROVAL	M.W.	A.K.	24.02.26	
6	ISSUED FOR DA APPROVAL	M.W.	A.K.	24.10.25	
5	ISSUED FOR DA APPROVAL	M.W.	Az.K.	20.08.25	
4	ISSUED FOR DA APPROVAL	M.W.	A.K.	11.08.25	
3	ISSUED FOR BUILDING INFORMATION CERTIFICATE	M.W.	A.K.	25.02.25	
2	ISSUED FOR BUILDING INFORMATION CERTIFICATE	M.W.	A.K.	20.02.25	
1	ISSUED FOR BUILDING INFORMATION CERTIFICATE	M.W.	A.K.	17.12.24	
No	AMENDMENT	ENG	DRAFT	DATE	



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PROJECT TITLE
**CHANGE OF USE KITCHEN AND COOL ROOM AREA
TO FOOD AND DRINK PREMISES AT
284 CANTERBURY RD, CANTERBURY,
NSW 2193**

DRAWING TITLE
SITE PLAN

DESIGNER -----	DRAFTSPERSON A.KAMEL	APPROVED BY M.WASEF
SCALE @ A1 1:200	DATE	SHEET SIZE A1
JOB No 240194	DRAWING No. A0100	REVISION 7

SITE PLAN

SCALE 1:100

