



Ref 13.316I04v02

19 December 2014

Canterbury League Club  
c/-  
Cerno Management Pty Ltd  
Suite 2, Level 4, 280 George Street  
Sydney NSW 2000

**traffix**  
traffic & transport planners

suite 3.08  
level 3 46a macleay street  
potts point nsw 2011  
po box 1061  
potts point nsw 1335  
**t:** +61 2 8324 8700  
**f:** +61 2 9380 4481  
**w:** [www.traffix.com.au](http://www.traffix.com.au)  
**director** graham pindar  
acn: 065132961  
abn: 66065132961

Attention: Peter Whittle

**Re: Section 96 Application  
Amendments to the Canterbury League Club DA (DA-519/2013)  
Response to JRPP**

Dear Peter,

We refer to recent correspondence and the subject Section 96 (S96) application for amendments to the approved Canterbury League Club DA (*ref: DA-519/2013*). We note that the subject S96 Application is currently under assessment by the Joint Regional Planning Panel (JRPP), with the supporting S96 documentation including TRAFFIX S96 Statement (*ref: 13.316I03v02*) dated 2<sup>nd</sup> June 2014.

Having regard for the above, it is noted that concerns have been raised by the JRPP in relation to the traffic impacts associated with the proposed increase of 100 car parking spaces under the S96 Application. We can confirm that as outlined in TRAFFIX S96 Statement (*ref: 13.316I03v02*), the 100 car parking spaces proposed are not expected to result in any change to the traffic generation of the development compared to the approved DA (*ref: DA-519/2013*). The purpose of the proposed parking spaces is to facilitate further (incremental) changes to the club to be made over time, as will occur as the club responds to changing circumstances. The traffic impacts arising from these incremental changes to the club will be subject to a separate traffic impact assessment and development application to Council, which will occur at a later stage.

Notwithstanding the above, we note that for purposes of sensitivity testing, we have undertaken a traffic impact assessment of the proposed 100 car parking spaces, based on a vehicle trips per parking space traffic generation rate which can be derived from the approved DA for the subject development. In this regard, it is noted that under the approved DA the development was expected to generate 501 veh/hr during the critical Friday PM peak period and provides a total of 1,295 parking spaces. The DA approved trips / parking space traffic generation rate is therefore as follows:

➤ 0.42 trips / parking space

Application of this rate to the proposed increase of 100 car parking spaces would therefore result in an additional 42 vehicle trips during the critical Friday PM peak period. The impact of these additional 42 trips on the key intersections in the vicinity of the site was then analysed using SIDRA,



with the results provided in **Table 1** below. Table 1 also provides a comparison to the expected operational performances of the key intersections, under the approved DA.

**Table 1: Intersection Performances: PM Peak Hour**

Intersection	Scenario	Period	Control Type	Degree of Saturation	Intersection Delay	Level of Service
Burwood Road / Leylands Parade	Approved DA	PM	Signals	1.00	24.7	B
	Section 96	PM	Signals	1.00	24.8	B
Burwood Road/ Bridge Road / Tobruk Avenue	Approved DA	PM	Priority	0.462	25.8	B
	Section 96	PM	Priority	0.487	26.8	B
Bridge Road / Peel Street	Approved DA	PM	Priority	0.097	10.3	A
	Section 96	PM	Priority	0.101	10.3	A

It is evident from Table 1 that under this sensitivity testing scenario, the proposed increase of 100 car parking spaces will have minimal impacts on the operation of critical intersections in the vicinity of the site, with only minor increases in intersection delays and the Degree of Saturation, with no change to Levels of Service. The critical intersection of Burwood Road, Bridge Road and Tobruk Avenue will continue to operate satisfactorily with a Level of Service B and with moderate delays.

The traffic impacts of the proposed development are therefore minimal, with the additional traffic volumes accommodated by the existing road network, with no external improvements required. The traffic impacts of the development are therefore considered acceptable.

We trust the above resolves the concerns raised by the JRPP with regards to the traffic impacts of the subject development. Please contact the undersigned should you have any further queries.

Yours faithfully,

**traffix**

Paul Corbett  
**Senior Engineer**

Email: paul.corbett@traffix.com.au