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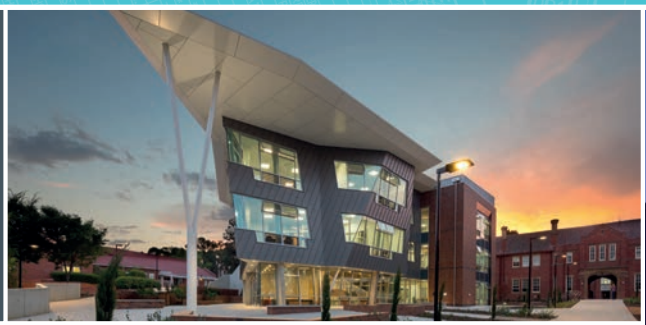
SELLICK CONSULTANTS PTY LTD
TRAFFIC AND PARKING ASSESSMENT



Job Title: MULTI UNIT DEVELOPMENT

Job Location: BLOCKS 6-9 SECTION 44 LYONS

Client: PHILIP LEESON ARCHITECTS

Reference #: 180620

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

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

Project Details

For the Attention of:

Philip Leeson Architects
4/9 McKay Street
Turner ACT 2612

Attn: Bryn Challis

Project No: 180620

Sellick Consultants Reference: Blocks 6-9 Section 44 Lyons

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

Brisbane Office:

Level 15,
111 Eagle Street
BRISBANE QLD 4000
PH: 02 6201 0200
E: sellick@sellickconsultants.com.au

Revision	Issue	Prepared By	Reviewed By	Approved By	Date
A	Draft	Paul Williams	Andrew Easey	Paul Williams	3/09/2018
B	Final	Paul Williams	Andrew Easey	Paul Williams	9/10/2018

CONTENTS

APPENDICES

1.0 INTRODUCTION

On behalf of Philip Leeson Architects, Sellick Consultants Pty Ltd has prepared this Transport and Parking Assessment (TPA) for the multi-unit development on Blocks 6-9 Section 44 Lyons (site).

The TCCS Guidelines for Transport Impact Assessment (guide) has been acknowledged in this assessment. In accordance with the guide a Transport Effects Form (refer to Appendix B) is applicable to multi-unit sites with less than 60 units. This form has been provided in lieu of a traffic impact assessment.

Under the Territory Plan the existing site is a RZ2: Suburban Core in the Woden Valley. It has an area of 3,149m^2. The site currently contains 4 sole occupancy dwellings with individual vehicle access provided onto Ulverstone Street.

2.0 PROPOSED DEVELOPMENT

The proposed development is a multi unit development, which consists of the following:

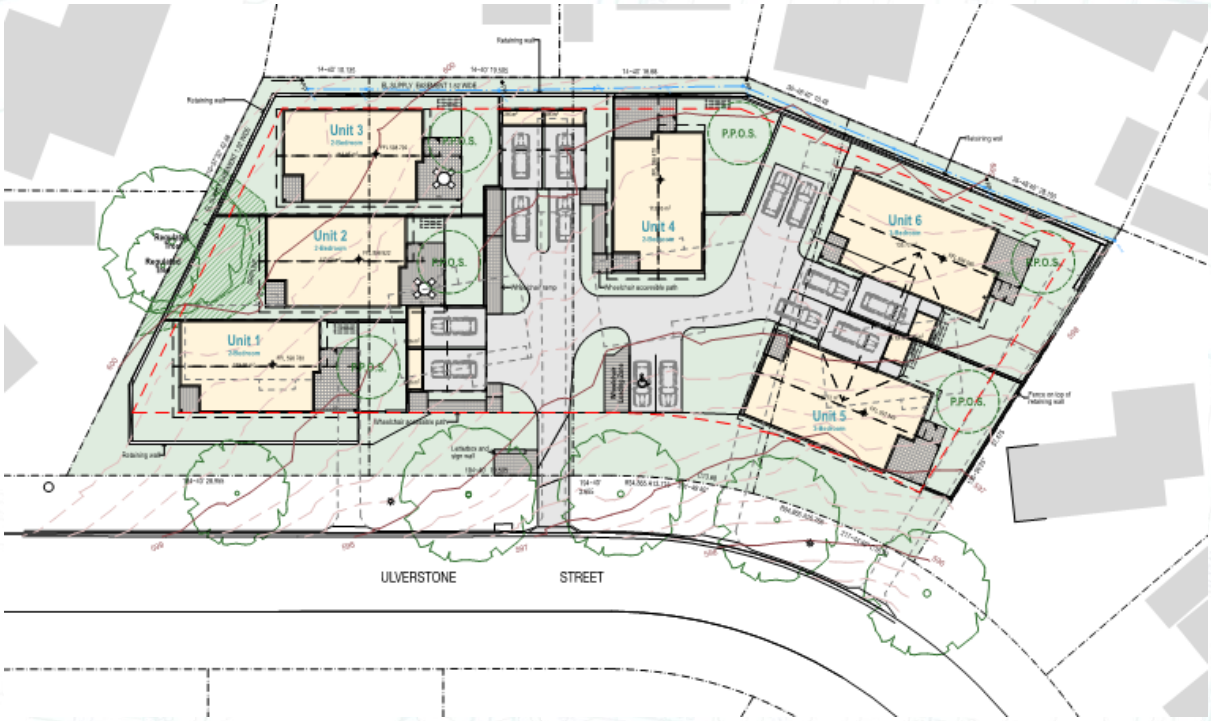
- 4 x 2 bedroom units;
- 2 x 3 bedroom units;
- Car parking facilities supplying 14 parking spaces

2.1 VEHICLE ACCESS

One vehicle access point onto Ulverstone Street has been proposed to service the development, refer to Figure 1. The proposed verge crossover is 3m wide and internally increases in width to enable cars to pass each other. This arrangement is compliant with AS2890.1 Clause 3.2.1 and the Multi Unit Housing Development Code criteria 75.

The width of the driveway is not consistent with a TCCS HD1 driveway design, which has a minimum driveway width of 4.5m. The 4.5m driveway width provides small rigid vehicle's access to sites. The proposed development's driveway width and head clearance is restricted by street trees and low hanging branches. Additionally, there is ample on-street parking to accommodate small rigid vehicles. Consequently, the proposed driveway width of 3m is deemed suitable for the proposed development.

Figure 1 – Concept Site Plan (Source – Philip Leeson Architects drawing SK01)



Sightlines in accordance with AS2890.1 Figure 3.3 *Minimum sight lines for pedestrian safety* are provided at each access point. Planter beds adjacent to each driveway are to finish flush with the driveway surface and contain low lying shrubs to enable driver sightlines.

3.0 PARKING ASSESSMENT

The proposed developments' car parking requirements/demand and supply is assessed in this section.

3.1 PARKING SPACE REQUIREMENTS

The parking space provision rates given in the Parking and Vehicular Access General Code (PVAGC) that are applicable to the proposed development are summarised in Table 1.

Table 1 – Proposed Developments' Parking Requirements

LAND USE	PARKING RATE	QUANTITY	PARKING REQUIREMENT
2 bedroom units	1.5 spaces per unit	4 units	6
3 bedroom units	2 spaces per unit	2 units	4
Residential Visitors	1 space per 4 units	6 units	2
		TOTAL	12

3.1.1 ACCESSIBLE CAR PARKING SPACES

In accordance with PVAGC, 3% of non-resident parking spaces required are to be provided for people with disabilities. Consequently, one accessible parking space is provided for residential visitors.

3.2 CAR PARKING SUPPLY

The proposed development supplies 14 parking spaces, which exceeds the requirement of PVAGC.

Additionally, the immediately adjacent section of Ulverstone Street can accommodate 13 on-street parking spaces to cater for visitor parking. These parking spaces are available for the use of this development and the opposing houses. This effectively supplies an additional 6 visitor parking spaces for the proposed development.

Subsequently, the proposed developments' parking space supply exceeds the minimum requirements of PVAGC.

3.3 MOTORCYCLE PARKING SPACES

PVAGC indicates that three motorcycle parking spaces are required per 100 parking spaces. The majority of proposed car parking facilities will be secured/designated for residents, who do not require additional motorcycle parking spaces. There is readily available hardstand available for visitors to park their motorcycle's when visiting a resident. Consequently, a designated motorcycle parking space is deemed unnecessary.

3.4 BICYCLE PARKING REQUIREMENTS AND SUPPLY

The bicycle parking general code (BPGC) indicates the proposed development requires the following number of bicycle parking spaces:

- Residences – one bicycle parking space per unit, which may be contained in a secure storage space 1.8m long, 0.7m wide and 1.1m high;
- Resident visitors – one class 3 bicycle parking space;

The proposed development's residences contain secure coutyards, external storage cages and carports. These facilities supply adequate space to accommodate resident bicycle parking. The residents' garages and courtyards are also readily available to accommodate visitor bicycle parking. Consequently, the single class 3 bicycle parking space is not required.

4.0 TRAFFIC ASSESSMENT

Refer to Transport Effects Form in Appendix B.

5.0 CONCLUSION AND RECOMMENDATIONS

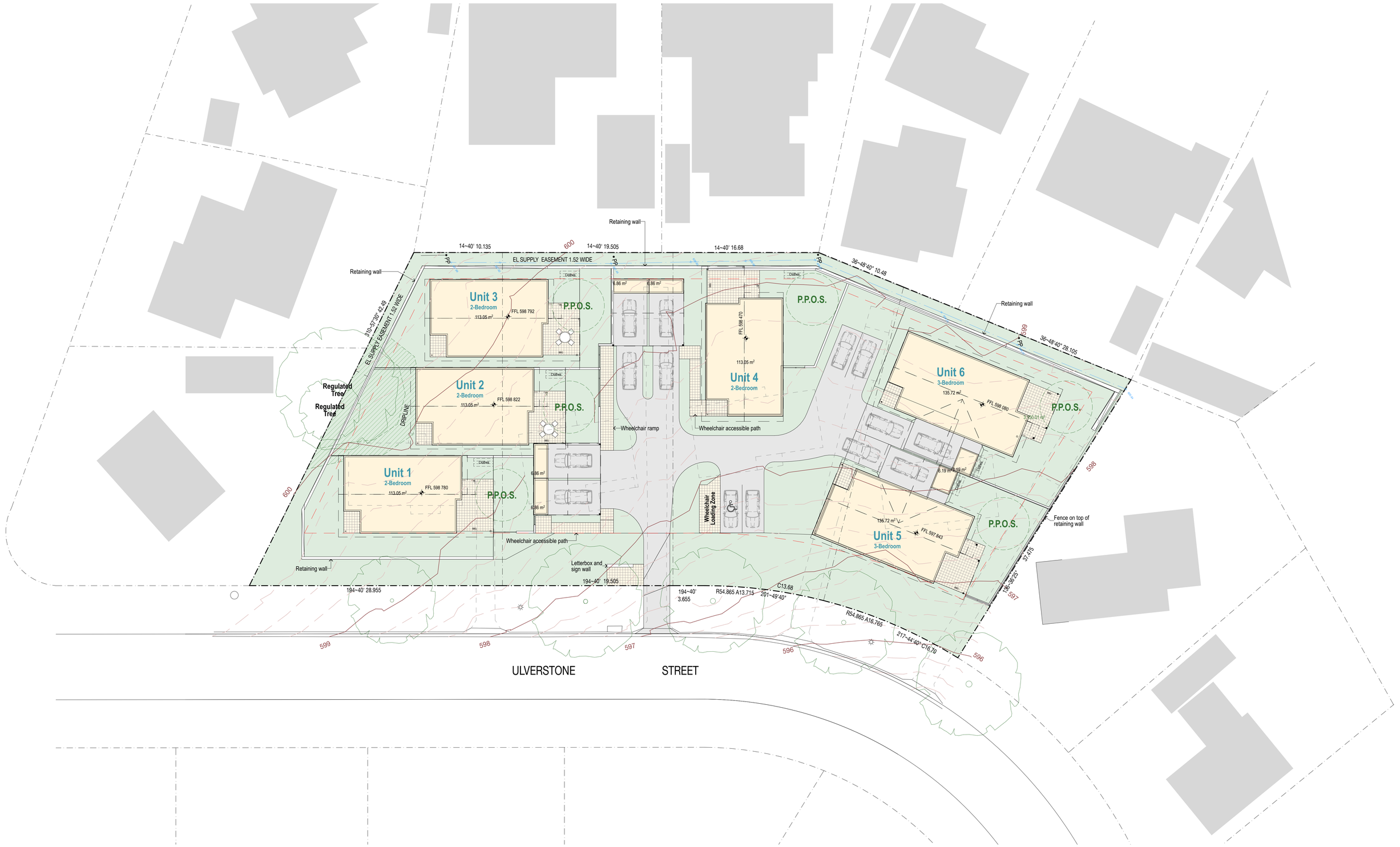
Based on this assessment the following is concluded:

- The car parking space supply complies with PVAGC;
- The supply of parking spaces for people with disabilities complies with PVAGC;
- There is space available to accommodate visitor motorcycle and bicycle parking space
- Allowing for the existing development's traffic generation, the proposed development will have a net generation of 4 vehicles per day.
- The proposed development traffic generation will have minimal impact on the local road network.

Based on the conclusions above Sellick Consultants recommends approval of the proposed development application with respect to parking and traffic.

APPENDIX A

/Volumes/Server/AA Current Projects/2018 Projects/1837 Lyons ATSI Housing/3 CAD/1 Sketch Plans/1837 Lyons ATSI Housing C2.pln



Site Plan
1:200

N

Issue	Details	Date	Drawn	Approved
3	Consultation	15/08/2018	BC	PL
2	Consultation	17/07/2018	BC	PL
1	Consultation	12/06/2018	BC	PL

PHILIPLEESONARCHITECTS
4/9 McKay Street Turner ACT 2612
P 6295 3311 E info@philipleeson.com.au
PROJECT NO. 1837
FILE 1837 Lyons ATSI Housing C2.pln

CONCEPT 2

PROJECT: Proposed Multi-Unit Housing
SITE: Blocks 6, 7, 8 & 9, Section 44, 23-29 Ulverstone Street LYONS ACT
CLIENT: Housing ACT

Site Plan
SCALE: AS SHOWN @ A1

Drawing No. **SK01**

APPENDIX B

ACT Government

ACT Transport Canberra and City Services

TRANSPORT EFFECTS FORM

Provide the Proposal Number to which this application relates:

20

Development/Site Location Details

If more than one lease/site, attach the following detailed for each lease/site

Block	6-9
Section	44
Unit (if applicable)	
Suburb	Lyons
District	Woden Valley
Street Number	
Street name	Ulverstone St
Postcode	2606

Attach a detailed site plan that includes the following as a minimum (if a site plan has previously been submitted for the development application that includes all necessary information, attach that plan).

- Access / egress points for private vehicles, pedestrians, cyclists, service / delivery vehicles;
- Location of the building(s);
- Parking lot layout including dimensions of parking stalls and widths of aisles;
- Widths of vehicle access / egress points; and
- Adjacent streets (labelled).

Fully describe the proposed development (or reference the Development Application)

The proposed multi-unit development replaces four single dwelling blocks with four 2-bedroom units and two 3-bedroom units.

Scale of Development (see TIA Guide, Section 4.1)

Proposed Land Use or Activity	Multi unit housing
Scale/Size	6 units

If appropriate, further describe the scale/size of the development:

Describe the operating hours

The development will be in continuous operation with tidal traffic volumes likely being generated in the AM and PM peak hour periods.

Existing Use of the Site (pre-development):

4 single dwelling blocks are contained within the site.

Expected proposed development completion or occupancy:

Surrounding Road Network (see TIA Guide, Section 4.2)

Complete for each road adjoining the development site:

Road Name	Ulverstone Street		
	Through Lanes	Right Turn Lanes	Left Turn Lanes
Number of Lanes	1		
Distance to Nearest Access	75m	**Distance to Nearest Intersection**	75m
Road Name			
	Through Lanes	Right Turn Lanes	Left Turn Lanes
Number of Lanes			
Distance to Nearest Access		**Distance to Nearest Intersection**	
Road Name			
	Through Lanes	Right Turn Lanes	Left Turn Lanes
Number of Lanes			
Distance to Nearest Access		**Distance to Nearest Intersection**	
Road Name			
	Through Lanes	Right Turn Lanes	Left Turn Lanes
Number of Lanes			
Distance to Nearest Access		**Distance to Nearest Intersection**	

Traffic Distribution (see TIA Guide, Section 4.3)

Please attach a locality plan with trip distribution estimates annotated on the plan.

Please describe how the trip distributed estimates were derived:

Based on the traffic generation rates in the Estate Development Code the proposed development will generate 36 movements per day. Also based on the EDC the existing development generates 32 movements per day. Consequently, the proposed development will have a net generation of 4 vehicle movements per day. This small volume will not have a noticeable impact to the local road network.