



Revised Traffic & Parking Assessment Report

131P (aka 461) Henley Marine Drive, Drummoyne

Planning Proposal to Amend Canada Bay LEP

PP-2024-2655

Ref 23147

12th March 2026



**CONSULTING
ENGINEERS**

Document Control

Project Number	23147			
Project Address	131P Henley Marine Drive, Drummoyne			
Revision	Date	Details	Author	Approved By
Draft	13.11.24	First draft	C. Palmer	C. Palmer
Final	21.11.24	Final for submission	C. Palmer	C. Palmer
Final V2	31.03.25	Updated parking surveys	C. Palmer	C. Palmer
Final V3	12.03.26	Updated following further Council comments	C. Palmer	C. Palmer

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Appendix A: Architectural Plans

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1. Introduction

1.1 Project Summary & Background

CJP has been engaged by Aqua Luna to prepare a Revised Traffic & Parking Assessment Report (TPAR) in support of a Planning Proposal (PP-2024-2655) to Canada Bay Council, involving the proposed amendments to the Canada Bay Local Environmental Plan (LEP) 2013.

In summary, the proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP. The subject of this PP relates to the first-floor level of the existing building on the subject site located at 131P Henley Marine Drive, Drummoyne, which is currently occupied by the Aqua Luna restaurant.

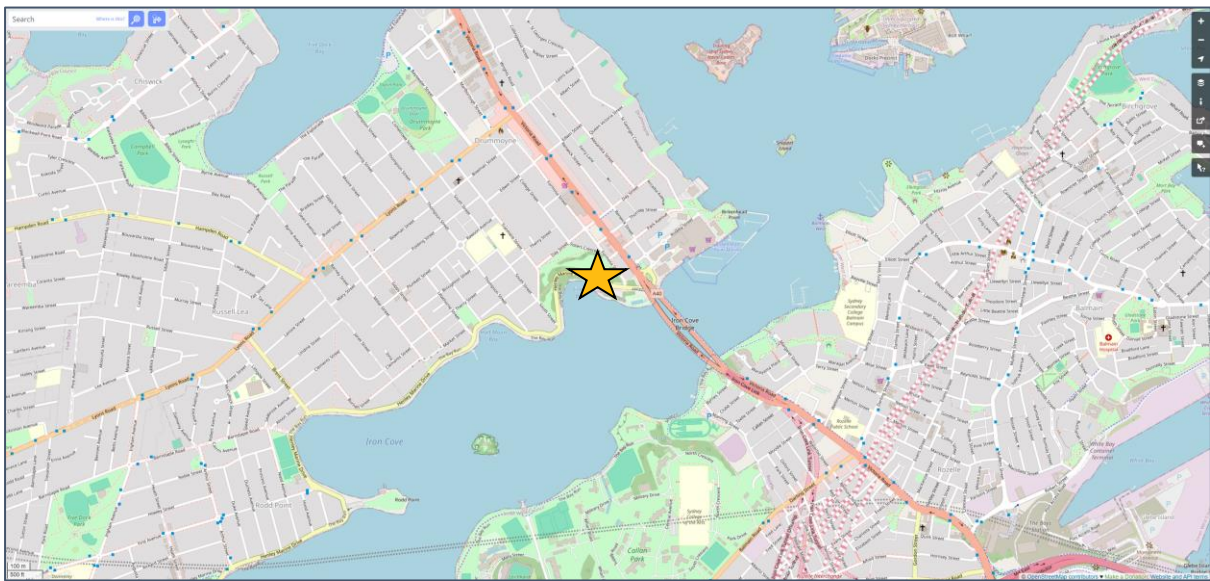


Figure 1.1 – Site Location (Source: OpenStreetMap)

By way of background, Council underwent their initial assessment of the PP and provided the following comments with respect to the original TPAR (prepared by CJP, dated 21 November 2024):

The traffic report does not clearly indicate the exact location of available spaces and the difference between on-street and off-street car parking availability. The following additional information has been requested:

- *Available on-street parking spaces within 200m radius*
- *Available off-street parking spaces within 200m radius*
- *A map/ diagram indicating the number of available spaces in each street and the location of off-street spaces*
- *Parking availability on Saturdays between 11:30am and 5:00pm and Sundays between 5:30pm and 10:00pm.*

It is recommended that the proposal only progress where the above assessment and information has been provided.

Accordingly, additional parking surveys have been undertaken during the abovementioned periods, as well as clarifying the on-street and off-street parking areas within the survey area. Those details were provided within the Revised TPAR (prepared by CJP, dated 31 March 2025), with Council's traffic engineer then providing the following comments:

- *It is noted that the updated traffic report included additional parking surveys dated 01 to 02 March 2025 to further correspond with the restaurant's typical busiest trading hours. It is outlined in Appendix B that the total capacity during that survey is 377 spaces (vs 378 spaces during the 2023 survey). The consultant is to confirm and sort the discrepancy to ensure consistency throughout the report.*
- *The traffic report should include discussions regarding how many car spaces remain available when considering the premises being at full capacity of 240 patrons during the peak period of the day (worst case scenario) and whether the proposal does not materially impact/exceed the total parking capacity.*
- *The proponent is to confirm whether the proposed function centre in the first floor of the development is closely aligned with the existing restaurant operation in terms of potential patron numbers, hours of operation, and event-based activity. Function centres may have different arrival/departure patterns compared to regular restaurant dining (e.g. concentrated peak arrival / departure periods).*

Accordingly, the discrepancy in the March 2025 parking surveys has been corrected in this Revised TPAR (the correct figure being 378 spaces), as well as further discussion around Council's two other comments.

In this regard, the proposal seeks to introduce "function centre" as a Schedule 1 – Additional Permitted Use under the LEP. The subject of this PP relates to the first-floor level of the existing building on the subject site located at 131P Henley Marine Drive, Drummoyne, which is currently occupied by the Aqua Luna restaurant.

Aqua Luna currently has development consent for up to 240 restaurant patrons on site at any given time, 7 days per week, and the PP does not seek to change this.

No works are proposed to the existing building, including the gymnasium or boat shed on the lower levels of the building.

Car parking accumulation surveys undertaken on a typical Friday, Saturday & Sunday during large Aqua Luna restaurant bookings, as part of the original TPAR, which indicated that there is spare capacity within easy walking distance of the site.

The updated parking accumulation surveys undertaken in March 2025 on a typical Saturday lunch/afternoon and Sunday afternoon/evening during large Aqua Luna restaurant bookings, both indicate that there is also spare capacity within easy walking distance of the site.

Plans of the proposed development have been prepared by LUFi Architects and are reproduced in Appendix A.

Notwithstanding the foregoing, on December 2025, PP-2024-2655 received Gateway Determination, subject to conditions, and noting the following:

- *the planning proposal authority has satisfied all the conditions of the gateway determination;*
- *the planning proposal is consistent with applicable directions of the Minister under section 9.1 of the Act or the Secretary has agreed that any inconsistencies are justified; and*
- *there are no outstanding written objections from public authorities.*
- *The LEP should be completed on or before 14 September 2026.*

Based on State Environmental Planning Policy (Transport & Infrastructure) 2021, Schedule 3 – Traffic Generating Development, referral to Transport for NSW (TfNSW) is not required as the proposed development does not meet the specified thresholds.

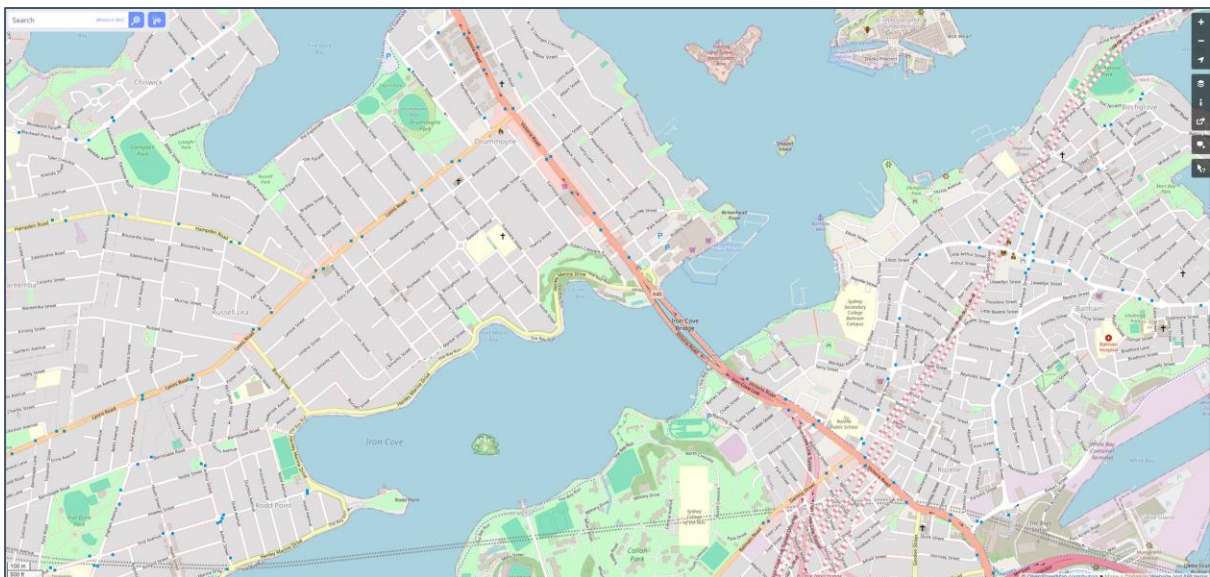


Figure 1.1 – Site Location (Source: OpenStreetMap)

1.2 Assessment Tasks

The purpose of this Revised TPAR is to assess the traffic, parking, access, transport and servicing characteristics of the PP, and the associated impacts of the proposal on the surrounding road network, parking and transport environment. This can be briefly summarised below:

- Description of the existing site and its location
- Existing traffic and parking conditions
- Public and active transport infrastructure
- Traffic generation potential of the proposal and its impacts on the surrounding road network
- Off-street parking/loading/access requirements and provisions
- Design of access driveway and parking area layout

1.3 Relevant Planning Controls

The site lies within the City of Canada Bay Council (Council) Local Government Area (LGA), such that the relevant Council planning controls and strategies referenced in this TPAR include:

- Canada Bay Local Environmental Plan 2013
- Canada Bay Development Control Plan 2023

1.4 Traffic, Transport & Parking Guidelines & Standards

In preparing this Revised TPAR, references are also made to the following site access, traffic and parking guidelines:

- Roads & Maritime Service's Guide to Traffic Generating Developments 2002 (RMS Guide)
- Roads & Maritime Service's Technical Direction Updated Traffic Surveys 2013 (TDT)
- Transport for NSW's Draft Guide to Transport Impact Assessment 2024
- State Environmental Planning Policy (Transport & Infrastructure) 2021
- NSW Government's Greater Sydney Region Plan: A Metropolis of Three Cities
- NSW Government's Planning Guidelines for Walking & Cycling (December 2004)

2. Existing Conditions

2.1 Site Location & Description

The site is known as 131P Henley Marine Drive, Drummoyne to Council and 461 Henley Marine Drive, Drummoyne to Transport for NSW (TfNSW). The site is legally defined as Lot 461 in DP 752023 and forms part of an area of Crown Land that is subject to lease arrangements with Department of Primary Industries – Lands, and TfNSW, to enable uses to be carried out.

The site is located on the southern side of Henley Marine Drive between the intersections of South Street and Formosa Street.

The subject site is currently occupied by a building that presents as a single-storey structure to Henley Marine Drive (to the north) and three-storeys to the rear (south) facing Half Moon Bay. The top (street) level contains a restaurant, the middle level is a gymnasium and the lower level is occupied by the Drummoyne Rowing Club.

To the west of the site is public open space/foreshore, to the east is also public open space as well as a car park associated with the Drummoyne Swimming Pool located further to the east. To the north of the site is Brett Park and to the south is Half Moon Bay. Directly adjoining the site to the north is a footpath which forms part of the famous Bay Run, which is a 7km walking/cycling path around Iron Cove.

The subject site does not make provision for any off-street car parking. Parking for staff, patrons, gym-goers, rowers and visitors occurs from within nearby on and off-street parking areas, including the public car parks located immediately east of the building as well as the eastern corner of Brett Park, opposite the site. On-street parking associated with the premises primarily occurs along Henley Marine Drive, Formosa Street, Sisters Crescent, Day Street, Tranmere Street and Day Street – i.e. the streets surrounding Brett Park. Notwithstanding the above, many patrons to Aqua Luna arrive by taxi or Uber, given the convenient location just off Victoria Road.

A recent aerial image of the site and its surroundings is reproduced on the following page, along with a series of Streetview images.



Figure 2.1 – Aerial map (Source: Nearmap)



Figure 2.3 – Streetview image of Henley Marine Dr, looking west (Source: Google Maps)



Figure 2.4 – Streetview image of Henley Marine Dr, looking east (Source: Google Maps)

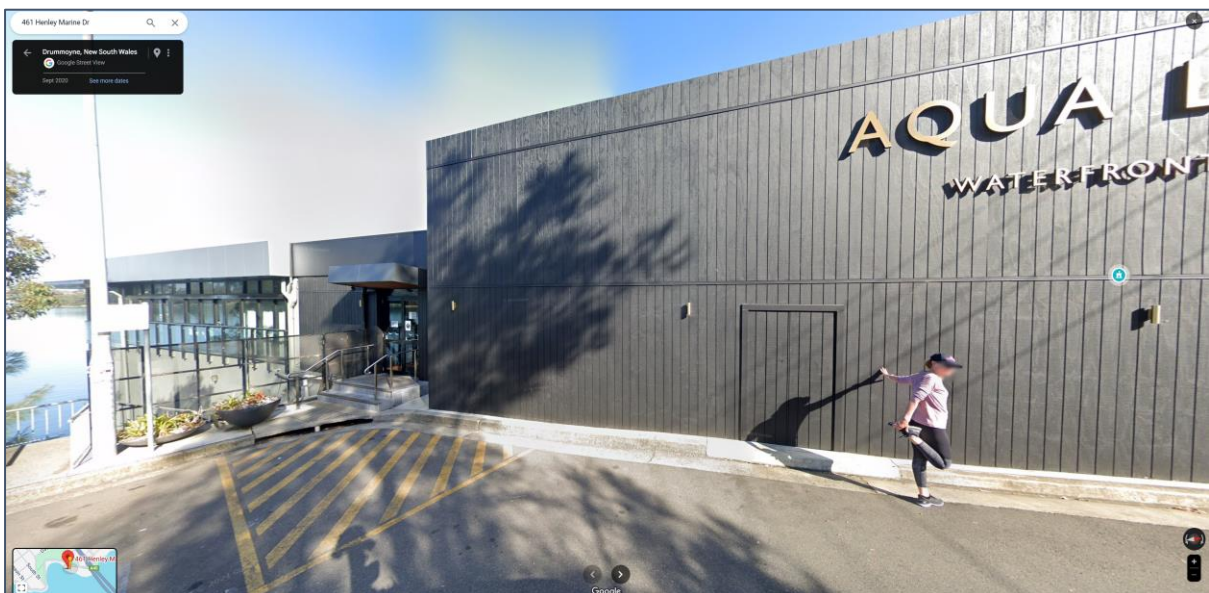


Figure 2.5 – Streetview image of Aqua Luna loading bay and eastern façade from public car park (Source: Google Maps)



Figure 2.6 – Streetview image of existing building from pontoon, looking north (Source: Google Maps)

2.2 Planning Context

The site is zoned RE1 Public Recreation under the Canada Bay LEP 2013, as noted indicated in the map below. There are no height of building or floor space ratio controls which apply to the site.



Figure 2.7 – Zoning map (Source: ePlanning Spatial Viewer)

2.3 Road Network

The Transport for NSW (TfNSW) road hierarchy comprises the following road classifications:

- State Roads: Freeways, Motorways and Primary Arterial Roads (TfNSW managed)
- Regional Roads: Secondary or Sub-Arterial (Council managed, partly funded by the State)
- Local Roads: Collector and Local Access Roads (Council managed)

The road hierarchy in the vicinity of the site is shown in the figure below, whilst the key roads and intersections are summarised as follows:

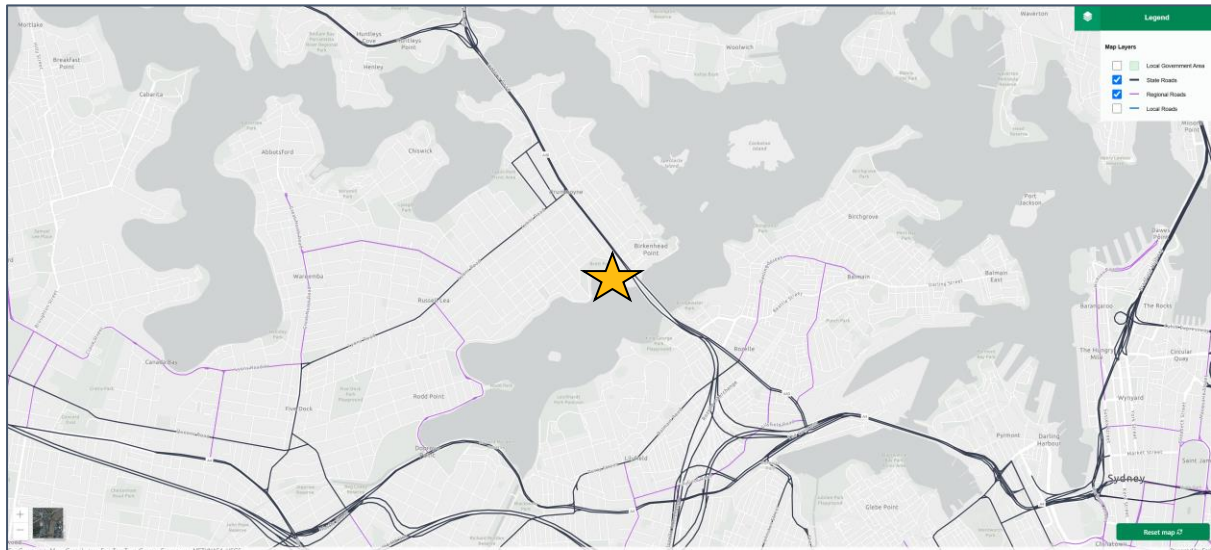


Figure 2.8 – Road Hierarchy (Source: Transport for NSW)

- Victoria Road is classified as a State Road and provides another major east-west road link in the Sydney area, linking Rozelle to Parramatta. It typically carries three traffic lanes in each direction in the vicinity of the site, with turning lanes provided at key intersections and Bus Lanes/Clearway lanes during peak periods.
- Lyons Road and Great North Road (south of Lyons Road) are also classified as State Roads which provide a key road link through the Drummoyne, Russell Lee & Five Dock areas, linking Victoria Road to Parramatta Road. They carry one to two traffic lanes in each direction, with kerbside parking generally permitted outside of peak periods.
- Brent Street, Henley Marine Drive (between Brent Street & Timbrell Drive) & Timbrell Drive are all classified as Regional Roads which provide a key north-south road link between Dobroyd Parade & Lyons Road. They typically carry one traffic lane in each direction in the vicinity of the site, with kerbside parking generally permitted.
- Henley Marine Drive (east of Brent Street and west of Timbrell Drive) is a local road which provides vehicular and pedestrian access to frontage properties. Two-way traffic flow is permitted, with kerbside parking generally permitted.

2.4 Public Transport

The nearby public transport services are shown in the figure on the following page. The nearest bus stop is located approximately 350m walking distance north-west of the site, which is serviced by the 500, 500N, 500X, 501, 503, 504, 505, 506 & 507 services.

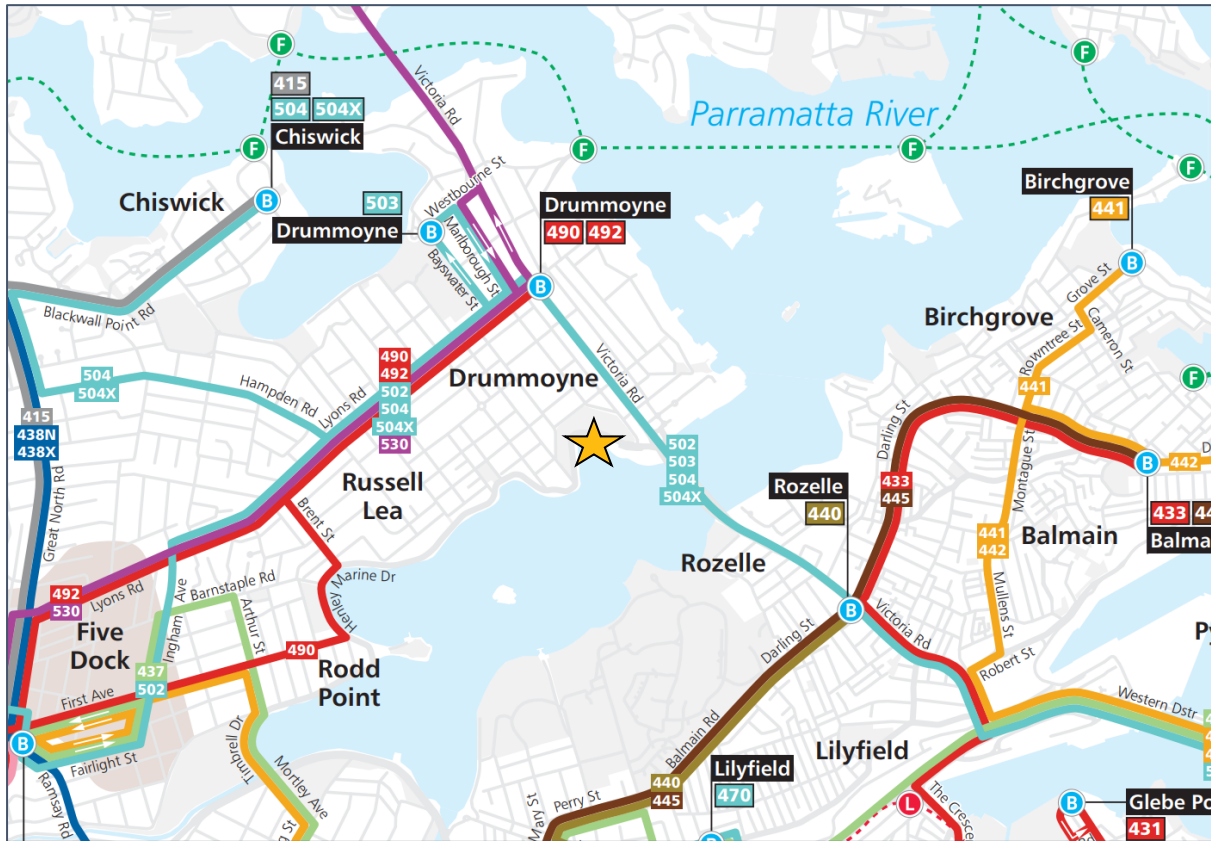


Figure 2.9 – Existing Public Transport Map (Source: Transport for NSW)

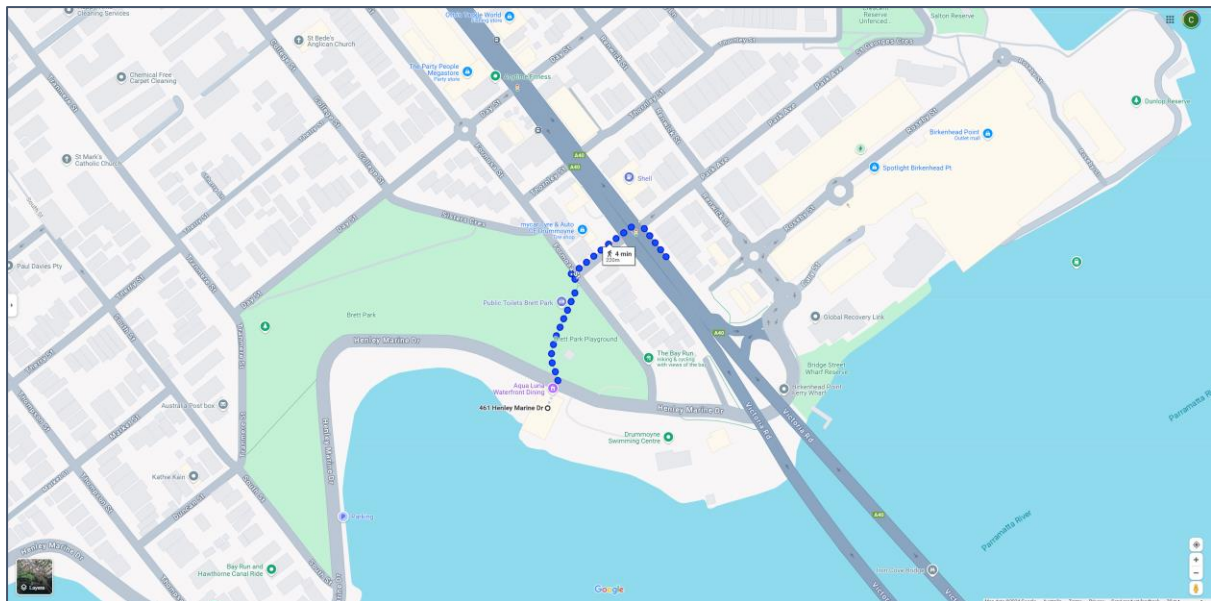


Figure 2.10 – Walking distance to/from nearest bus stop (Source: Transport for NSW)

Research suggests that proximity to bus services influence the travel mode choice for areas within 400m walking distance (approximately 5 minutes) of a bus stop. As such, Aqua Luna has good potential for staff and patrons of the facility to utilise bus for their trip to/from venue.

2.5 Active Transport

In addition to the public transport services available in the vicinity of the site, there is also a good level of pedestrian connectivity, including safe and convenient footpaths to the abovementioned bus stop. All existing footpaths in the surrounding area are of good quality, with appropriate widths and pram ramps provided at most intersections.

The existing bicycle network in the vicinity of the site is reproduced in the figure below, which shows there are a number of formal and informal cycle routes throughout the surrounding area.

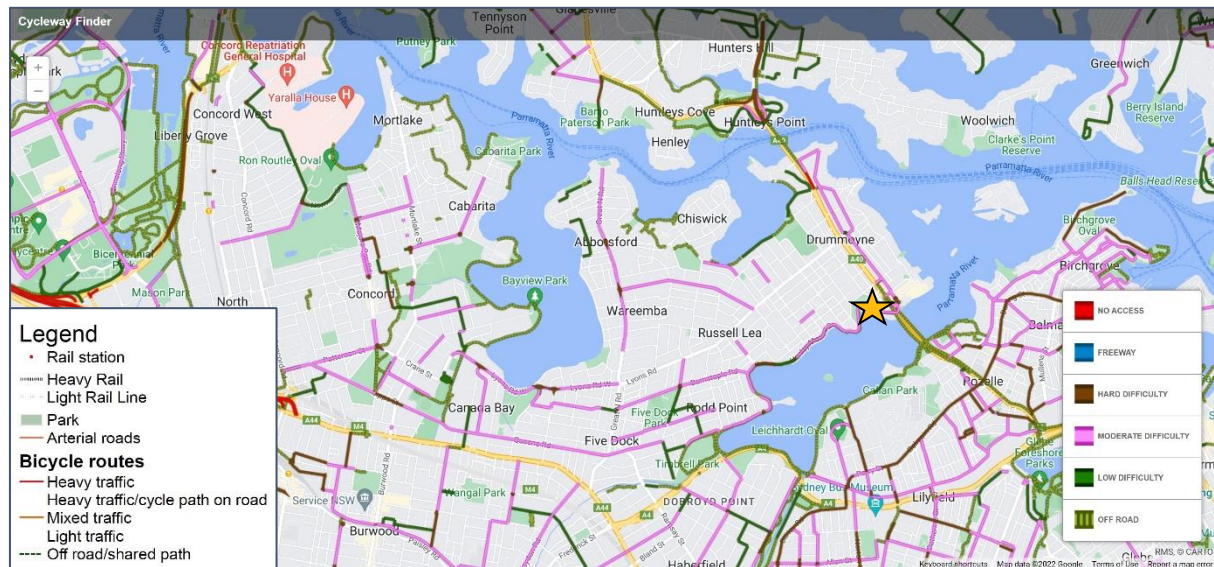


Figure 2.11 – Cycle Map (Source: Transport for NSW)

The *Planning Guidelines for Walking and Cycling* identify a number of city-scale design principles that can assist the creation of walkable and cyclable cities and neighbourhoods. These principles emphasise urban renewal and the creation of compact, mixed use, accessible centres around public transport stops. At the neighbourhood scale, design principles can be reinforced through the creation of local and accessible centres and neighbourhoods with connected street patterns and road design which aim to reinforce local walking and cycling networks.

In particular, the *Guidelines* note that increased population density is an important element in creating a walkable and cyclable city. A compact development brings activities close together, making them more accessible by foot or by bicycle, without the need to use a car. Increased population density also enhances the viability of public transport services.

2.6 Existing & Approved Operational Characteristics

In April 2011, Council approved the change of use of the first-floor level of the existing building on the site from a registered club (Drummoyne Rowing Club) to a café, restaurant and bar, under DA117/2011.

In July 2016, Council approved DA2016/0126, involving the alterations and additions of the restaurant (no change to approved hours of operation or number of seats), and construction of a new café with operating hours of 7am-4pm Monday-Sunday.

In this regard, the approved hours of operation of the restaurant are specified in consent condition 74 of DA2016/0126, and restricted to between:

- Monday-Wednesday 8am-11pm
- Thursday-Saturday 8am-12am (midnight)
- Sunday 10am-10pm

Other existing and approved operational characteristics are:

- Maximum seating capacity of the restaurant (and café) of 240
- Acoustic restrictions
- All deliveries must occur between 7am-8pm weekdays or 9am-5pm weekends
- Waste and recycling must occur between 10am-2pm weekdays and limited to 3 collections per week

2.7 Existing Parking Demand

In order to determine the existing parking demand in the vicinity of the site, parking accumulation surveys were undertaken by independent contractor Trans Traffic Survey on Friday 13th October (5pm-12 midnight), Saturday 14th October (5pm-12 midnight) and Sunday 15th October (11am-5:30pm) 2023, to correspond with the restaurant's typical busiest trading hours.



Figure 2.12 – Parking accumulation survey area – aerial version

The map below is of the survey area, which includes individual parking zones, their capacity and timing (e.g. unrestricted, 2P, 4P, on-street, off-street etc). It is pertinent to note in this regard, that the centre of the 200m radius is to the west of Aqua Luna, on the basis that the streets within the 200m surveyed radius are the likely streets which Aqua Luna patrons park in.

If the 200m radius was centred on Aqua Luna, the overall capacity of 378 parking spaces would reduce as parking is not permitted on Victoria Road, under the bridge, or the eastern end of Henley Marine Drive. The only parking capacity gain from the 200m radius centred on Aqua Luna would be in Roseby Street (in between the roundabout and Victoria Road), which is frequently occupied.

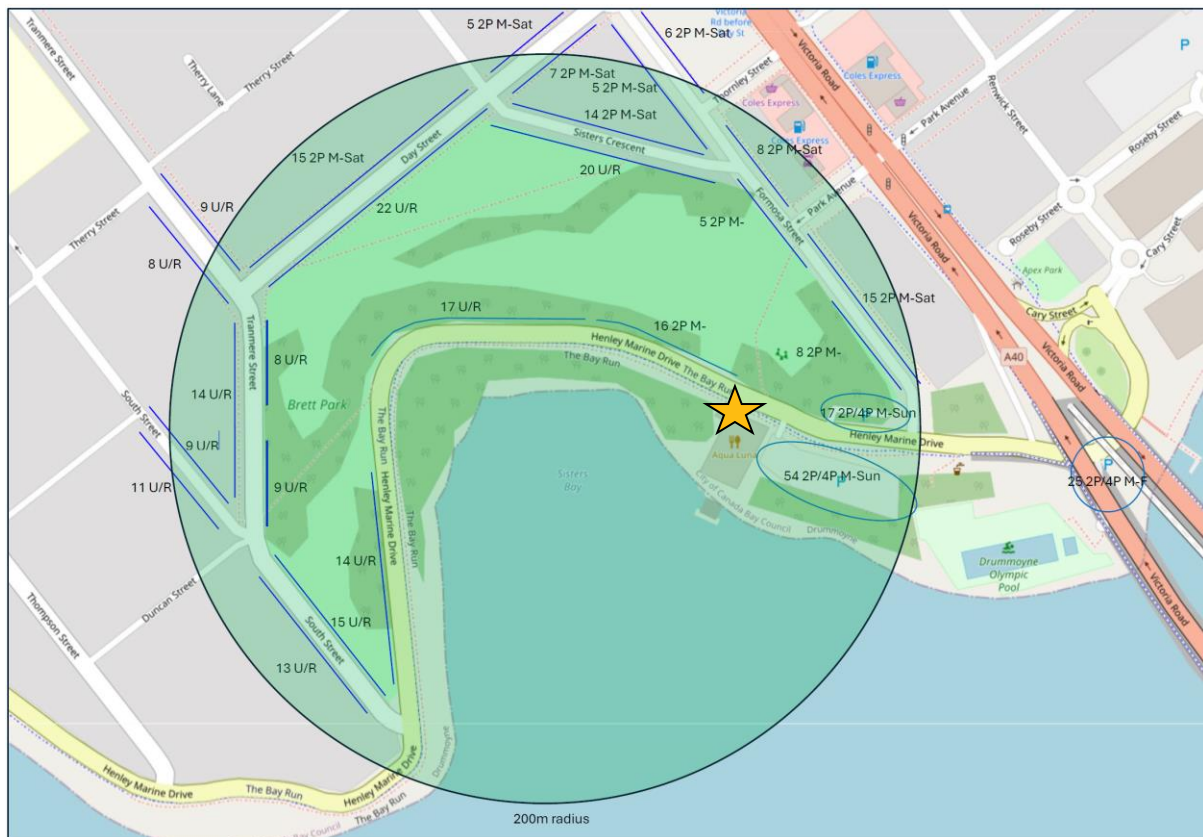


Figure 2.13 – Parking accumulation survey area with zone capacity and timing restrictions – map version

The results of the original parking surveys are summarised in the graphs on the following page. It is also pertinent to note, that the survey days and dates were chosen as the restaurant had large bookings at the time the parking surveys were undertaken, therefore the graphs represent somewhat of a worst-case scenario with respect to the parking demand. In summary:

- There are in the order of 378 publicly accessible parking spaces located within approximately 200m of the site, including on and off-street areas
- The peak parking demand during the Friday afternoon/evening survey period occurred at 6pm when there were 246 parked cars recorded – i.e. 132 spaces remained available
- The peak parking demand during the Saturday afternoon/evening survey period occurred at 7pm when there were 240 parked cars recorded – i.e. 138 spaces remained available
- The peak parking demand during the Sunday lunch/afternoon survey period occurred at 3pm when there were 246 parked cars recorded – i.e. 101 spaces remained available

A copy of the parking accumulation survey results is provided in Appendix B.

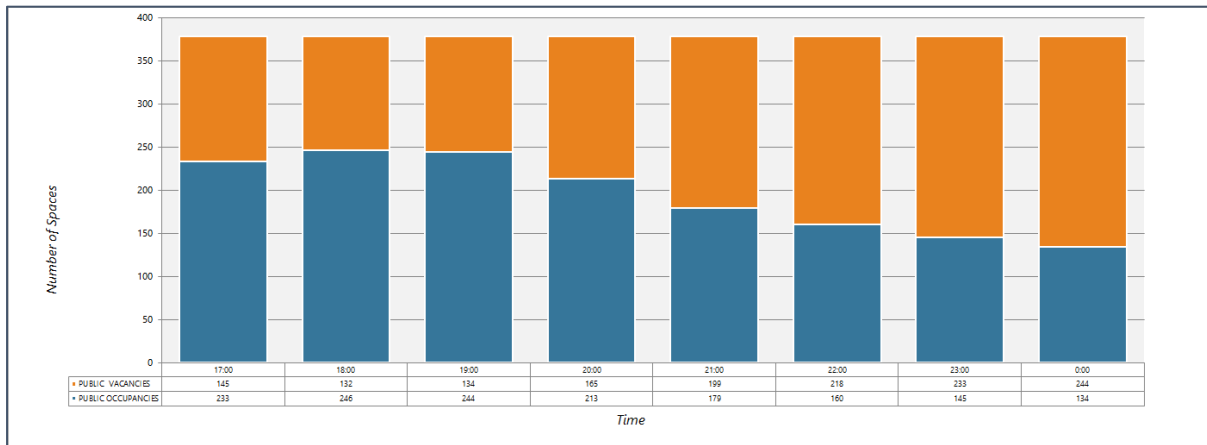


Figure 2.14 – Existing Friday afternoon/evening parking demand, including the restaurant (Source: Trans Traffic Survey)

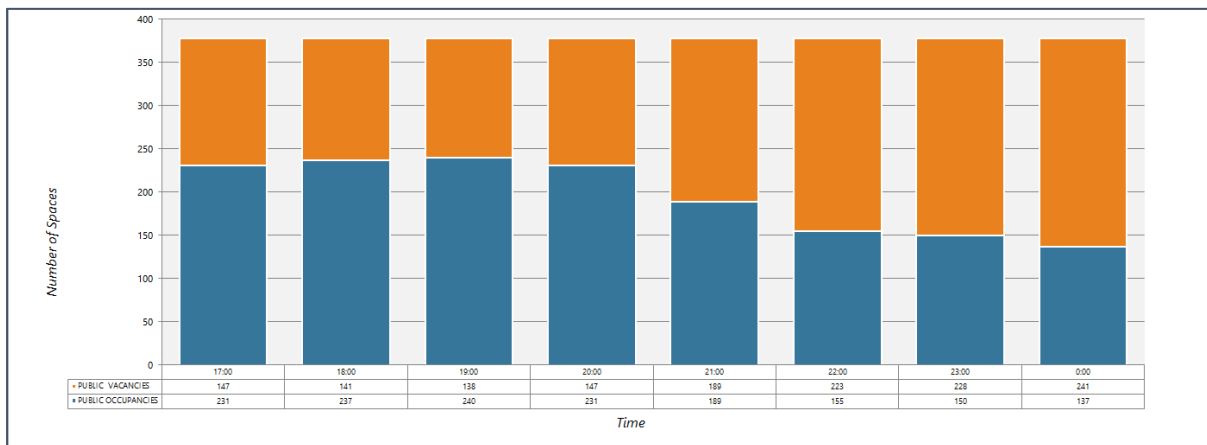


Figure 2.15 – Existing Saturday afternoon/evening parking demand, including the restaurant (Source: Trans Traffic Survey)

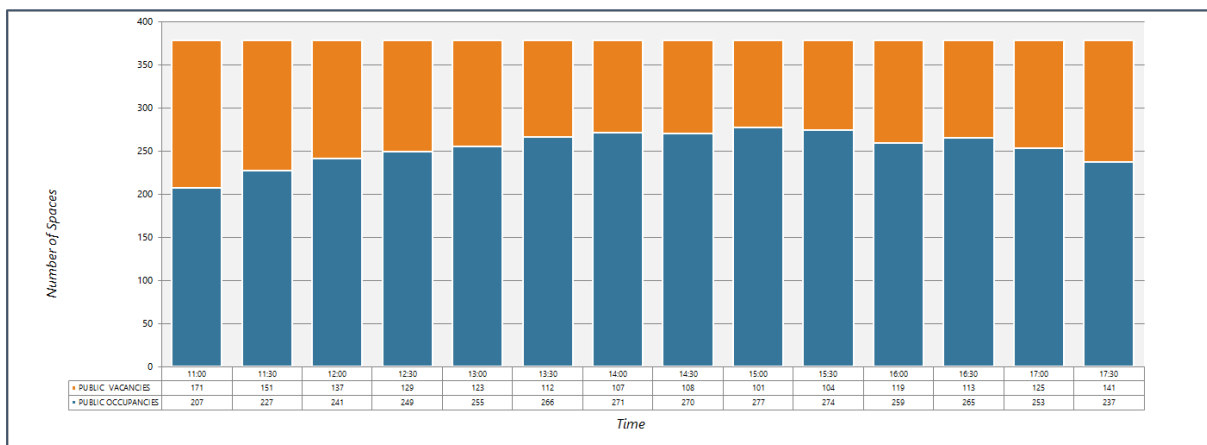


Figure 2.16 – Existing Sunday lunch/afternoon parking demand, including the restaurant (Source: Trans Traffic Survey)

As requested by Council, additional parking accumulation surveys were undertaken in the surveyed zone, again, by independent contractor Trans Traffic Survey, on Saturday 1st March 2025 (11:30am-5pm), Saturday 2nd March 2025 (5:30pm-10pm), to further correspond with the restaurant’s typical busiest trading hours.

The results of the follow-up parking surveys are summarised in the graphs below. Again, it is noted that the additional survey days and dates were chosen as the restaurant had large bookings at the time the parking surveys were undertaken, therefore the graphs represent somewhat of a worst-case scenario with respect to the parking demand. In summary:

- The peak parking demand during the Saturday lunch/afternoon survey period occurred at 3:30pm when there were 318 parked cars recorded – i.e. 60 spaces remained available
- The peak parking demand during the Sunday afternoon/evening survey period occurred at 6:30pm when there were 258 parked cars recorded – i.e. 120 spaces remained available

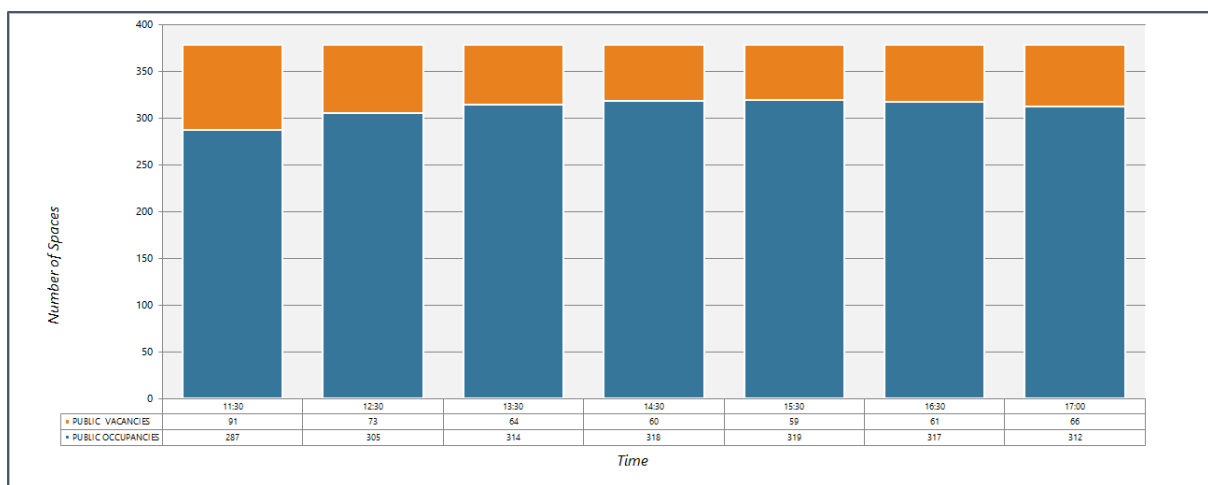


Figure 2.17 – Existing Saturday lunch/afternoon parking demand, including the restaurant (Source: Trans Traffic Survey)

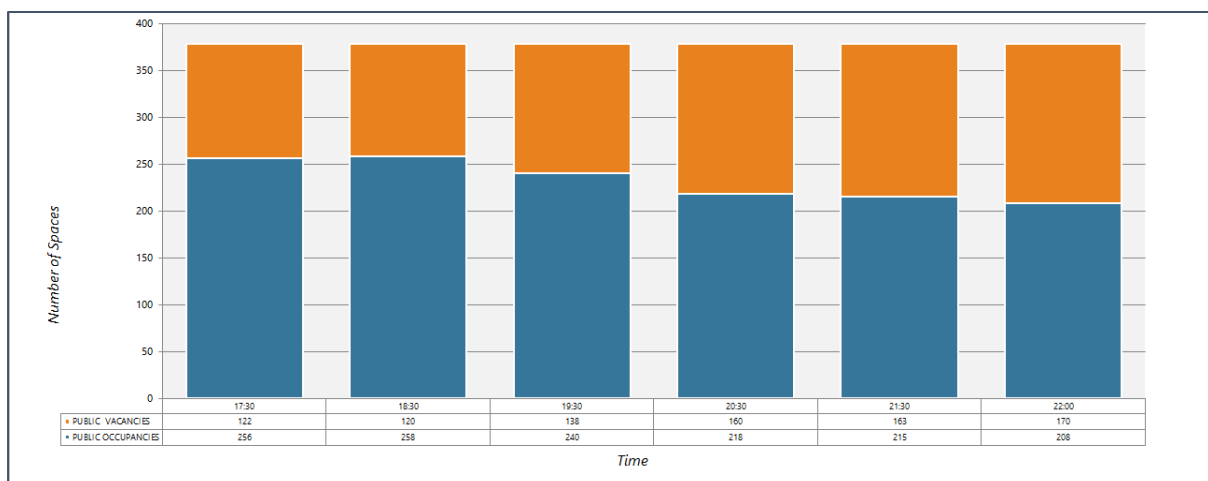


Figure 2.18 – Existing Sunday afternoon/evening parking demand, including the restaurant (Source: Trans Traffic Survey)

2.8 Existing Surrounding Traffic Controls

The existing traffic controls in the vicinity of the site comprise:

- Traffic signals along Victoria Road where it intersects with Park Avenue and also Day Street
- a 40km/h High Pedestrian Activity speed limit along Henley Marine Drive in the vicinity of Aqua Luna
- a roundabout at the intersection of Day Street & Formosa Street
- a raised pedestrian crossing in Henley Marine Drive, directly outside Aqua Luna
- speed humps and pedestrian refuge island located along Henley Marine Drive

2.9 Existing Surrounding Parking Restrictions

The existing on-street parking restrictions in the surrounding area comprise:

- 2P restrictions within the outdoor car park on the eastern side of the building during business hours, with 4P restrictions outside of business hours
- 2P restrictions within the Brett Park outdoor car park opposite the site during business hours, with 4P restrictions outside of business hours
- 2P restrictions along the northern side of Henley Marine Drive, in the vicinity of the site, with unrestricted parking permitted outside of those hours
- 2P parking restrictions along both sides of Formosa Street, 8am-6pm daily (Permit Holders Excepted outside residential properties)
- 2P parking restrictions along the northern side of Sisters Crescent, 8am-6pm Monday-Saturday daily (Permit Holders Excepted), with unrestricted kerbside parking permitted on the southern side of the road, outside Brett Park
- Unrestricted parking elsewhere along Henley Marine Drive, where a kerbside parking lane exists
- No Stopping restrictions along both sides of Henley Marine Drive, directly outside the site, in the vicinity of the raised pedestrian crossing
- A Bus Zone located on the southern side of Henley Marine Drive, just east of the site
- Unrestricted parking along both sides of Tranmere Street
- Unrestricted parking along both sides of South Street

3. Proposed Development

3.1 Development Description

The proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP, primarily relating to the Aqua Luna restaurant which is located on the first-floor level of the existing building.

As noted in the foregoing, Aqua Luna currently has development consent for up to 240 restaurant patrons on site at any given time, 7 days per week, and the PP does not seek to change this.

No works are proposed to the existing building, including the gymnasium or boat shed on the lower levels of the building.

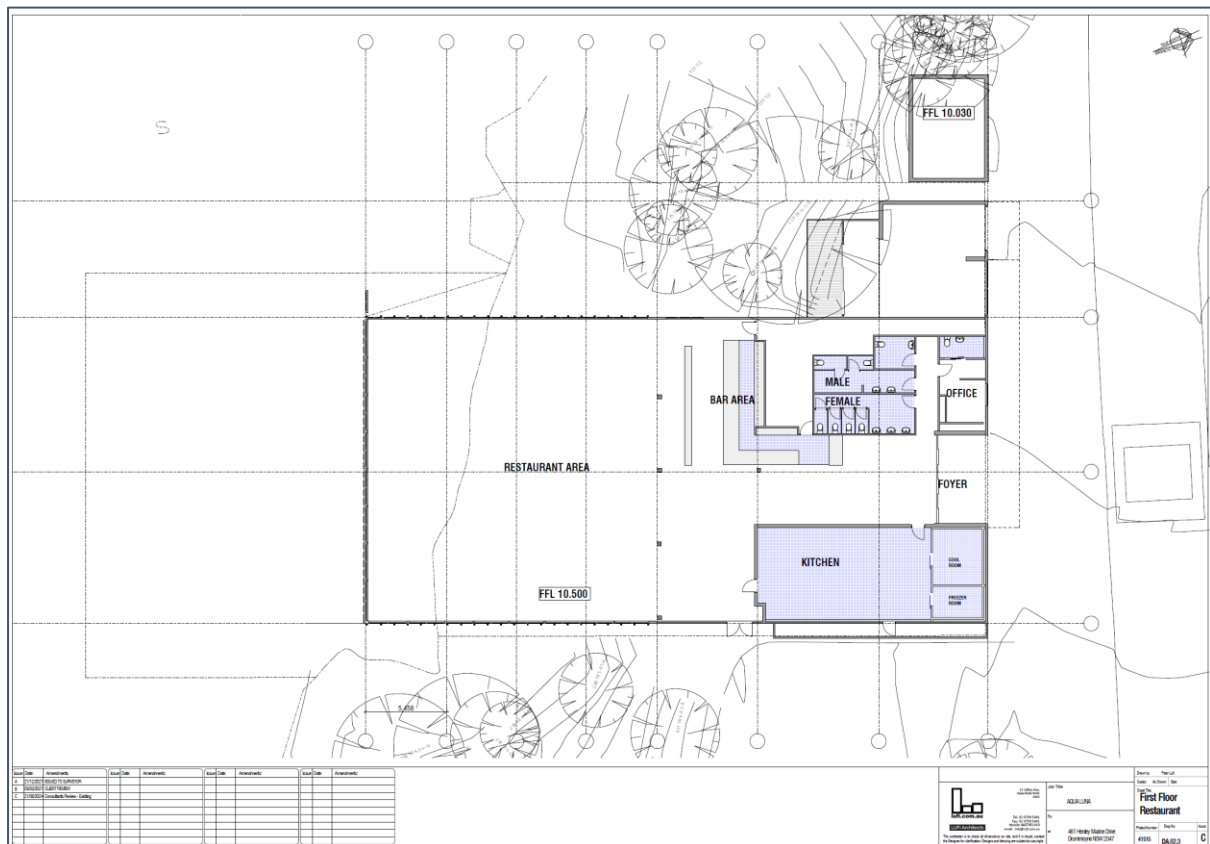


Figure 3.1 – Proposed first floor restaurant (Source: LUFi Architects)

Operationally, the approved restaurant use has the following typical characteristics:

- General public: Morning/Lunch, Dinner
- Day-to-day dining: Set operating hours
- Associated parking demand based on restaurant demand
- Different layout

By way of comparison, the proposed function centre use has the following typical characteristics:

- Booked events/one-off events
- Private events
- 90% of events after 6pm
- Guests arrive at the start of the function and leave at the end
- Fixed seating arrangement

3.2 Waste Collection & Deliveries

The approved waste collection and delivery hours of the restaurant are specified in consent condition 74 of DA2016/0126, and restricted to between:

- All deliveries must occur between 7am-8pm weekdays or 9am-5pm weekends
- Waste and recycling must occur between 10am-2pm weekdays and limited to 3 collections per week

No changes are proposed to the above approved hours.

4. Traffic Impact Assessment

4.1 Traffic Generation Guidelines

The traffic implications of development proposals primarily concern the *nett change* in the traffic generation potential of a site compared to its existing and/or approved uses, and its impact on the operational performance of the surrounding road network, particularly during the weekday morning and afternoon road network peak periods.

An indication of the traffic generation potential of the existing and proposed uses on the site is provided by reference to the following documents:

- RMS Guide to Traffic Generating Developments 2002 (RMS Guide)
- RMS Technical Direction 2013/04a (TDT)
- Transport for NSW's Draft Guide to Transport Impact Assessment 2024

4.2 Existing Development Traffic Generation

The existing development on the site is defined by the RMS Guide as a “restaurant”, which specifies the following trip rates:

Rates.

Evening peak hour vehicle trips = 5 per 100 m² gross floor area.
Daily vehicle trips = 60 per 100m² gross floor area.

The existing restaurant has a floor area of approximately 850m² (including kitchen, bathrooms, bar and BOH). Therefore, based on the above RMS trip generation rate, the existing restaurant on the site has a theoretical traffic generation potential of approximately 42 vehicle trips during the weekday afternoon peak hour (vph) – i.e. 21 trips TO & 21 trips FROM.

4.3 Proposed Development Traffic Generation

As noted in the foregoing, the proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP. No works are proposed to the existing building, including the gymnasium or boat shed on the lower levels of the building.

In assessing trip characteristics, restaurants and function centres operate rather differently in how they generate vehicle movements. Restaurants exhibit a naturally dispersed trip pattern, with guests arriving and departing continuously throughout the day or evening. Meal times create moderate peaks—typically around lunch and dinner—however even during these busy periods, customer turnover is staggered. Diners arrive at varying times, stay for different durations, and depart independently of one another. This creates a spread-out distribution of vehicle trips, resulting in lower intensity peak periods and a more even flow of traffic to and from the site. Staff shift changes and delivery activity also occur at different times, further smoothing the trip profile over a longer timeframe.

Function centres, by contrast, generate a highly concentrated trip pattern. Guests attending a function generally arrive within a narrow window immediately before the event commences, leading to a pronounced surge in inbound vehicle trips. Because these events have fixed start times—common for weddings, conferences, and banquets—the arrival profile is compressed, often within a 30–60-minute period. The same pattern occurs at the end of the event, when guests depart en masse once formalities conclude. This creates a second, equally concentrated outbound peak. As a result, the total number of trips across the whole event may be similar to a restaurant with equivalent patron capacity, however, the peaking characteristics are much sharper for a function centre.

As noted in the foregoing, Aqua Luna currently has development consent for up to 240 restaurant patrons on site at any given time, 7 days per week, and the PP does not seek to change this. Given traffic impact assessments are primarily concerned with the weekday morning and afternoon road network peak periods, and that 90% of functions will occur after 6pm, the weekday afternoon peak is the focus of this assessment.

In this regard, whilst the approved restaurant and proposed function centre are both expected to generate a similar number of trips during the weekday afternoon road network peak period, being 42, they would be split as follows:

- Restaurant: 21 trips TO & 21 trips FROM
- Function centre: 42 trips TO & 0 trips FROM

Whilst a function would generate a theoretical nett increase of 21 approach trips during the weekday afternoon road network peak period, there are three primary routes in which to approach the site, being Victoria Road from the north, Victoria Road from south and Henley Marine Drive/City West Link from the west. Split evenly, that equates to an additional 7 approach trips on all approach routes which is statistically insignificant.

Conversely, there is a theoretical nett reduction of 21 departure trips during the weekday afternoon road network peak period.

It is also pertinent to note that the Aqua Luna is not seeking to change its operation from entirely restaurant-based to entirely function-based, the PP is merely seeking to add function centres as a permitted use which will provide Aqua Luna with flexibility in its operations.

Accordingly, the road network operation is expected to remain at the same level of service and is therefore supportable on traffic grounds.

5. Access, Parking & Servicing Assessment

5.1 Applicable Car Parking Rates

The off-street car parking rates applicable to the Planning Proposal are specified in Council's *Canada Bay DCP (August 2023), Part B, Section B3 – Vehicle and Bicycle Parking and Access* document in the following terms:

Land use	Minimum parking requirements
Retail	
Restaurants, Cafes, Take-away food & drink premises	Whichever is the greater of: • 1 space per 6m² of serviced area, or • 1 space per 4 seats.

Figure 5.1 – Car parking rates (Source: Canada Bay DCP, Part B, Section B3)

5.2 Existing Car Parking Requirements

Application of the above parking rates to the existing serviced floor area of approximately 400m² and maximum seating capacity of 240, yields a parking requirement of 67 spaces (based on the *per m²* rate, compared to the 60 spaces required under the *per seat* rate).

5.3 Proposed Car Parking Requirements

As noted in the foregoing, the proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP. The existing floor area, including serviced floor area, is to remain unchanged.

As such, the Planning Proposal will not result in any change to the existing parking requirement of Aqua Luna.

Furthermore, the parking accumulation survey results that were conducted as part of the PP's original Traffic & Parking Assessment Report (TPAR) indicates that there is substantial spare car parking capacity available within a short walking distance of the subject site on a typical Friday & Saturday afternoon/evening as well as a Sunday lunch/afternoon.

The same can be said for the updated parking accumulation survey results from March 2025, which also indicate that there is substantial spare car parking capacity available within a short walking distance of the subject site on a typical Saturday lunch/afternoon as well as a Sunday afternoon/evening.

As noted in the foregoing, Aqua Luna currently has development consent for up to 240 restaurant patrons on site at any given time, 7 days per week, and the PP does not seek to change this. Furthermore, Aqua Luna has advised that they expect 90% of functions to be held in the evenings.

Reference therefore to the five sets of parking accumulation surveys undertaken as part of this PP, indicates that the average parking occupancy rate during the Friday, Saturday & Sunday evening (which are the traditional busiest periods of function centres), is in the order of just 54%. This figure is logical as a high portion of daytime parking demand is attributed to the Bay Run.

It is pertinent to note that the parking survey days and dates were chosen as the restaurant had large bookings on those days and times, therefore the data represents somewhat of a worst-case scenario with respect to the parking demand.

In summary:

- There are in the order of 378 publicly accessible parking spaces located within approximately 200m of the site, including on and off-street areas
- The peak parking demand during the Friday afternoon/evening survey period occurred at 6pm when there were 246 parked cars recorded – i.e. 132 spaces remained available
- The peak parking demand during the Saturday afternoon/evening survey period occurred at 7pm when there were 240 parked cars recorded – i.e. 138 spaces remained available
- The peak parking demand during the Sunday afternoon/evening survey period occurred at 6:30pm when there were 258 parked cars recorded – i.e. 120 spaces remained available

Again, the surveys were undertaken on days when the Aqua Luna had a large booking. Notwithstanding, even if that was not the case, there is clearly spare parking capacity in the surrounding streets and car parks to accommodate any nett increase in parking demand as a consequence of a function at the premises.

In the circumstances it is considered that the existing Aqua Luna does not and will not have any unacceptable parking implications.

6. Conclusion

In summary, the Planning Proposal seeks to introduce “function centre” as a Schedule 1 – Additional Permitted Use under the LEP. The subject of this PP relates to the first-floor level of the existing building on the subject site located at 131P Henley Marine Drive, Drummoyne, which is currently occupied by the Aqua Luna restaurant.

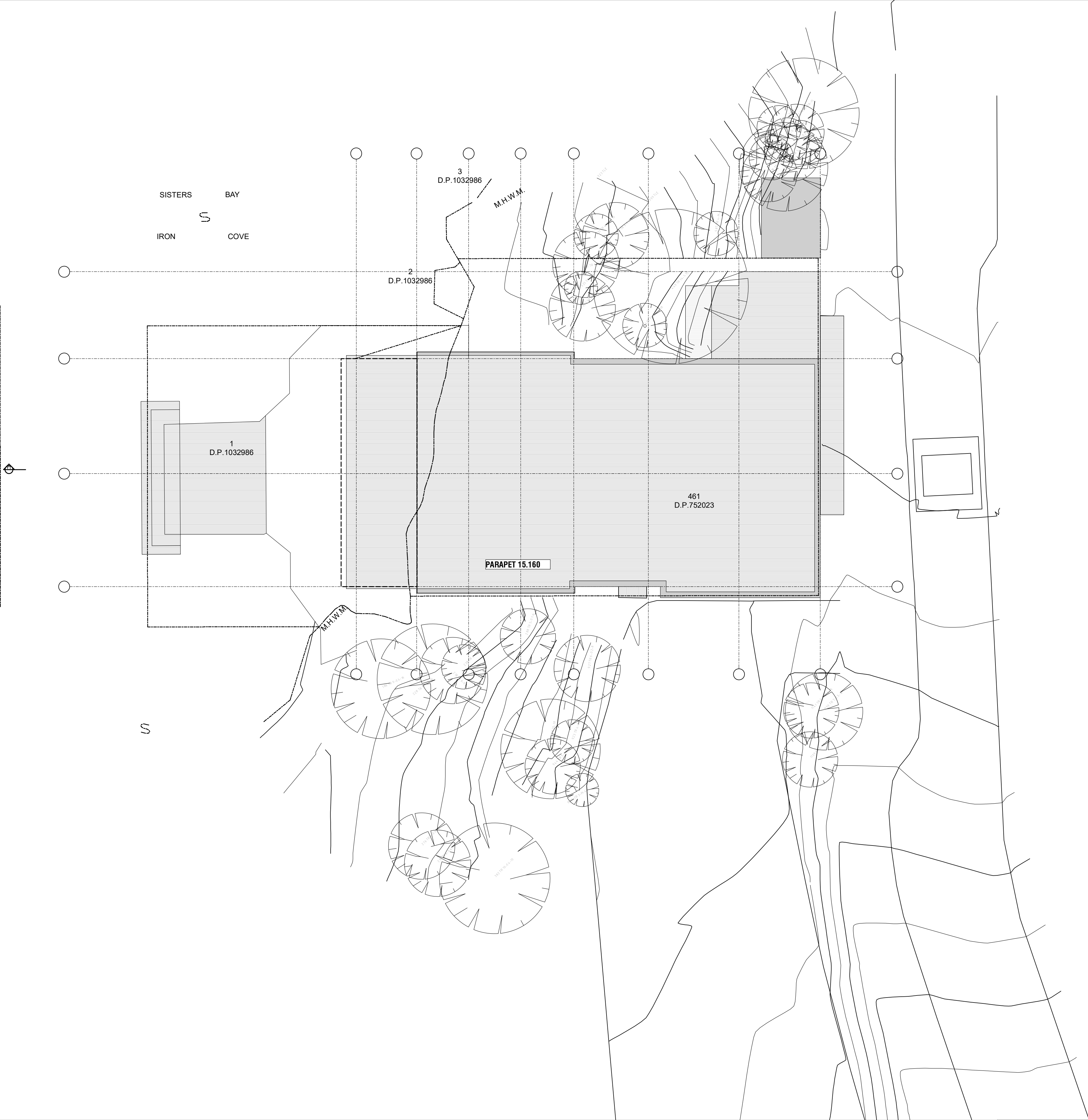
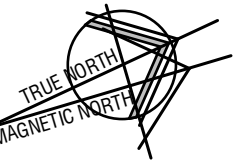
Based on the findings contained within this report, the following conclusions are made:

- the site is located within 400m walking distance to bus services along Victoria Road which also provide access to railway stations
- the PP will not result in any change in traffic generation potential to Aqua Luna, such that the PP will clearly not result in any unacceptable traffic or environmental capacity implications to the surrounding road network
- the PP will not result in any increase in parking demand, given the floor area and maximum seating capacity of Aqua Luna will remain unchanged
- on and off-street car parking accumulation surveys undertaken on a typical Friday, Saturday & Sunday as part of the original TPAR and this revised TPAR, during large Aqua Luna restaurant bookings, indicates that there is spare capacity within easy walking distance of the site
- existing operational hours, loading and waste collection, all remain unchanged as part of the PP
- No works are proposed to the existing building, including the gymnasium or boat shed on the lower levels of the building.

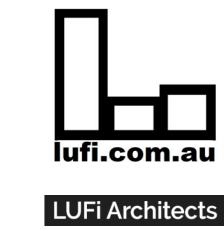
In light of the foregoing assessment, it is therefore concluded that the proposed development is supportable on vehicular access, traffic, parking and servicing grounds and will not result in any unacceptable implications.

Appendix A

Proposed Architectural Plans



Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



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Haberfield NSW
2045

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Mobile 0407051910
email: info@lufi.com.au

Job Title
AQUA LUNA

For

at
**461 Henley Marine Drive
Dummoynes NSW 2047**

Drawn by	Peter Lufi
Scales:	As Shown Date
Sheet Title:	Site Plan
Project Number	41515
Dwg No:	DA.01.1
Issue:	C



Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



Lufi Architects

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email: info@lufi.com.au

Job Title

AQUA LUNA

For

461 Henley Marine Drive
Dummoynes NSW 2047

Drawn by Peter Lufi

Scales: As Shown Date

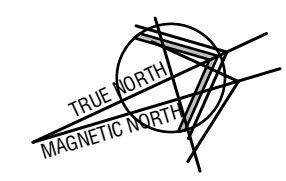
Sheet Title

Lower Ground Floor

Project Number 41515

Dwg No: DA.02.1

Issue: C



S

GYMNASIUM AREA
(NO CHANGE)

FFL 5.420

Issue:	Date:	Amendments:	Issue:	Date:	Amendments:	Issue:	Date:	Amendments:	Issue:	Date:	Amendments:
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



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Job Title

AQUA LUNA

For

at

461 Henley Marine Drive
Dummoque NSW 2047

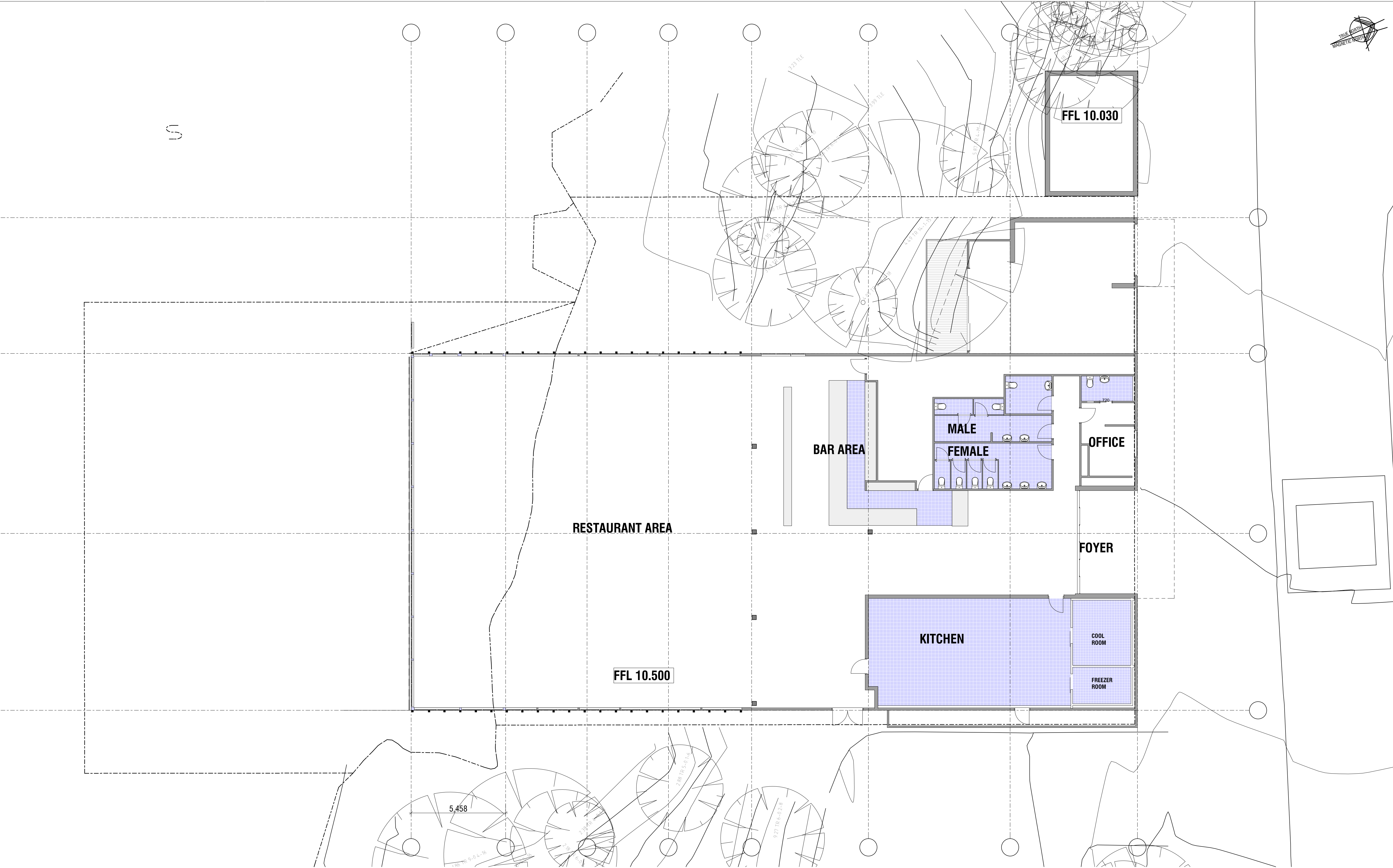
Drawn by Peter Lufi

Scales: As Shown Date

Sheet Title:

Ground Floor

Project Number	Dwg No:	Issue:
41515	DA.02.2	C



Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



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Job Title

AQUA LUNA

For

at

461 Henley Marine Drive
Dummoque NSW 2047

Drawn by Peter Lufi

Scales: As Shown Date

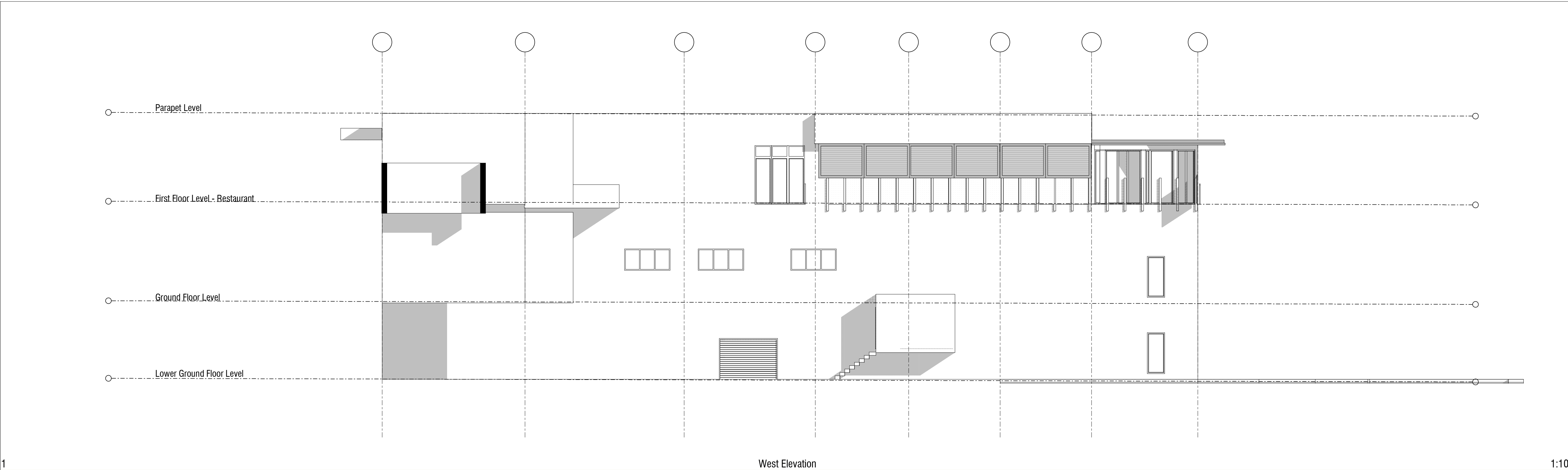
Sheet Title

First Floor Restaurant

Project Number 41515

Dwg No: DA.02.3

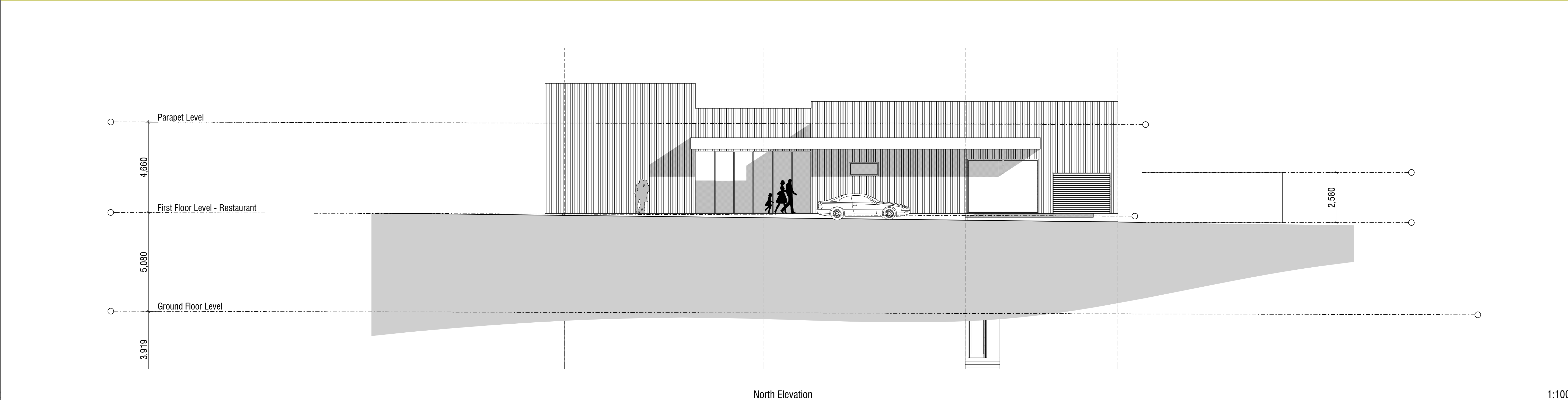
Issue: C



1

West Elevation

1:10



2

North Elevation

1:100

Issue:	Date:	Amendments:	Issue:	Date:	Amendments:	Issue:	Date:	Amendments:	Issue:	Date:	Amendments:
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



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Job Title
AQUA LUNA

For
461 Henley Marine Drive
Dummoynes NSW 2047

Drawn by
Peter Lufi

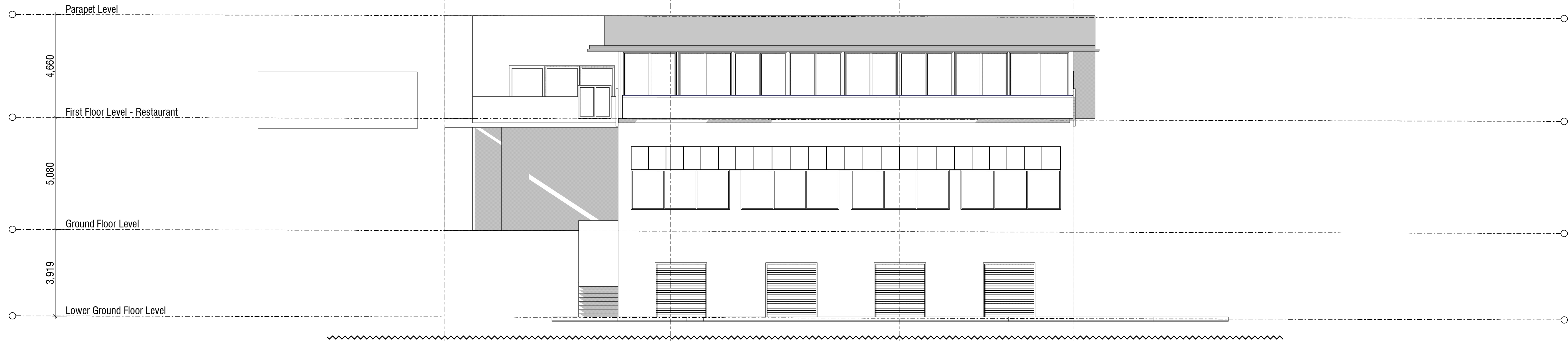
Scales: As Shown Date

Sheet Title
West & North Elevations

Project Number
41515

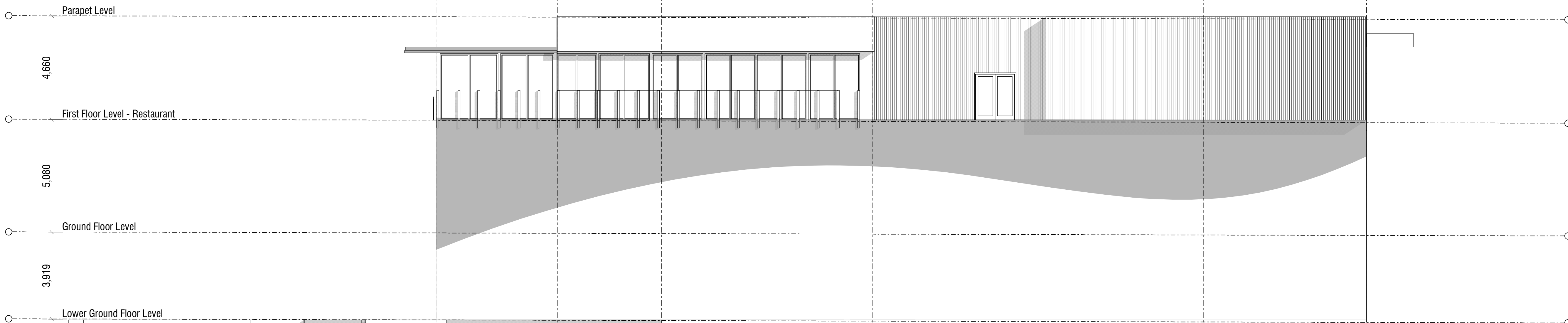
Dwg No:
DA.03.1

Issue:
C



South Elevation

1:100



East Elevation

1:100

Issue:	Date:	Amendments:	Issue:	Date:	Amendments:	Issue:	Date:	Amendments:	Issue:	Date:	Amendments:
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



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Job Title

AQUA LUNA

For

at

461 Henley Marine Drive
Dummoynes NSW 2047

Drawn by

Peter Lufi

Scales:

As Shown

Date

Sheet Title

East & South Elevations

Project Number

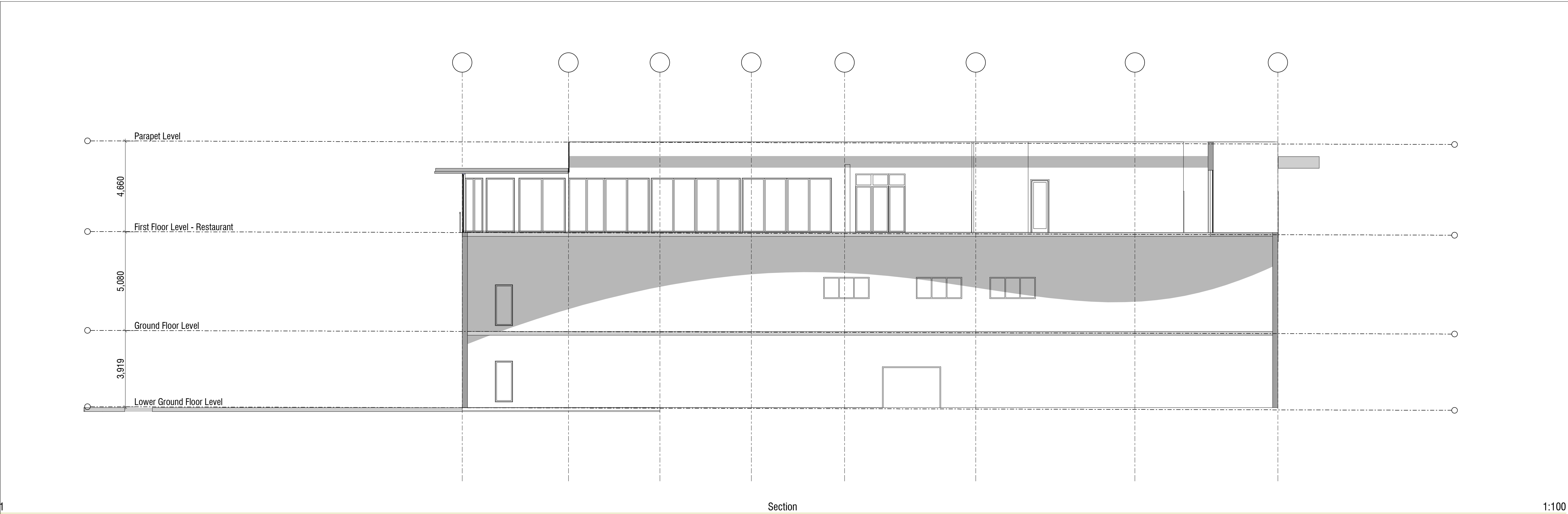
41515

Dwg No:

DA.03.2

Issue:

C



Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments	Issue	Date	Amendments
A	21/12/2021	ISSUED TO SURVEYOR									
B	03/03/2021	CLIENT REVIEW									
C	21/08/2024	Consultants Review - Existing									



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Job Title

AQUA LUNA

For

at

461 Henley Marine Drive
Dummoynes NSW 2047

Drawn by

Peter Lufi

Scales:

As Shown

Date

Sheet Title:

Section W & X

Project Number

41515

Dwg No:

DA.04.1

Issue:

C

Appendix B

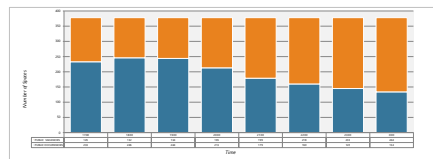
Parking Accumulation Survey Results

TRANS TRAFFIC SURVEY

Parking Occupancy Survey	
Date:	Friday, 13 October 2012
Location:	Grainmayside
GPS:	53.537158, -1.15158827
Weather:	Fine
Customer:	N/A

[illegible]

	not available for public parking
--	----------------------------------



TRANS TRAFFIC SURVEY

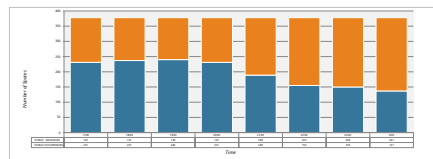
2010-11 2011-12 2012-13

Parking Occupancy Survey

Date:	Saturday, 10 October 2023
Location:	Sharm El Sheikh
GPS:	33.837148, 151.158637
Weather:	Fine
Container:	1000

[illegible]

	not available for public parking
--	----------------------------------



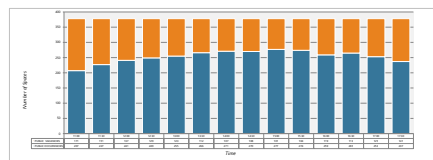
TRANS TRAFFIC SURVEY

2010-11 2011-12 2012-13

Parking Occupancy Survey	
Date:	Thursday, 18 October 2020
Location:	Grainmington
GPS:	53.537158, -1.15158827
Weather:	Fine
Customer:	NAF

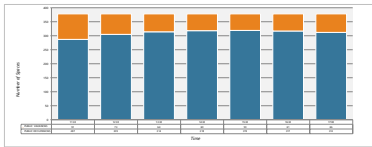
Activity	Activity Period (hrs)	Event	Location	Date	Restriction	Clear Way	Capacity	Parking Occupancy														
								M	T	W	Th	F	Sa	Su	M	T	W	Th	F	Sa	Su	
PUBLIC OCCUPANCY	1	Search St	City Market St to Duane St	2	Unrestricted		50	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Frontage St to Henry Street St	14	No Stoppage		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		10	12	10	10	10	10	13	12	10	10	10	10	12	10		
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St to Cleveland St	20	Unrestricted		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Duane St to Market St	10	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St	200	Unrestricted		10	12	10	10	10	10	13	12	10	10	10	10	12	10		
PUBLIC OCCUPANCY	1				No Stoppage		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		11	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				SP Main Street (M-10)		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				No Stoppage		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1		Lawrence St to Duane St	400	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Bus Stop		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Duane St	20	No Stoppage		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PUBLIC OCCUPANCY	1		Front St to Henry Street St	2	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Queueing Area		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St to Duane St	10	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St to Cleveland St	20	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PUBLIC OCCUPANCY	1				Unrestricted		11	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				No Stoppage		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Duane St to Market St	10	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St	200	Unrestricted		10	12	10	10	10	10	13	12	10	10	10	10	12	10		
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	1				Unrestricted		11	14	14	14	14	14	14	14	14	14	14	14	14	14		
PUBLIC OCCUPANCY	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				No Stoppage		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1		Lawrence St to Duane St	400	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Bus Stop		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Duane St	20	No Stoppage		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Front St to Henry Street St	2	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PUBLIC OCCUPANCY	1				Queueing Area		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St to Duane St	10	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St to Cleveland St	20	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		11	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
PUBLIC OCCUPANCY	1				No Stoppage		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Duane St to Market St	10	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St	200	Unrestricted		10	12	10	10	10	10	13	12	10	10	10	10	12	10		
	1				No Stoppage		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		11	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	PUBLIC OCCUPANCY	1				No Stoppage		10	14	14	14	14	14	14	14	14	14	14	14	14	14	
1					SP Main Street (M-10) (See Front Street) (Unrestricted)		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1			Duane St to Market St	10	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1			Henry Street St	200	Unrestricted		10	12	10	10	10	10	13	12	10	10	10	10	12	10		
1					No Stoppage		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1					Unrestricted		11	14	14	14	14	14	14	14	14	14	14	14	14	14		
1					SP Main Street (M-10) (See Front Street) (Unrestricted)		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
PUBLIC OCCUPANCY		1				No Stoppage		10	14	14	14	14	14	14	14	14	14	14	14	14	14	
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Duane St to Market St	10	No Stoppage		1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1		Henry Street St	200	Unrestricted		10	12	10	10	10	10	13	12	10	10	10	10	12	10		
	1				No Stoppage		11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1				Unrestricted		11	14	14	14	14	14	14	14	14	14	14	14	14	14		
	1				SP Main Street (M-10) (See Front Street) (Unrestricted)		10	14	14	14	14	14	14	14	14	14	14	14	14	14		
	PUBLIC OCCUPANCY	1				No Stoppage		10	14	14	14	14										

	not available for public parking
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TRANS TRAFFIC SURVEY

Date:	Monday 1 March 2025
Location:	Woolwich Light
GPS:	51.4830527, 0.1110045
Weather:	100%
Customer:	LOP

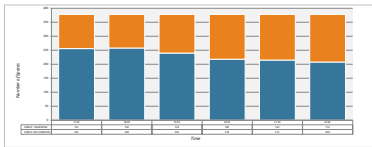
[illegible] not available for public parking

TRANS TRAFFIC SURVEY
Parking Occupancy Survey

Name:	Inventory # 1000000000
Location:	1000000000
GPS:	1000000000, 1000000000
Weather:	1000
Customer:	1000

Activity Name	Date	Event	Student	Edu	Restriction	Class / Way	Expense	Parking Occupancy							
								1	2	3	4	5	6	7	8
1	Monday 01	Class Meeting 01 to Class Meeting 02	A	Unrestricted	No Program	No Program	6	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Monday Meeting 01	Class/Program 01 to Class Meeting 02	B	Unrestricted	No Program	No Program	11	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Tuesday 01	Class to Class Meeting 01	C	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Tuesday Meeting 01	Class/Program 01 to Class Meeting 02	D	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Wednesday 01	Class 01 to Program 01	E	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Wednesday Meeting 01	Class/Program 01 to Class Meeting 02	F	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Thursday 01	Class Meeting 01 to Class Meeting 02	G	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Thursday Meeting 01	Class/Program 01 to Class Meeting 02	H	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Friday 01	Class Meeting 01 to Class Meeting 02	I	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Friday Meeting 01	Class/Program 01 to Class Meeting 02	J	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Saturday 01	Class Meeting 01 to Class Meeting 02	K	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Saturday Meeting 01	Class/Program 01 to Class Meeting 02	L	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Sunday 01	Class Meeting 01 to Class Meeting 02	M	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Sunday Meeting 01	Class/Program 01 to Class Meeting 02	N	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Monday 02	Class Meeting 01 to Class Meeting 02	A	Unrestricted	No Program	No Program	6	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Monday Meeting 02	Class/Program 01 to Class Meeting 02	B	Unrestricted	No Program	No Program	11	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Tuesday 02	Class to Class Meeting 01	C	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Tuesday Meeting 02	Class/Program 01 to Class Meeting 02	D	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Wednesday 02	Class 01 to Program 01	E	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Wednesday Meeting 02	Class/Program 01 to Class Meeting 02	F	Unrestricted	No Program	No Program	2	1	1	1	1	1	1	1	
7							1	1	1	1	1	1	1		
8							1	1	1	1	1	1	1		
9							1	1	1	1	1	1	1		
10							1	1	1	1	1	1	1		
11							1	1	1	1	1	1	1		
12							1	1	1	1	1	1	1		
13							1	1	1	1	1	1	1		
14							1	1	1	1	1	1	1		
15							1	1	1	1	1	1	1		
16	Thursday 02	Class Meeting 01 to Class Meeting 02	G												

 not available for public parking



TRANS TRAFFIC SURVEY

Map and Surveyed Area

 trafficsurvey.com.au



