



**sellick
consultants**

Est. 1965

canberra | sydney | brisbane

24 lonsdale street,
suite 122 mode 3,
braddon act 2612
po box 5005
braddon act 2612

p (02) 6201 0200
f (02) 6247 2203

**PROPOSED – LOVETT TOWER REFURBISHMENT.
BLOCK 6 SECTION 8 PHILLIP AND BLOCK 1 SECTIONS 173-175 PHILLIP**

TRAFFIC IMPACT & PARKING ASSESSMENT REPORT

structural civil hydraulic façade engineers

Project Details –

Project No: 191449
Project Manager: Bernie Cusack
Sellick Consultants Reference: Lovett Tower

Report Issued to

Brite Developments Pty Ltd
Unit 143, 24 Lonsdale St
BRADDON ACT 2612

Sellick Consultants Contact Details

Canberra Office:

Unit 122, Level 1, Mode 3
24 Lonsdale Street
BRADDON ACT 2612
P: 02 6201 0200
F: 02 6247 2203
E: sellick@sellickconsultants.com.au

Sydney Office:

Tenancy 3,
117 Willoughby Road
CROWS NEST NSW 2065
PH: 02 6201 0200
E: sellick@sellickconsultants.com.au

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1.0 INTRODUCTION

1.1 BACKGROUND

This Traffic Impact and Parking Assessment (TIPA) Report is associated with the development application for the proposed refurbishment/reuse of Block 6 Section 8 Phillip and Block 1 Sections 173-175 Phillip ('Site') as shown in Figure 1. The proposed development is in the centre of Woden directly adjacent to Westfield Woden, and within proximity to the Woden public transport interchange.



Figure 1

1.2 SCOPE OF REPORT

The scope of this TIPA is to provide an assessment of the effects on the existing transport network (vehicular, pedestrian etc.) resulting from the refurbishment of the existing Lovett Tower from a commercial office tower into a mixed-use building, primarily consisting of commercial accommodation.

2.0 EXISTING CONIDITIONS

Lovett Tower in its previously operational state was as a commercial office building providing 24,244m² of usable office space plus additional ground level commercial space.

The building consists of a 24-storey building located on Keltie St Woden. The Sites footprint is approximately 1261.5m² and is zoned as Commercial CZ1 - Core under the Territory Plan.

2.1 EXISTING PARKING SUPPLY & DEMAND

Currently, the Site is not in use, however, it was previously utilised as a multi-storey commercial office with ground floor commercial space. During its previous operation, the provision of parking was limited to 17 spaces in the single level basement. It therefore can be assumed that the remaining parking provisions are provided by the at grade public car parks within the Woden Town Centre.

According to the Territory Plan's Parking and Vehicular Access General Code (PVAGC)- Schedule 2, parking generation for office space within Woden Town Centre is given as one space per 100m² gross floor area (GFA) and shopping space as four spaces per 100m² GFA. Using aerial imagery an approximate floor plan area of 1070m² for a single story has been estimated. Assuming 21 stories were previously dedicated to purely to office space and one storey for commercial shopping space, the consequent previous *hypothetical* parking demand can be calculated as shown in Table 1.

Table 1 – Existing Development Parking Demand

Land Use	PVAGC Rate	Total Area	Parking Spaces Required
Office	1 space/100m ² GFA	23,174 m ²	232
Shop	4 space/100m ² GFA	1070 m ²	43

2.2 TRAFFIC GENERATION

The RMS Guide to Traffic Generating Development V 2.2 (10/2002) ('RMSGTGD') stipulates the traffic generation rates shown in Table 2 are appropriate. Due to the assumed "shop" space not explicitly connected to a shopping centre, its individual GFA has been added to the office GFA, as both can therefore be classified as commercial premises and hypothetical trips can be calculated accordingly.

Table 2 – Existing Development Parking Demand

Time Period	RMSGTGD Rate	Total Area	Trips
Daily	10 Trips/100m ² GFA	23,570 m ²	2357
Peak Hour	2 Trips/100m ² GFA	23,570 m ²	472

The above noted trips cannot be expressly identified within the network as the parking provisions were spread through the area. The allocation of trips is only attributable to the overall transport network and not explicitly identifiable at the Site.

2.3 PUBLIC TRANSPORT

Current site is within 100m of the Woden Bus interchange, therefore easy access to the bus public network. Future light rail also terminates 100m from the site.

Public bus network departs every 15 minutes to Belconnen Town Centre, Tuggeranong Town Centre, and City Centre.

2.4 PEDESTRIAN NETWORK

Verges adjacent to the development, on Keltie St and Corinna St are fully paved verges and provide access to and from the development.

The local area provides several disable parking spaces and the surrounding verge is of a standard suitable to provide access for those with disabilities.

Lovett Tower addresses the Town Square and the central pedestrian spine, linking the office, community and retail precincts of the Town Centre.

2.5 WASTE COLLECTION/COMMERCIAL FACILITIES

Waste facilities are currently located on-site at the lower basement level. These facilities are currently informal and required service vehicles to either exit or enter the site in a reverse direction.

In addition to the facilities on the Site loading zone access for Westfield Woden shopping mall is off Keltie Street.

3.0 PROPOSED DEVELOPMENT

The proposed development will consist of re-purposing the 24-storey building, with 17 stories of commercial accommodation (299 units total), ground floor commercial space, commercial office at ground floor mezzanine, five stories of parking and minor adjustment to the basement for additional parking. Of the 299 introduced units, 115 will be for student accommodation (Level 6 to Level 8) with the 184 remaining units allocated to serviced accommodation (Level 9 to Level 22).

The development will provide 17,603m² of commercial accommodation GFA, 464m² commercial GFA, 444m² office GFA, and ancillary spaces for servicing the refurbishment. Vehicular access to the development will occur via Keltie street, with vehicular entry/exit provided for parking, along with a basement for additional parks and waste collection facilities.

3.1 PARKING SUPPLY & DEMAND

Utilising the Territory Plan's Parking and Vehicular Access General Code (PVAGC), parking generation for the differing land use within the proposed development can be calculated. This is shown below in Table 3.

Table 3 – Proposed Development Parking Demand

Land Use	PVAGC Rate / Determined Rate	GFA	Parking Spaces Required
Commercial Accommodation (17 Levels)		17,603m ²	
Student Accommodation	1 sp / 15 units	115 units	8
Serviced Apartment	3 sp / 10 units	184 units	56
Commercial			
Café	No minimum requirement	107 m ²	0
Gym	1 space/100m ² GFA	186 m ²	2
Medical Centre	3.5 space/100m ²	171 m ²	6
Office	1 space/100m ² GFA	444.4m ²	5
		Total	77

Under the PVAGC, developments within the town centre are required to have the parking allocation for the development either onsite, or within 1000m of the development, with short term and visitor parking required to be within 200m of the site.

Parking generation for commercial accommodation use within Woden Town Centre is not specified within PVAGC and therefore the required rate has been established upon communication with the ACT Government (Email: Jeff Bell 4th March 2021) and previous experience in the traffic assessment of commercial accommodation and assessment for the provision of parking at the ANU related to new student accommodation buildings 5 & 6.

The documented refurbishment/reuse shall provide a total of **96** parking spaces of which can be distributed to each of the uses to the minimum levels as shown above and any additional spaces can be distributed as agreed between the developer and users.

As part of the refurbishment the requirements for disabled compliant parking and motorcycle parking shall be provided at the applicable standard rates, 3 %. Therefore, the following provisions required within the development are shown below in table 4.

Table 4 – Required Specialty Parking

Use	PVAGC Rate	Parking
Disabled	3%	3
Motorcycle	3%	3

The demand for parking because of the refurbishment is minimal based on the requirements under PVAGC however, the actual demand will dependant on the utilisation on the commercial accommodation and the type of residents accommodated. Regarding student accommodation, recent works within the University education sector has shown that the general rate or demand for parking is 1 per 15 student accommodation units. Therefore, resulting in a true demand for the proposed 184 student accommodation units of 10 spaces. This requirement is well below the proposed provision of parking.

3.2 WASTE COLLECTION / COMMERCIAL FACILITES

The proposed commercial waste collection for the refurbishment shall occur from a commercial services zone accessible from Keltie street.

It is proposed that the waste and other commercial vehicles using the services zone access the zone by a dedicated driveway from Keltie St, and by reverse entry and forward exit. The size of the Site and the existing structure do not enable a forward in forward out manoeuvre and thus the safest option has been elected.

3.3 TRAFFIC GENERATION

RMSGTGD stipulates to 1 space per 40m² GFA which relates to 2.5 trips per parking space per day. The commercial parking provisions within a CZ1 zone are provided for employees of the use and therefore the applicable trip generation varies based on the number of spaces and employees. A general rule is to allow an arrival and departure trip per employee and to provide some additional trips to account for any additional arrivals/departures during the daily period. Thus, the following Daily trip generation rates and numbers have been assessed as attributable to the development.

Table 5 – Daily Trip Generation

Land Use	Trip Rate	Spaces	Trips Generated
Commercial Accommodation (17 Levels)	2.5 per space	89	223
Commercial			
Café	2.5 per space	0	0
Gym	4 per space	1	4
Medical Centre	4 per space	3	12
Office	2.5 per space	5	13
		Total	252

4.0 IMPACT OF THE PROPOSED DEVELOPMENT ON

4.1 ADJACENT TRANSPORT NETWORK

It should be noted that the traffic generation for the refurbishment is the opposite in terms of traffic impact to that which existed when the building was previously occupied. A summary of the resulting traffic generation is provided below in Table 6. Table 6 shows that refurbishment of the Site results in a significant reduction in the traffic within the transport network attributable to this Site. The net daily reduction is approximately **2105** trips, with the reduction proportionately applied to the AM and PM peak.

Table 6 – Impact of Refurbishment Traffic Generation

Time	Existing	Proposed	Difference
Daily	2357	252	-2105
AM Peak			
Arrival	241	7	-234
Departure	27	18	-9
PM Peak			
Arrival	27	18	-9
Departure	241	7	-234

As discussed in s 2.1 the operation of the Site previously meant that much of the traffic generation was not located on Keltie St adjacent to the development. The existing traffic generation could only be assigned to the network at large as employees could park up to a kilometre away from the

building and still comply with the parking code. However, the refurbishment or proposed numbers will be generated by the Site directly and the associated trip generation will be added to the current load on Keltie St.

Keltie St is regulated as a local access street and pursuant to the Estate Development Code ('EDC') generally design to accommodate a traffic load of 1000 trips per day. The refurbishment of the Site will result in a traffic generation of approximately 25% of the generally accepted daily traffic volume. The on-street parking consists of several disabled spaces that are un-timed and paid parking which have been assumed to contribute to the daily traffic volumes on Keltie St.

Table 7 –Keltie St On Street Parking Traffic Generation

Use	No Spaces	Traffic Gen Rate	Trips
1hr Paid Parking	13	2 per hr (8hr day)	208
1/2hr Paid Parking	5	4 per hr (8hr day)	160

Therefore, based on the proposed traffic generation of the Site and the existing traffic generation from the on street parking the total daily traffic volumes are expected to be in the order of 620 trips per day, or 62% of the daily limit set by the EDC.

4.2 PUBLIC TRANSPORT

The proposed refurbishment of Lovett Tower has no direct effect or requires any amendment to the Public Transport network. However, it should be noted that the proposed Capital Metro Light Rail Stage 2 will see the augmentation of the existing bus interchanged into a combined use facility for buses and the new City-Woden light rail.

The proximity of this development to efficient effective Public Transport is a significant benefit to the development and would likely result in a reduction of the trip generation calculated above.

4.3 THE ADJACENT PEDESTRIAN NETWORK

The proposed refurbishment shall result in the addition of 3 driveways on Keltie St to provide access and egress to parking, and access to the services zone. This does result in approximately 25m of path along Keltie St that will conflict with these proposed driveways.

The documented design has been prepared to ensure that pedestrian priority is provided, and that suitable pedestrian sightline are achieved and always maintained. Alternatively, at the intersection of

Keltie St and Corinna St pedestrians can travel via zebra crossing to avoid the 3 additional driveways if required.

5.0 RECOMMENDATION

It is Sellick Consultants recommendation as the nominated Traffic Engineer that this refurbishment of Lovett Tower be supported. The above report demonstrates that the proposed development provides more than the required parking and overall reduces the traffic generation of the greater transport network.