



**sellick
consultants**

Est. 1965

canberra | sydney | brisbane

Project Details

For the Attention of:

Stewart Architecture
36 Mildura Street
FYWSHWICK 2609

Attn: Alik George

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 No:

181287

Sellick Consultants Reference:

Blocks 20 & 21 Section 24 Dickson

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	Date
A	Draft	Paul Williams	-	3/12/2018
B	Final	Paul Williams	Andrew Easey	19/12/2018
C	Final	Paul Williams	Craig Ohmsen	12/6/2019

structural civil hydraulic engineers



**sellick
consultants**

Est. 1965

canberra | sydney | brisbane

CONTENTS

1.0	INTRODUCTION.....	1
2.0	PROPOSED DEVELOPMENT	2
2.1	VEHICLE ACCESS	2
3.0	PARKING ASSESSMENT	3
3.1	CAR PARKING SPACES	3
3.2	MOTORCYCLE PARKING SPACES	3
3.3	BICYCLE PARKING REQUIREMENTS AND SUPPLY.....	3
4.0	TRAFFIC ASSESSMENT	3
5.0	CONCLUSION AND RECOMMENDATIONS.....	5

APPENDICES

Appendix A – Transport Effects Form

Appendix B – Sightline Sketch

structural civil hydraulic engineers



sellick
consultants

Est. 1965

canberra | sydney | brisbane

1.0 INTRODUCTION

On behalf of Stewart Architecture, Sellick Consultants Pty Ltd has prepared a revised (Revision 3) of this Transport and Parking Assessment (TPA) for the development's change in land use. That is, the proposed development is to be no longer treated as supportive housing but as a multi-unit housing development with the Aboriginal and Torres Strait Islander Elected Body.

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 housing sites with less than 60 units.

Under the Territory Plan the site is a RZ1: Suburban Zone in Canberra Central. It has an area of 1,989m². The site currently contains two single dwelling houses with vehicle access for each site provided on Marsden Street.

Revision 1, ref - 180620

structural civil hydraulic engineers



2.0 PROPOSED DEVELOPMENT

The proposed development is a multi unit development with the following:

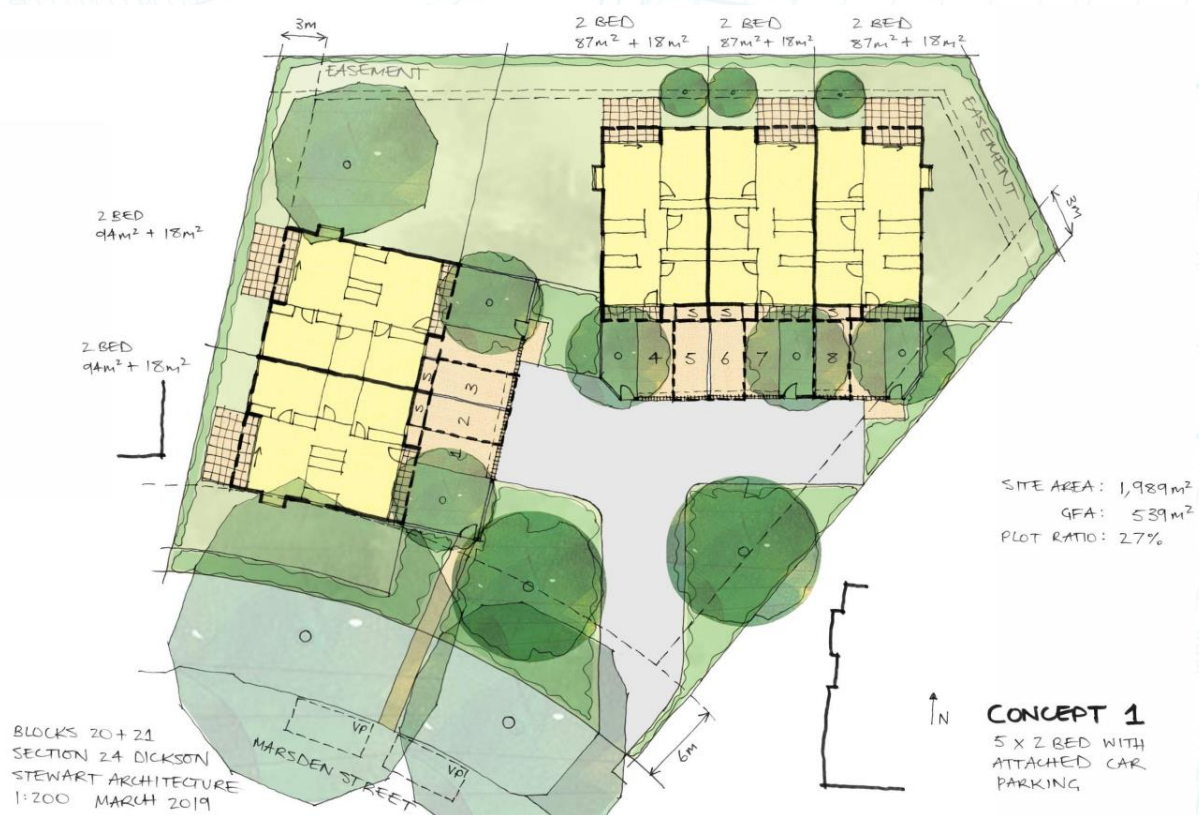
- Five Class C 2-bedroom units; and
- Eight parking spaces designated to residents.

2.1 VEHICLE ACCESS

A vehicle access point onto Marsden Street is proposed to service the development, refer to Figure 1. The proposed verge crossover is to be 3m wide and internally increases in width to enable cars to pass each other. This arrangement complies 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 vehicles 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.

Figure 1 – Concept Site Plan (Source – Stewart Architectures drawing PSP 101)





Sightlines in accordance with AS2890.1 Figure 3.3 *Minimum sight lines for pedestrian safety* are to be provided at the 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

3.1 CAR PARKING SPACES

The Parking and Vehicular Access General Code (PVAGC) provides the following parking requirements for multi-unit housing

- 1 parking space per 1-bedroom unit located on site;
- 1.5 parking spaces per 2-bedroom unit located on site
- 2 parking spaces per 3-bedroom units located on site; and
- 1 visitor parking space per four units located within 100m of the site

The five 2-bedroom units have been provided with an accessible parking space and adjacent hardstand. It is noted that three hardstand areas can accommodate a second parking space for the unit. Whether the hardstand area is used as a parking space or an accessible shared area is at the discretion of each unit owner. The proposed developments resident parking supply is assessed to be compliant with PVAGC's parking requirements for 2-bedroom units.

Two on-street visitor parking spaces are located on the outside curve of the bend in Marsden Street. As per AS2890.5 Clause 3.5 *Unsafe Parking Locations*, parking spaces on the inside of the curves are unsafe due to the impact on sight distance and the risk of conflict with oncoming vehicles. The proposed locations on the outside curve are generally safe as oncoming traffic can sight obstacles around the corner, and the actions of occupants within the parked car. The proposed parking locations are subsequently deemed compliant with AS2890.5 Clause 3.5 and the PVAGC requirements for visitors to multi unit sites.

3.2 MOTORCYCLE PARKING SPACES

PVAGC indicates that three motorcycle parking spaces are required per one hundred parking spaces. Residents for multi-unit housing are unlikely to own both a motorcycle and a car. Consequently, should motorcycles be owned by residents they can readily park in their designated parking space.

3.3 BICYCLE PARKING REQUIREMENTS AND SUPPLY

The bicycle parking general code (BPGC) indicates that each resident requires one bicycle parking space and no visitor bicycle parking spaces when there are less than 12 units. In accordance with BPGC Clause 3.2 the resident's external storage space can be utilised for bicycle storage. This requirement is therefore deemed to be addressed.

4.0 TRAFFIC ASSESSMENT

The TCCS Guide to Transport Impact Assessment states that a Transport Effects Form (TEF) provides sufficient traffic analysis for multi-unit housing developments with less than 60 units. A TEF for the proposed development is provided in Appendix B. In summary, based on rates given in the Estate Development Code, the site's change in land use to multi-unit housing will increase the traffic



**sellick
consultants**

Est. 1965

canberra | sydney | brisbane

generation by 14vpd. The small increase in traffic from the site is unlikely to be noticeable to the existing road users on Marsden Street.

In addition to considering the above, there is an existing 6-unit multi-housing development on Marsden Street. The proposed development is a smaller scale to the existing development. Based on the Estate Development Code the difference in land use means that the proposed development generates a smaller volume of traffic than the existing multi-unit development on Marsden Street.



5.0 CONCLUSION AND RECOMMENDATIONS

Based on this assessment the following is concluded:

- The proposed driveway width of 3m will adequately service the site;
- The proposed driveway is expected to have clear sightlines along Marden Street;
- The car parking space supply meets PVAGC requirements;
- Designated car parking spaces can accommodate motorcycle parking spaces in the unlikely event that it is required by residents;
- Resident bicycle parking spaces are provided in external storage spaces and visitor bicycle parking is not required; and
- The development will cause a net increase in traffic generation of 14vph.

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



**sellick
consultants**

Est. 1965

canberra | sydney | brisbane

APPENDIX A

Revision 1, ref - 180620

structural civil hydraulic engineers



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

Section **Unit (if applicable)**

Suburb

District

Street Number

Street name

Postcode

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)
Multi unit housing containing five units, 8 on-site parking spaces, two on-street
visitor parking spaces and 3m wide one-way driveway

Scale of Development (see TIA Guide, Section 4.1)

**Proposed Land
Use or Activity** Multi unit housing

Scale/Size Five units

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

Describe the operating hours
Continuously

Existing Use of the Site (pre-development):
Two sole occupancy dwellings

Expected proposed development completion or occupancy:
100%

Surrounding Road Network (see TIA Guide, Section 4.2)

Complete for each road adjoining the development site:

Road Name

	Through Lanes	Right Turn Lanes	Left Turn Lanes
Number of Lanes	1 E/W		
Distance to Nearest Access		Distance to Nearest Intersection	45m

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:

In accordance with traffic generation rates given in the Territory Plan's Estate Development Code the proposed development is expected to generate 30vpd. Also based on the given traffic generation rates in the Estate Development Code the existing houses would generate 16vpd. Consequently, the proposed development is likely to have a minor increase of 14vpd in the traffic generation of the site.



**sellick
consultants**

Est. 1965

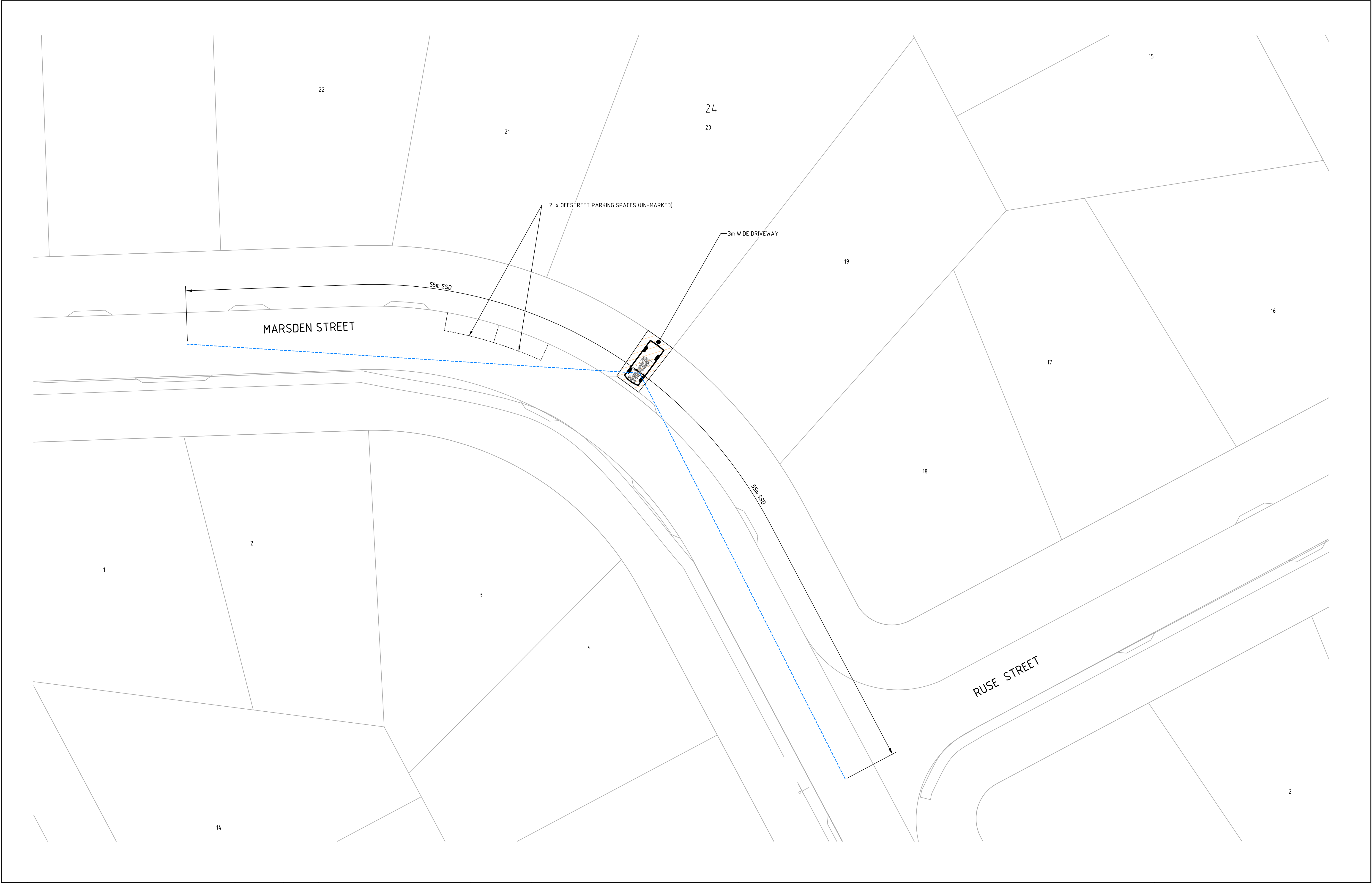
canberra | sydney | brisbane

APPENDIX B

Revision 1, ref - 180620

structural civil hydraulic engineers

File Name: P:\2018\181287_B20-21-S24-Dickson\04_CAD\4.2_Drawings\CIV\181287-drg-civ-al-0101.dwg



																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																					</
--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	--	----