

JRPP Ref. No.	2014SYE080
D/A No.	DA-519/2013/A Supplementary Report
Property	26 – 62 Bridge Road, Belmore
Proposal	Section 96(2) modification to amend the layout and design of approved alterations and additions to existing licensed club premises, including additional basement, modified plant room and roof structure
Zoning	Zone B2 Local Centre Canterbury Local Environmental Plan 2012
Applicant/Owner	Cerno Management P/L / Bulldogs League Club Ltd
Report By	Rita Nakhle Senior Planner

SUMMARY

At its meeting on 15 December 2014 the Joint Regional Planning Panel deferred the determination of the subject application. The decision for deferral is for the following reason:

‘The Panel voted unanimously to defer the determination of the matter pending the submission of an assessment by the Council’s Traffic Engineer as to the impact or not of the proposed additional 104 car parking spaces on the local road and intersection capacity.

The Panel requests that the required review be undertaken by the 19th of December and that a supplementary report be submitted to the Secretariat by close of business on 23rd of December. The Panel will then determine the S96 by means of electronic communication.

When this information has been received, the Panel will determine the matter electronically, unless the Chair believes that another public meeting should be held’.

DETAILS OF TRAFFIC GENERATION

The applicant’s traffic consultants, Traffix, provided Council with additional information to address the comments made above by the Panel. In this regard, Traffix state the following:

‘We can confirm that as outlined in TRAFFIX S96 Statement (ref: 13.316l03v02), 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.

ASSESSMENT

Council's Traffic Engineer has reviewed and assessed the information provided above by Traffix and has advised that there is only minor changes to the level of service of the local road network and/or at the key intersections from what has been

previously been accepted and approved under the original development application, and as such no concerns are raised to the proposed modification from a traffic generation perspective.

Conclusion

The issue of traffic generation has been adequately addressed by the applicant and has been assessed by Council's Traffic Engineer who has raised no objection to the proposed modification application.

It is considered that the contents of this supplementary report adequately address the reason for deferral of the decision by the Joint Regional Planning Panel at its meeting on 15 December 2014.

This supplementary report should be read in conjunction with the report considered by the Sydney East Joint Regional Planning Panel at its meeting on 15 December 2014.

RECOMMENDATION

THAT the application to modify Development Consent DA-519/2013 (as modified) be APPROVED as set out in the Assessment Report with no changes to the conditions as recommended.