

Traffic Impact and Parking Assessment

Watson Health Hub

Prepared for Silver Thomas Hanley / 06 July 2023

229014

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Revision Register

Rev	Date	Prepared By	Approved By	Remarks
A	03/04/2023	RoCo	CP	Draft
B	06/07/2023	RoCo	CP	Development Application

1.0 Introduction 1

TTW, on behalf of Silver Thomas Hanley, has undertaken a traffic impact and parking assessment for a proposed residential healthcare facility on the southern half of Block 1 Section 84 Watson (the Site). It is noted that the northern side of the site will be subject to a separate development. This report will discuss the traffic generation and parking requirements for the proposed development on the southern side of the site and their impact on the surrounding road network.

2.0 Existing Conditions

2.1 Existing Site

The Site, located at 350 Antill Street Watson, currently houses the Ted Noffs Foundation Facility on a 33,177m² block and is zoned as CZ6: Leisure and Accommodation. Refer to Figure 1 for site locality plan.

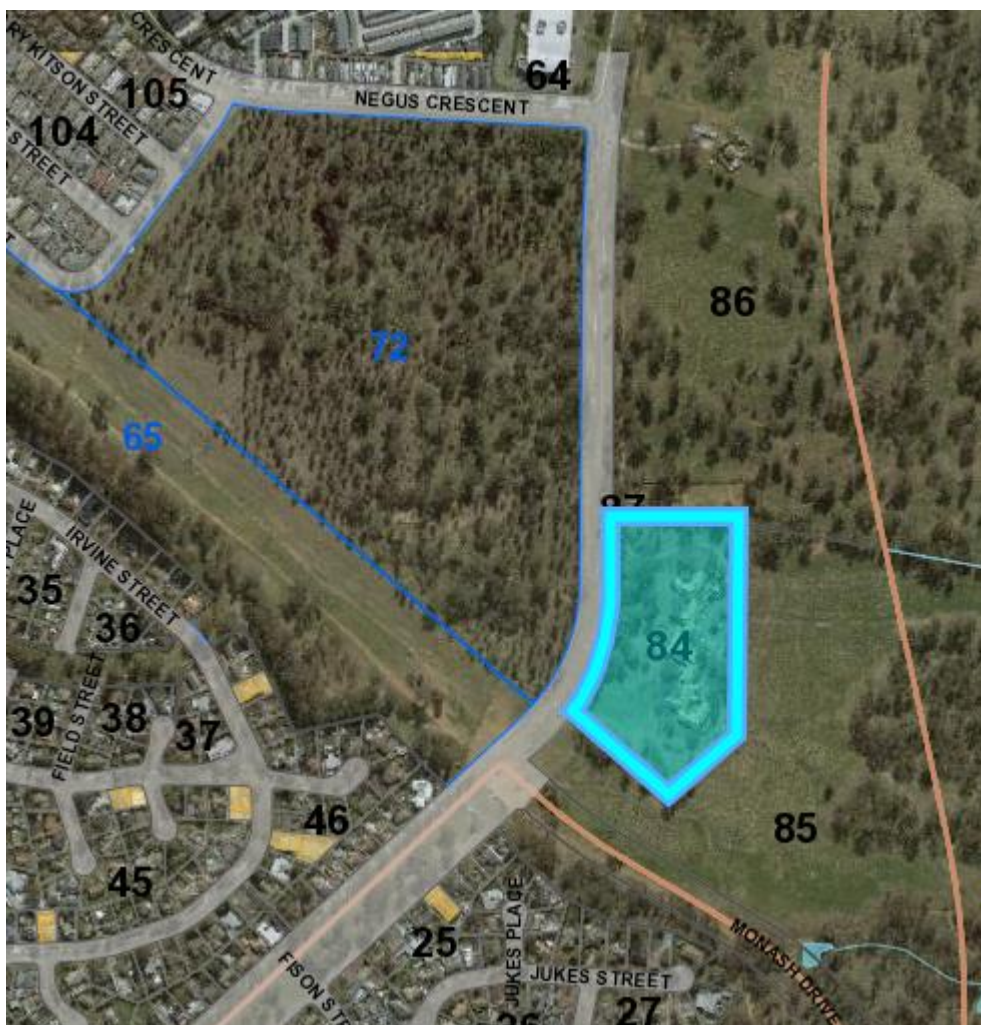


Figure 1: Site Locality Plan

2.2 Site Access

Site access currently consists of a single access/egress driveway at the northern end of the site. Sufficient space is provided within the site for vehicles accessing the site to egress from the site in a forward direction.

2.3 Surrounding Roads

The site is bounded on to the east and south by nature reserves, by a private block to the north of the site and by Antill Street on the west of the site. Antill Street runs from Northbourne Avenue to the southwest and the Federal Highway to the north.

Antill Street is a major collector roadway, with a maximum capacity of 6000 vehicles a day, and Northbourne Avenue and the Federal Highway are arterial roads.

3.0 Proposed Development

The new development proposes to subdivide the site, with separate developments proposed on the southern and northern side of the development. The southern development proposes to provide new facilities for the Ted Noffs Foundation (TNF) for their PALM and CALM programs, as well as a new facility for Catholic Care (CC). These live-in care facilities will provide 34 onsite rooms with an anticipated maximum of 29 staff on site at any one time.

3.1 Site Access

Access for the site is proposed on the southern end of the block, with a single access/egress driveway proposed for the southern site. The northern site is anticipated to maintain the existing driveway for access/egress.

Access roadways within the site have been designed in accordance with Australian Standard 2890 Parking Facilities Part 2: Off-street commercial vehicle facilities (AS 2890.2:2018) to accommodate a Heavy Rigid Vehicle (HRV). HRVs are able to access and egress the development in a forward direction, with sufficient space provided for HRVs to turn around within the site.

3.2 Pedestrian Network

There is no formal pedestrian network surrounding the development, with no changes proposed by the development.

3.3 Public Transport Network

The site is currently directly on bus route 50, with the closest bus stop approximately 100m to the southwest of the proposed driveway on Antill Street. Route 50 will connect the site with Canberra City Centre.

No change to the existing Public Transport Network is proposed as part of the development.

4.0 Parking Assessment

4.1 Vehicle Parking Requirements

It is noted that while the development falls under the use for medical facility, the operation of the site differs significantly from that of a medical facility or hospital, with patients living onsite for extended durations, with only occasional visits from external guests. Contrasted to that of a hospital or other medical facility, where fluctuating numbers of patients would be arriving for appointments and departing continuously throughout the day, the turnover for parking onsite is anticipated to be considerably less than that of a medical facility.

Based on the anticipated operation of the site, it is proposed to adopt parking generation rates in line with residential care facilities, to better reflect the requirements of the site. As such, the vehicle parking rates for Residential Care Accommodation in Section 3.6.5 of the Territory Plan Parking and Vehicle Access General Code (PVAGC) have been adopted. Parking rates and requirements are outlined in Table 1.

Table 1: Proposed Parking Requirements

Units	Number of Units	Parking Rates	Number of Parking paces
Beds	33	0.25 spaces per bed	8.25 spaces
Staff	29	1 space per staff	29 spaces
		Total	38 Spaces

4.2 Proposed Parking Facilities

The new development proposes to provide a total of 52 parking spaces within the site, inclusive of two parking for people with disabilities.

4.2.1 Parking for People with Disabilities

Under the PVAGC, a total of 3% of parking spaces within the site are required to be for people with disabilities. For 51 spaces, a total of two parking spaces for people with disabilities are require, which have been provided adjacent to the raised pedestrian crossing within the site.

4.2.2 Motorcycle Parking

Under the PVAGC, three motorcycle parking spaces are to be provided pre every 100 regular spaces. This will require a total of two motor cycle spaces to be provided within the development. These spaces have been provided at the southern end of the main carpark on the site.

4.2.3 Bicycle Parking

Bicycle parking for the development has been calculated in accordance with the Territory Plan End-of-Trip Facilities General Code (ETFGC), with the rate for Residential Care Accommodation being adopted for the site. Bicycle parking rates and generation are shown in Table 2 below.

Table 2: Proposed Bicycle Parking Requirements

Tenant	Site Net Lettable Area	Long Term Bicycle Parking Rates	Short Term Bicycle Parking Rates	Number of Bicycle Parking Spaces
Ted Noffs Foundation	1712	1 Space per 2000m ² NLA	1 Space per 1000m ² NLA	3
Catholic Care	1242	1 Space per 2000m ² NLA	1 Space per 1000m ² NLA	2
		Total		5

The development proposes two bicycle loops each for both the Ted Noffs Foundation and Catholic Care facilities, providing four bicycle parking spaces for each facility, for a total of eight spaces. This is in excess of what required under the ETFGC, satisfying the bicycle parking requirements for the site.

4.3 Parking Impact

Given that the site provides 52 parking spaces within the development and only 38 spaces are anticipated under the PVAGC, the development satisfies the parking requirements for the given usage. Noting that there is approximately 30% more parking provided than required, it is anticipated that there will be no impact caused by the development of vehicles parking of vehicles parking on the verges of Antill Street.

Further to this, with parking for people with disabilities, motorcycle parking and bicycle parking all adequately provided for within the site, there is not anticipated to be any impact on the surrounding area with regards to parking.

5.0 Traffic Assessment

5.1 Proposed Generation

As noted in Section 4.1 - Vehicle Parking Requirements, residential care facility generation rates are deemed to be a closer fit for the operations of the development than medical facilities and as such have been adopted.

Proposed traffic generation for the development has been calculated in accordance with the Roads and Maritime Services (RMS) Guide to Traffic Generating Developments. Traffic generation rates for the Housing for Aged and Disabled persons has been adopted for the development. Traffic generation is shown in Table 3 below.

Table 3: Proposed Traffic Generation

Units	Peak AM Generation Rate	Peak PM Generation Rate	Daily Generation Rate	Peak AM Trips	Peak PM Trips	Total Daily Trips
33 Beds	0.2 Trips per Bed	0.2 Trips per Bed	2 Trips per Bed	7 Trips	7 Trips	68 Trips

Given there is to be a new development proposed on the north of the site, it is assumed that the northern development will be assessed against the existing traffic generation for the site. As such, no discount for existing traffic being replaced has been applied to this development when considering the traffic from the proposed southern development.

5.2 Traffic Impact

The development proposes to increase the number of trips on Antill Street by 68 trips per day, which constitutes 1.1% of the allowable traffic on Antill Street under the Estate Development Code (EDC) for a major collector road. This is seen as a negligible increase in traffic on Antill Street, with traffic easily able to disperse into the arterial road network from Antill Street.

6.0 Conclusion

With all parking required by the development under the Parking and Vehicle Access General Code contained within the site, as well as the anticipated volume of traffic generated by the site being negligible in comparison to the existing traffic on Antill Street, the proposed development has been deemed to not make a significant impact on the surrounding area with regards to traffic and parking.

As such, the proposed development on southern side of Block 1 Section 84 Watson, is recommended for development application with regards to traffic and parking.

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Appendix A

Civil Plans

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THIS DRAWING IS TO BE READ IN CONJUNCTION
WITH ALL RELEVANT NOTES AND LEGENDS.

ANTILL STREET

CALM HOUSE
FFL 622.150

PALM HUB
FFL 622.800


PALM HOUSE
FFL 622.800

CATHOLIC CARE
FFL 624.050

SITE BOUNDARY

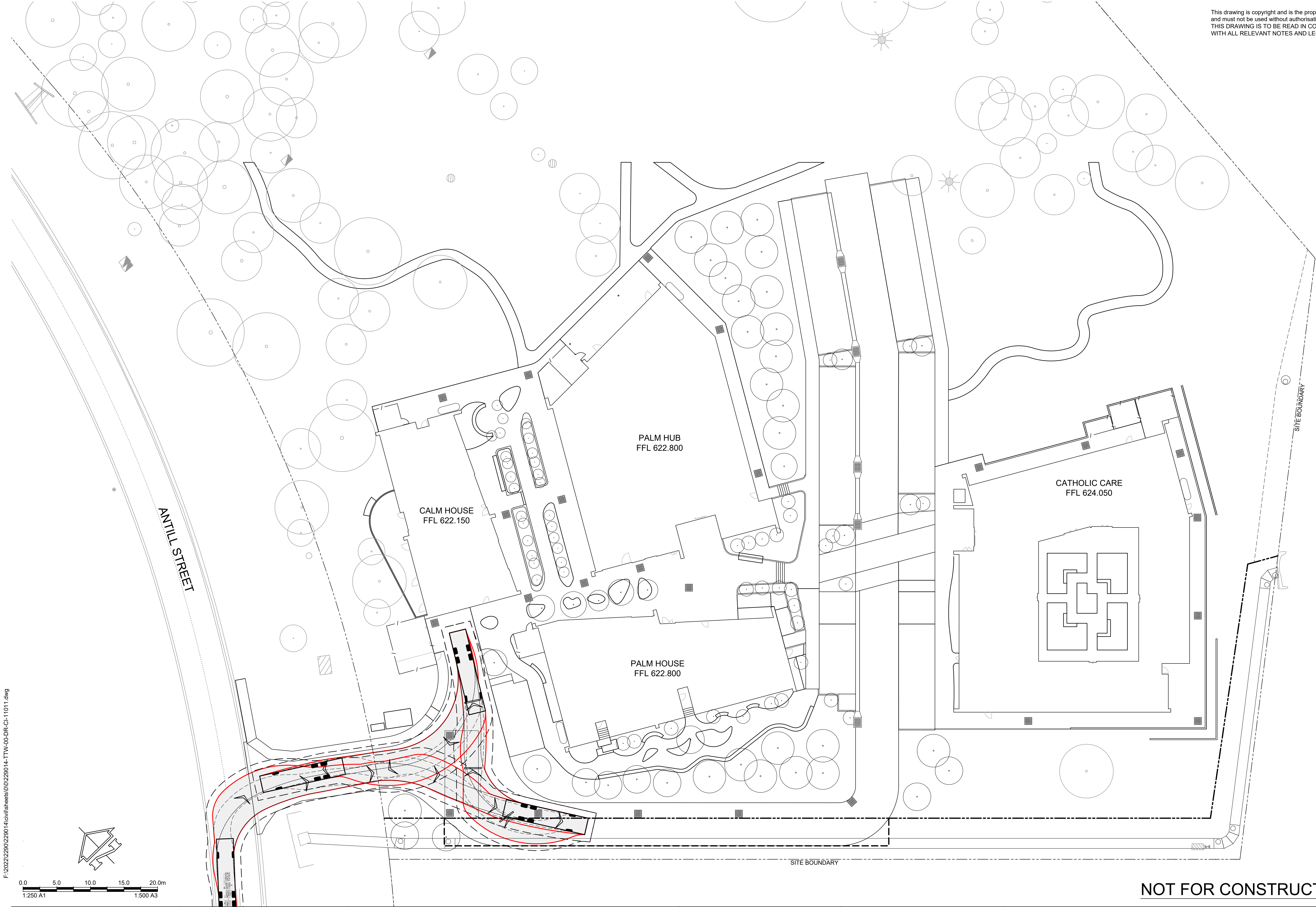
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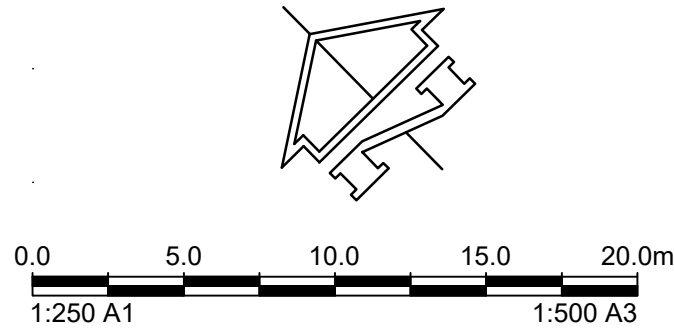


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Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date	Rev	Description	Eng	Draft	Date
C	100% PSP	RC	EM	06.07.2023										
B	80% PSP	RC	EM	28.04.2023										
A	50% PSP	RC	EM	17.03.2023										

Architecture:



Engineer:



Structural
Civil
Traffic
Façade

Project:

WATSON HEALTH HUB
BLOCK 1 SECTION 84
WATSON, ACT

Drawing Title:

VEHICLE TURNING PATHS
PLAN

Scale at A1

Drawn

Designed

Approved

Project No	Originator	Zone	Type	Role	Sheet No.	Rev
229014-TTW-00-DR-CI-11011-C						
06.07.2023	1:25 PM					