



TRAFFIC IMPACT ASSESSMENT

PROPOSED MEDICAL CENTRE DEVELOPMENT

31-33 HIGH STREET ROAD, ASHWOOD

17 NOVEMBER 2022

31-33 HIGH STREET ROAD, ASHWOOD

CLIENT: ZC Wood

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1 INTRODUCTION

O'Brien Traffic has been engaged by ZC Wood to undertake a traffic impact assessment in relation to a proposed medical centre development at 31-33 High Street Road, Ashwood.

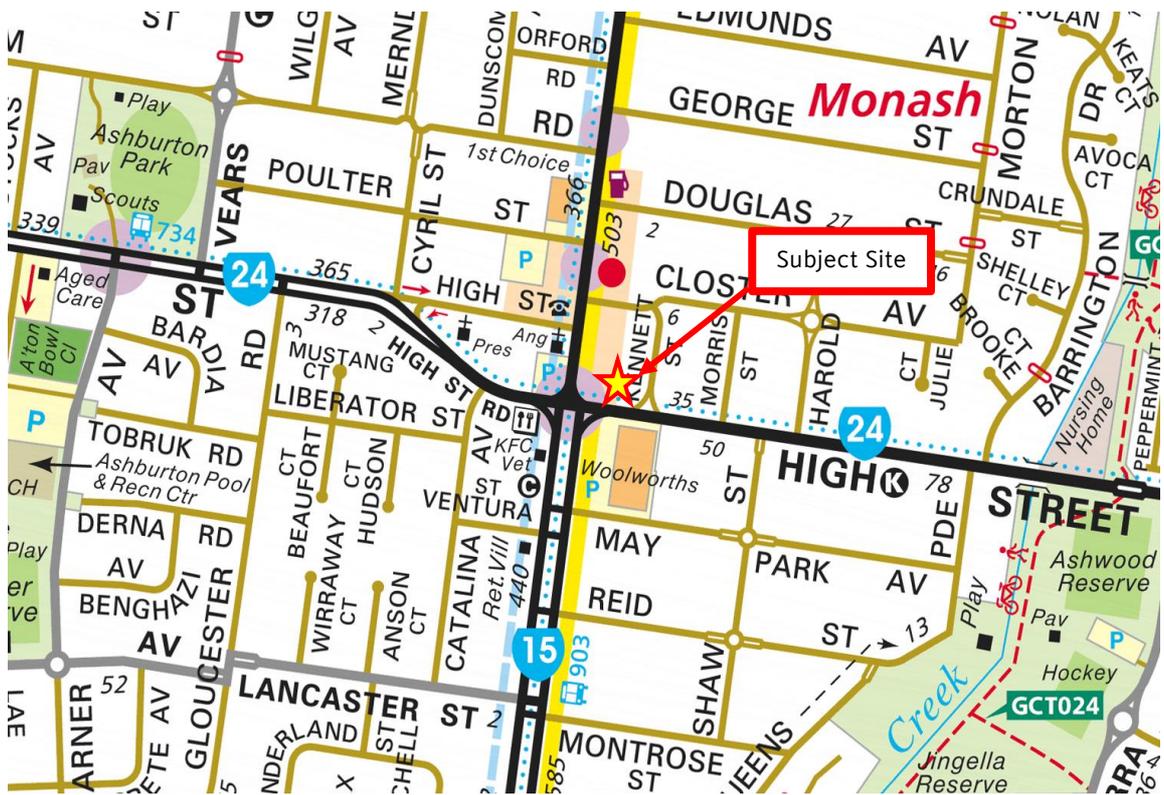
In the course of preparing this report:

- Plans prepared by AJ Plus Planning & Design (No. 2201ASH dated 6 November 2022) and other relevant documentation have been examined;
- The subject site and surrounding area have been inspected; and
- The traffic and parking implications of the proposal have been assessed.

2 EXISTING CONDITIONS

2.1 LOCATION AND LAND USE

The subject site is located on the northern side of High Street Road approximately 30 metres east of Warragul Road in Ashwood. The location of the subject site and the surrounding road network is shown in **Figure 1**.



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FIGURE 1: LOCALITY PLAN

A recent aerial photo of the subject site and surrounds is provided in **Figure 2**.



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FIGURE 2: AERIAL PHOTO OF SUBJECT SITE (WEDNESDAY, 14 SEPTEMBER 2022)

The subject site is rectangular in shape with a frontage of approximately 37.4 metres to High Street Road, a frontage of 36.6 metres to Kennett Street and with a total site area of approximately 1,491.6 m². The site also has a frontage to an unnamed right-of-way to the west of 38.1 metres.

The site is currently occupied by two single dwellings. Vehicle access is via a crossover to High Street Road and a crossover to Kennett Street.

The site is located in a *General Residential Zone* (GRZ3) Monash Planning Scheme.

2.3 ROAD NETWORK

High Street Road is a state arterial road under the control of the Department of Transport. High Street Road provides a pavement width of approximately 19.6m, with two traffic lanes in each direction and separate right and left turning lanes in the vicinity of the subject site.

On-street parking is prohibited on the northern side of High Street Road adjacent the subject site. East of Kennett Street, on-street parking is restricted by a Clearway 4pm-6:30pm Monday-Friday. On the southern side of High Street Road in the vicinity of the subject site parking is restricted by a Clearway 7am-9am Monday-Friday. The posted speed limit in the vicinity of the site is 60 km/h. Recent views of High Street Road are shown in **Figure 4** and **Figure 4**.



FIGURE 4: HIGH STREET ROAD FACING WEST



FIGURE 5: HIGH STREET ROAD FACING EAST

Kennett Street is a local access street under the control of Council. It runs in a north-south orientation between High Street Road and Closter Avenue. It provides a pavement width of approximately 6.7m, allowing for two-way traffic. Parking along the western kerb is restricted to No stopping 8am to 6pm Monday to Friday and 8am-1pm Saturday, while the eastern side of Kennett Street provides unrestricted on-street parking. The intersection of Kennett Street and High Street Road is restricted to left in and left out movements only. Recent views of Kennett Street are shown in **Figure 6** and **Figure 7**.



FIGURE 6: KENNETT STREET FACING NORTH FROM HIGH STREET ROAD



FIGURE 7: KENNETT STREET FACING SOUTH TO HIGH STREET ROAD

The unnamed Right-of Way (ROW) is under the control of Council. It runs in a north-south orientation between High Street Road and Closter Avenue. It provides a pavement width of approximately 3 metres. The intersection of the ROW with High Street Road is restricted to left out movements only, no access via High Street Road is allowed. Recent views of the ROW are shown in **Figure 8** and **Figure 9**.



FIGURE 8: UNNAMED RIGHT-OF WAY FACING NORTH FROM HIGH STREET ROAD

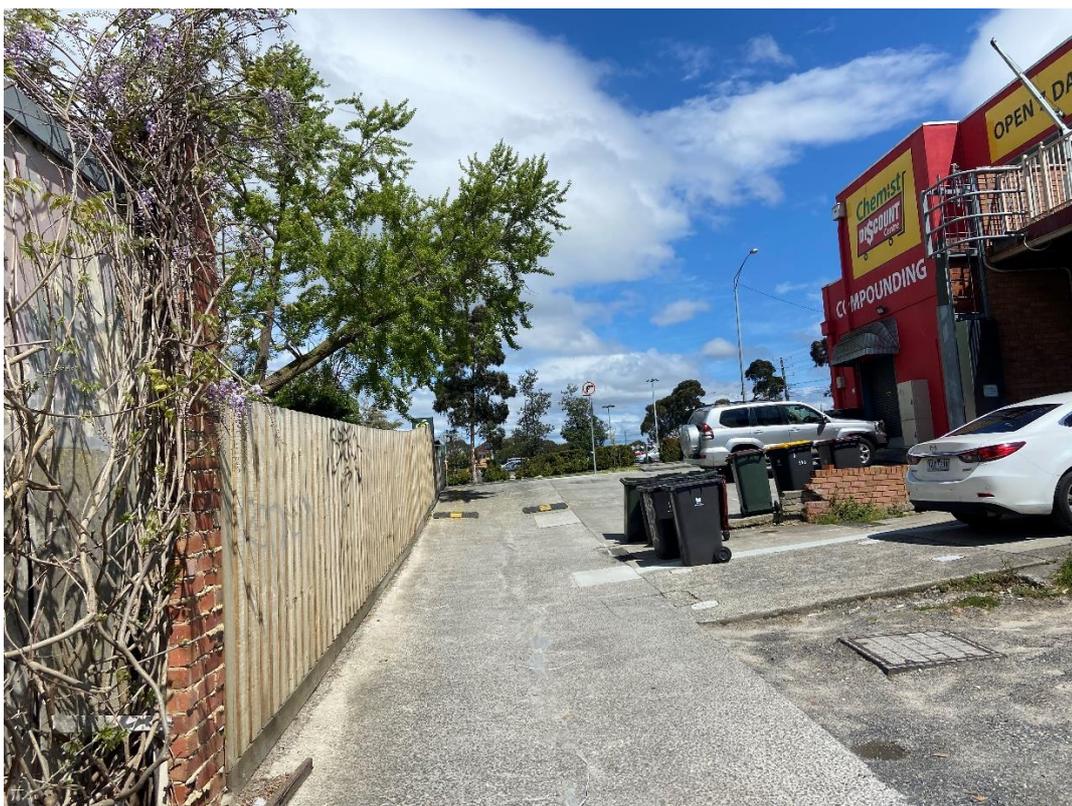


FIGURE 9: UNNAMED RIGHT-OF WAY FACING SOUTH TOWARDS HIGH STREET ROAD

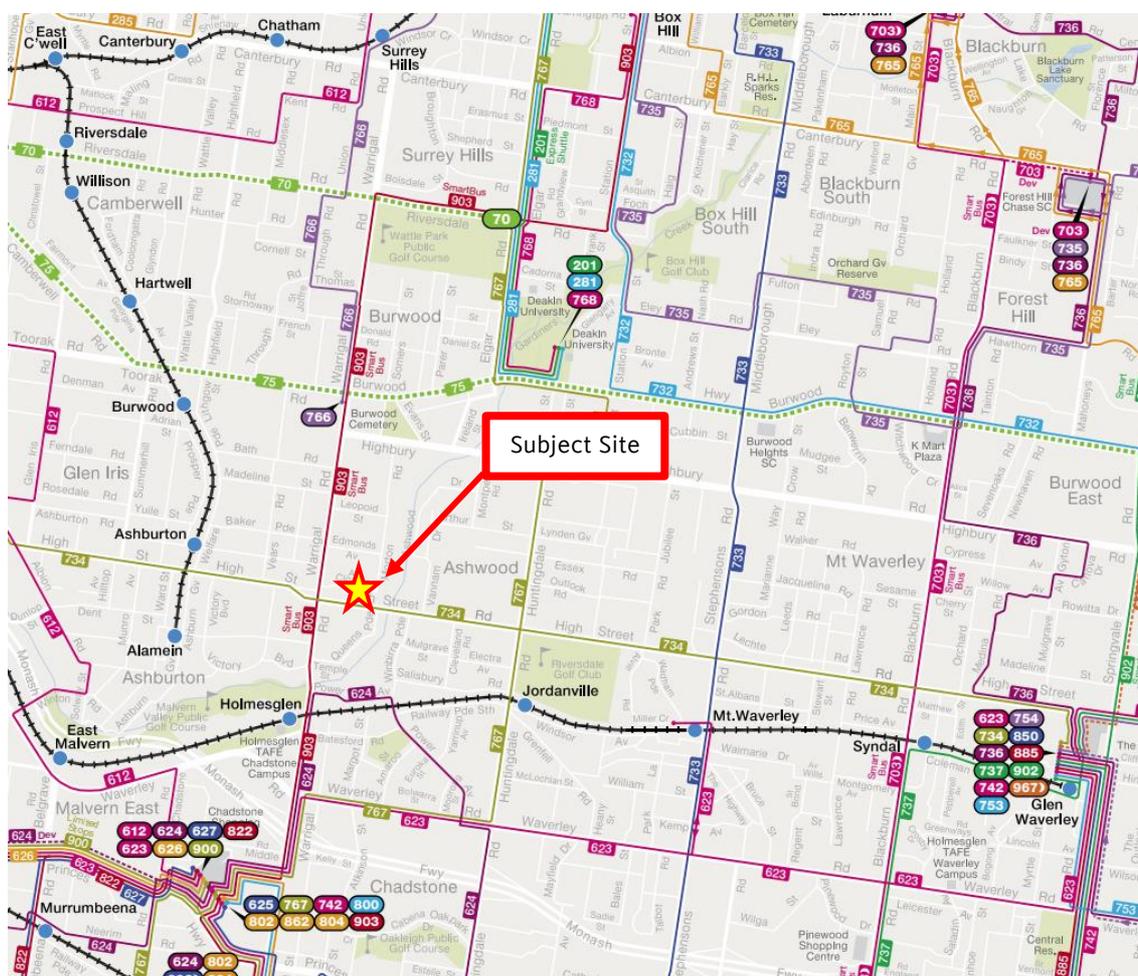
2.4 SUSTAINABLE TRANSPORT

2.4.1 Public Transport

The site is located within the Principal Public Transport Network (PPTN) area.

Bus Route 734 (Glen Iris – Glen Waverley) operates on High Street past the subject site, with the nearest stop adjacent the subject site. These services provide direct access to the Ashburton and Glen Iris Railway Stations west of the subject site. They provide regular services on the Alamein and Glen Waverley lines, respectively.

The public transport services in the vicinity of the subject site are shown in **Figure 10**.



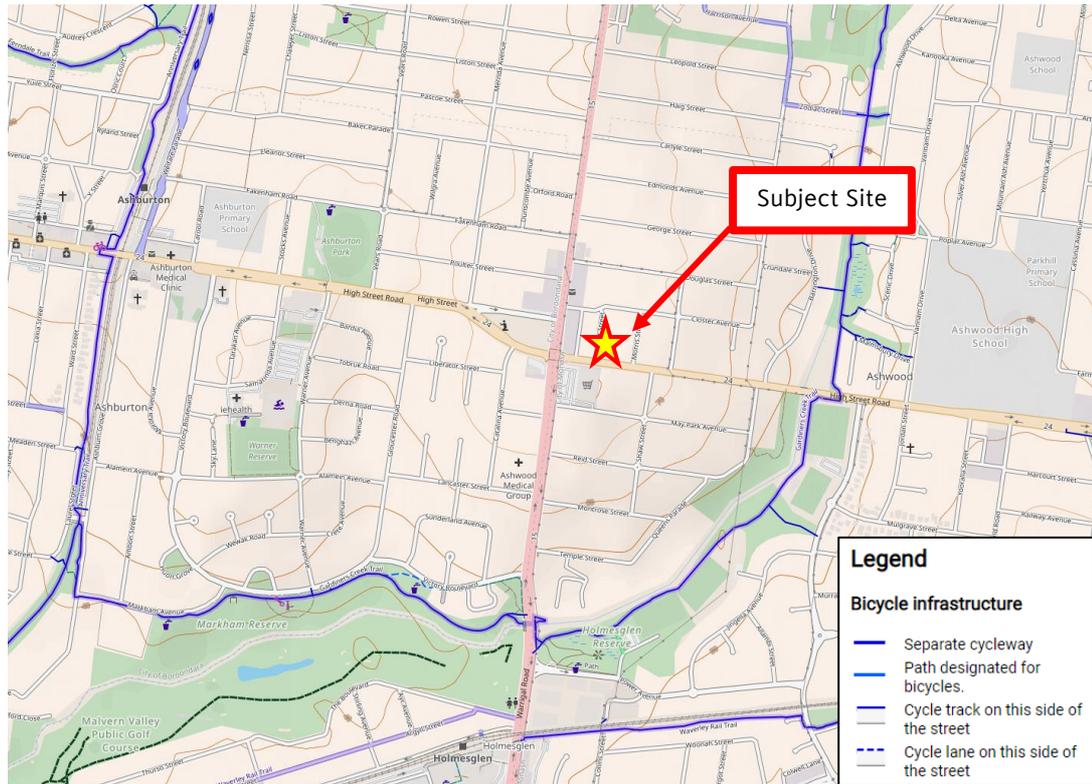
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FIGURE 10: PUBLIC TRANSPORT SERVICES IN THE VICINITY OF SUBJECT SITE

2.4.2 Bicycle Network

The site has convenient access to bicycle infrastructure. The Gardiners Creek Trail is located 600 m to the east of the subject site, providing connectivity to a number of additional off-road facilities to the north and west of the site.

The bicycle network in the vicinity of the subject site is illustrated in **Figure 11**.



SOURCE: CYCLOSM.ORG

FIGURE 11: BICYCLE NETWORK

3 PROPOSED DEVELOPMENT

It is proposed to demolish the existing buildings on the subject site and construct a three-storey medical clinic with a basement car park. The proposed net floor area of the building will be 1,882m² and the leasable floor area will be 1,258m².

It is proposed that up to 16 practitioners on site at any one time would provide specialist medical services from the facility.

It is proposed to provide a total of 44 car parking spaces on site, including 33 parking spaces in a basement level, of which 8 spaces would be provided in a tandem parking arrangement for staff use only and 11 ground level parking spaces. One accessible space is also provided within the basement level.

Vehicle access to basement is proposed via a 6.1m wide crossover to Kennett Street. Vehicle access to the ground level parking spaces is proposed via a separate 3.6m wide crossover to Kennett Street, that allows for entry only, and also via the unnamed Right-of Way.

In addition, a total of six bicycle parking rails (12 bicycle parking spaces) are proposed within the High Street Road frontage, adjacent to the main entrance.

4 CAR PARKING

4.1 PLANNING SCHEME CAR PARKING REQUIREMENT

Parking policy and requirements applicable to the proposed development are specified in Clause 52.06 of the Planning Scheme.

The purpose of Clause 52.06 is:

- *To ensure that car parking is provided in accordance with the Municipal Planning Strategy and the Planning Policy Framework.*
- *To ensure the provision of an appropriate number of car parking spaces having regard to the demand likely to be generated, the activities on the land and the nature of the locality.*
- *To support sustainable transport alternatives to the motor car.*
- *To promote the efficient use of car parking spaces through the consolidation of car parking facilities.*
- *To ensure that car parking does not adversely affect the amenity of the locality.*
- *To ensure that the design and location of car parking is of a high standard, creates a safe environment for users and enables easy and efficient use.*

The Planning Scheme parking requirement for the proposal, as it is located within the PPTN area, is based on the leasable floor area with no restriction on practitioner numbers and is as shown in **Table 1**.

| USE | SIZE | PLANNING SCHEME PARKING RATE | CAR PARKING REQUIREMENT |
|----------------|---------------------|---|----------------------------|
| Medical centre | 1,258m ² | 3.5 spaces per 100m ² net floor area | 44 spaces |
| TOTAL | | | 44 SPACES |

TABLE 1: PLANNING SCHEME CAR PARKING REQUIREMENT

The Planning Scheme car parking requirement is a total of 44 spaces. As the proposal includes a total of 44 car parking spaces on-site, the Planning Scheme parking requirement is met.

5 CAR PARK ACCESS & LAYOUT

The following comments are made in relation to the proposed car park access and layout:

- Access to the basement car park is proposed via a 6.1m wide ramp, in accordance with AS2890.1-2004 requirements;
- The proposed basement ramp gradients are in accordance with Design Standard 3 of Clause 52.06-9 of the Planning Scheme;
- All spaces in the basement are 2.6m wide x 4.9m long accessed by aisles 6.4m wide meeting the requirements of Design Standard 2 of Clause 52.06-9 of the Planning Scheme;
- All tandem spaces are provided with a 500mm separation between spaces meeting the requirements of Design Standard 2 of Clause 52.06-9 of the Planning Scheme;
- The accessible space is dimensioned 2.4m wide x 4.9m long with an adjacent shared area dimensioned 2.4m wide x 4.9m long, in accordance with the dimensional requirements of the Planning Scheme;
- For parking spaces 8-14, 20-23 and 28-31, the proposed columns are located beyond the clearance envelopes stipulated in Design Standard 2 of Clause 52.06-9 of the Planning Scheme. However, for parking spaces 2-5, the proposed columns need to be relocated to be 250mm clear of the access aisle and to be in accordance with the Planning Scheme;
- The proposed minimum headroom clearance within the basement of 2.4m exceeds the requirements of AS2890.6-2009 and Design Standard 1 of Clause 52.06-9 of the Planning Scheme;
- Access to the at-grade car parking via Kennett Street is proposed via a one-way ramp that is 3.6m wide and at a grade of 1 in 8. This design is in accordance with the requirements of Australian Standard AS2890.1:2004 for a one-way, entrance only, ramp that grades up from the footpath.

6 BICYCLE FACILITIES

Bicycle parking requirement applicable to the proposed development is specified in Clause 52.34 of the Planning Scheme. The requirement is based on practitioner numbers and not the floor area.

Adopting a total of 16 practitioners to complete the Planning Scheme assessment, the bicycle parking requirement would be as shown in **Table 2**.

| USE | SIZE | PLANNING SCHEME BICYCLE PARKING RATE | | BICYCLE PARKING REQUIREMENT | |
|----------------|------------------|--------------------------------------|---------------------------|-----------------------------|--------------------|
| | | EMPLOYEE / RESIDENT | CUSTOMER / VISITOR | EMPLOYEE / RESIDENT | CUSTOMER / VISITOR |
| Medical Centre | 16 practitioners | 1 to each 8 practitioners | 1 to each 4 practitioners | 2 spaces | 4 spaces |

TABLE 2: PLANNING SCHEME BICYCLE PARKING REQUIREMENT

As six (6) bicycle rails (providing 12 spaces) are proposed within the frontage of the site, the development exceeds the Planning Scheme bicycle parking requirement based on 16 practitioners.

7 LOADING & WASTE COLLECTION

It is anticipated that for a development of this size and use, that most deliveries would be undertaken using a B99/van delivery vehicle. Deliveries are proposed to occur within the basement area outside of peak periods. Any deliveries from larger vehicles would be able to utilise available on-street parking in Kennett Street.

Waste collection would be undertaken by a private contractor via kerbside collection. The waste collection vehicle would be able to legally park on the western side of Kennett Street for kerbside pick-up.

Any medical waste collection would be undertaken by a private contractor via the basement. The waste vehicle would use a vacant space within the basement, outside of periods of peak parking demand.

It is noted that a separate Waste Management Plan has been prepared for the proposed development detailing the likely amount of waste generated, the bin requirements and the anticipated pick-up schedule by private contractor. The traffic impact of the proposed waste collection is likely to be similar to the existing Council waste collection service.

8 TRAFFIC GENERATION & IMPACT

Case study data has shown that medical centres generate a peak of 8 vehicle trips for general practitioners and 4 vehicle trips per hour for specialists. We have been advised that the proposed development is designed to be utilised by medical specialists and not by general practitioners.

Adopting a total of 16 practitioners, the traffic generation for the proposed development is shown in **Table 3**.

| USE | SIZE | TRAFFIC GENERATION RATE | TRIPS GENERATED |
|----------------|-----------------------------|-----------------------------------|---|
| Medical Centre | 16 specialist practitioners | 4 trips per hour per practitioner | 64 trips per hour (50% inbound, 50% outbound) |
| TOTAL | | | PEAK: 64 TRIPS |

TABLE 3: TRIP GENERATION ESTIMATE

It is anticipated that the addition of up to 64 trips in any hour, 32 in and 32 out, distributed over the surrounding road network would be well within the capacity of the surrounding streets. The traffic generated would have no foreseeable adverse impact on the current safety and operation of Kennett Street, High Street Road, the ROW or the surrounding road network.

9 CONCLUSIONS

Based on the considerations outlined above, it is concluded that:

- The proposal has a Planning Scheme car parking requirement of 44 spaces based on the leasable floor area;
- The proposed provision of 44 car parking spaces on site meets the Planning Scheme car parking requirement;
- The proposed car parking access and layout meets relevant Planning Scheme and Australian Standard requirements. However, for parking spaces 2-5, the proposed columns need to be relocated to be 250mm clear of the access aisle and to be in accordance with Design Standard 2 of Clause 52.06-9 of the Planning Scheme;
- A total of 12 bicycle spaces are proposed within the site's frontage, exceeding the Planning Scheme requirement;
- Loading and waste collection arrangements are considered satisfactory for a development of this size and use; and
- The anticipated addition of up to 64 vehicle movements in any hour would have no foreseeable adverse impact on the current safety and operation of Kennett Street, High Street Road or the surrounding road network.

On this basis, there are no traffic or parking related grounds to prevent the proposed medical centre development from being approved.