



CIVIL ENGINEERING REPORT:
PARKING ASSESSMENT

Hospital Facility Development Wagga Wagga

PREPARED FOR
Innovation Property Trust
The Riverina Clinic

CR193049_EC03
Rev: 4.0
Date: 17/11/2020

Parking Assessment

Revision Schedule

Date	Revision	Issue	Prepared By	Approved By
02/03/2020	1.0	Draft	NG	JW
11/03/2020	2.0	Development Application	NG	JW
25/03/2020	2.1	Development Application	NG	JW
14/04/2020	2.2	Development Application	NG	JW
25/06/2020	3.0	For Comment	NG	JW
16/07/2020	3.1	Development Application V2	NG	JW
07/09/2020	3.2	Development Application V3	NG	JW
17/11/2020	4.0	Development Application V4	NG	MP

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1. Introduction

1.1 Purpose of Report

Northrop Consulting Engineers (NCE) has been engaged by Innovation Property Trust to prepare a Parking Assessment on the proposed redevelopment of 336 – 344 Edward Street, Wagga Wagga. For the purpose of this assessment, the redevelopment is also referred to as The Riverina Clinic throughout this assessment.

The redevelopment will include demolition of the existing single dwellings at 336 – 344 Edward Street, Wagga Wagga and construction of a mental health hospital and outpatient facility. The development is proposed to include the main building, landscaped areas and on – site parking.

1.2 Study Objectives

This Parking Assessment is to detail the adequacy of the parking supplied as shown on drawing DA_TRC_A-060_B dated 14/09/2020 by Daryl Jackson Alistair Swayn (DJAS). This Parking Assessment will detail the below:

- The existing conditions of the site;
- The proposed parking generation; and
- The adequacy of the parking supplied for the site in regards to the existing site conditions.

1.3 Limitations

Construction at the Wagga Wagga Base Hospital was being undertaken at the time of this report. This may affect observations due to the additional construction traffic and the extent of the parking from the hospital not being observed.

This Parking Assessment does not include a compliance check of the car park with relevant codes, guidelines and standards, nor any traffic related commentary or analysis. Refer to CR193049_EC04 Traffic Impact Study for compliance checks and traffic works.

1.4 References

In preparing this report, reference has been made to the following:

- Wagga Wagga City Council Development Control Plan 2010;
- RTA Guide to Traffic Generating Developments (October, 2002);
- AS2890.1:2004 Parking facilities – Off-street car parking;
- AS2890.5-1993 Parking facilities – On-street parking;
- Other documents as referenced throughout the report.

2.2 Development Locality

The proposed development is located at 336 – 344 Edwards Street, Wagga Wagga. Figure 2 shows the development locality.



Figure 2 Development Locality

The development is bound by:

- Edward Street to the North;
- Cullen Road to the West;
- 57 – 65 Gormly Avenue to the South; and
- 334 Edward Street to the East.

2.3 Development Description

The proposed development is to include a mental health hospital and outpatient facility with:

- Bedrooms for 12 inpatients;
- Consultation and interview rooms;
- An indoor exercise room for patients;
- A treatment room for patients;
- Meeting rooms;
- Office space;
- Ancillary areas; and
- Off street parking.

3. Existing Conditions

3.1 Roadways

336 – 344 Edward Street is located at the corner of Edward Street and Cullen Road.

Edward Street is part of the Sturt Highway and is a State Road which is a critical link between Adelaide and Sydney.

Cullen Road is a local street which intersects with Edward Street.

Other roads referenced in this report include Dobney Avenue, Gormly Avenue, Emblen Street and Hardy Avenue. These roads are local streets.

Refer to Figure 2 for the locality of Edward Street and Cullen Road in relation to the site as well Dobney Avenue, Gormly Avenue, Emblen Street and Hardy Avenue.

3.2 Existing Development

336 – 344 Edward Street – at the time of this study – contains single dwelling residential houses.

The houses at 336, 338, 340 and 342 Edward Street had driveways which fronted Edward Street.

The house at 344 Edward Street had a driveway which connected the house to Cullen Street (noting the house is on the corner of Edward Street and Cullen Road).

The driveway for each house lead to a single garage which was visible from the street or to additional parking at the rear of the property.

3.3 On Street Parking

For the purpose of this Parking Statement, on street parking was reviewed within 200m of the site. A nominal distance of 200m has been utilised due to the frequent referencing of distances up to 200m for both short stay and long stay parking (compared to distances greater than 200m).

A 200m radius from the site is illustrated in Figure 3.



Figure 3 200m Radius of the Site

Due to the location and nature of the site, off site parking to the North of the site – i.e. along Edward Street or parking North of Edward Street which would result in crossing Edward Street has been disregarded as part of this Parking Statement for safety concerns.

The remainder of the roads within 200m of the site are as follows:

- Dobney Avenue;
- Cullen Road;
- Emblen Street;
- Gormly Avenue; and
- Hardy Avenue.

These are illustrated in Figure 4.



Figure 4 Road Locality

A bus zone was observed near the corner of Edward Street and Emblen Street however no other parking restrictions were observed in the area of interest.

Observations undertaken by NCE on 17-18 February, 2020 at various times of the day.

During the observations undertaken:

- There was ample parking along Cullen Road at all times of the day;
- Gormly Avenue and Hardy Avenue from Cullen Road to Emblen Street was at approximately 30% capacity on average. East of Emblen Road, the parking on these roads were at capacity;
- Emblen Street was at approximately 50% capacity on average; and
- Dobney Avenue was not observed for parking capacity due to the extent of parking in Cullen Road, Gormly Avenue and Hardy Avenue.

From the observations undertaken, it can be concluded there is capacity for on street parking to be utilised for the development for visitors and employees.

4. Proposed Parking Generation

4.1 Background

The Wagga Wagga City Council Development Control Plan 2010 – Section 2 Controls which applies to all developments was reviewed in regards to parking generation from the proposed development.

As per Section 2.2 Off-street parking C1, *Parking is to be provided in accordance with the table below. For uses not listed, similar land uses should be used as a guide in assessing car parking requirements.* For the purpose of this parking statement, we have adhered to this as closely as practicably reasonable as not all of the land uses are covered by this document.

For the purpose of this assessment, DJAS provided two statements to assist in guiding parking generation for the development. These statements can be summarised with the following information:

- Inpatients to be modelled at 100% occupancy and are unlikely to drive to and from the facility;
- 3 nurses on site at any one shift for inpatients with change overs to occur over a period of no more than 2 hours;
- Each patient will have visits at most twice a week, with visits to occur out of staff change over periods;
- Outpatients will have 2 psychiatrists on site during the week day, day time;
- Day therapy will have 2 allied health professionals on site during outpatient hours;
- The facility will have 1 receptionist;
- There will be capacity for up to 16 outpatients to participate in group meetings at the facility – there will be a vehicle/van provided by the health facility to provide transport to participants of the health facility to encourage participants not to drive.

These statements can be found in Appendix B.

Note the selection of the vehicle/van is to be completed by management of the facility, management are to ensure that a suitable vehicle/van is selected to meet the car park layout.

4.2 Proposed Parking Generation

The rates for a hospital as per the Wagga Wagga City Council Development Control Plan 2010 are as follows:

- 1 space per 4 beds – assumed for visitors;
- 1 space per 2 employees; and
- 1 ambulance space.

It is noted that there are no rates suitable for the outpatient group meetings.

The RTA Guide to Traffic Generating Developments (October, 2002) was reviewed to assist with the determination of the required number of parking spaces for the outpatient groups meetings.

Due to these major documents not having a parking generation rate for outpatient which participate in group meetings, a self-assessment has been carried out.

As per the statements provided by DJAS, a vehicle will be provided to transport patients to and from the facility reducing the likely impact of the outpatient clinics and therapy groups meetings. It would be assumed at least 50% of outpatients use this service, resulting in a proposed generation rate of 1 car parking space per 2 outpatients.

Table 1 outlines the required parking generation for proposed development.

Table 1 Proposed Parking Generation

Description	Number of	Generation Rate	Number of Parking Spaces
Inpatients – assumed not to drive	12	0 per bed	0
Visitors	For 12 Inpatients	1 space per 4 beds	3
Employees	8	1 space per 2 employees (change over period will incorporate visitor parking to reduce conflict)	4
Ambulance	1	1 space per development	1
Outpatient Clinics and Day Therapy Services	16	1 car parking spaces plus 1 car parking space per 2 outpatients	9

The total number of parking spaces required 17. The site has provision for the 18 car parking spaces.

With the on-street parking available within the 200m radius of the site, there is capacity for overflow parking should parking exceed the proposed parking generated as per Table 1.

5. Conclusion

For the proposed development located at 336 – 344 Edward Street, it can be concluded that:

- Ample on street parking has been identified within 200m of the site for employees and visitor overflow from the on – site car park;
- There are no parking restrictions within 200m of the site with the exception of a bus zone;
- The Wagga Wagga City Council Development Control Plan (2010) and the RTA Guide to Traffic Generating Developments (2002) did not contain parking generations rates suitable for an outpatient clinic and therefore, a self-assessment was conducted to determine this rate;
- There is provision for a total of 17 car parking spaces which is required for the development;
- With the on-street parking available within the 200m radius of the site, there is capacity for overflow parking should the proposed parking be exceeded.

If you have any questions don't hesitate to contact the undersigned.

Northrop Consulting Engineers

Prepared by,



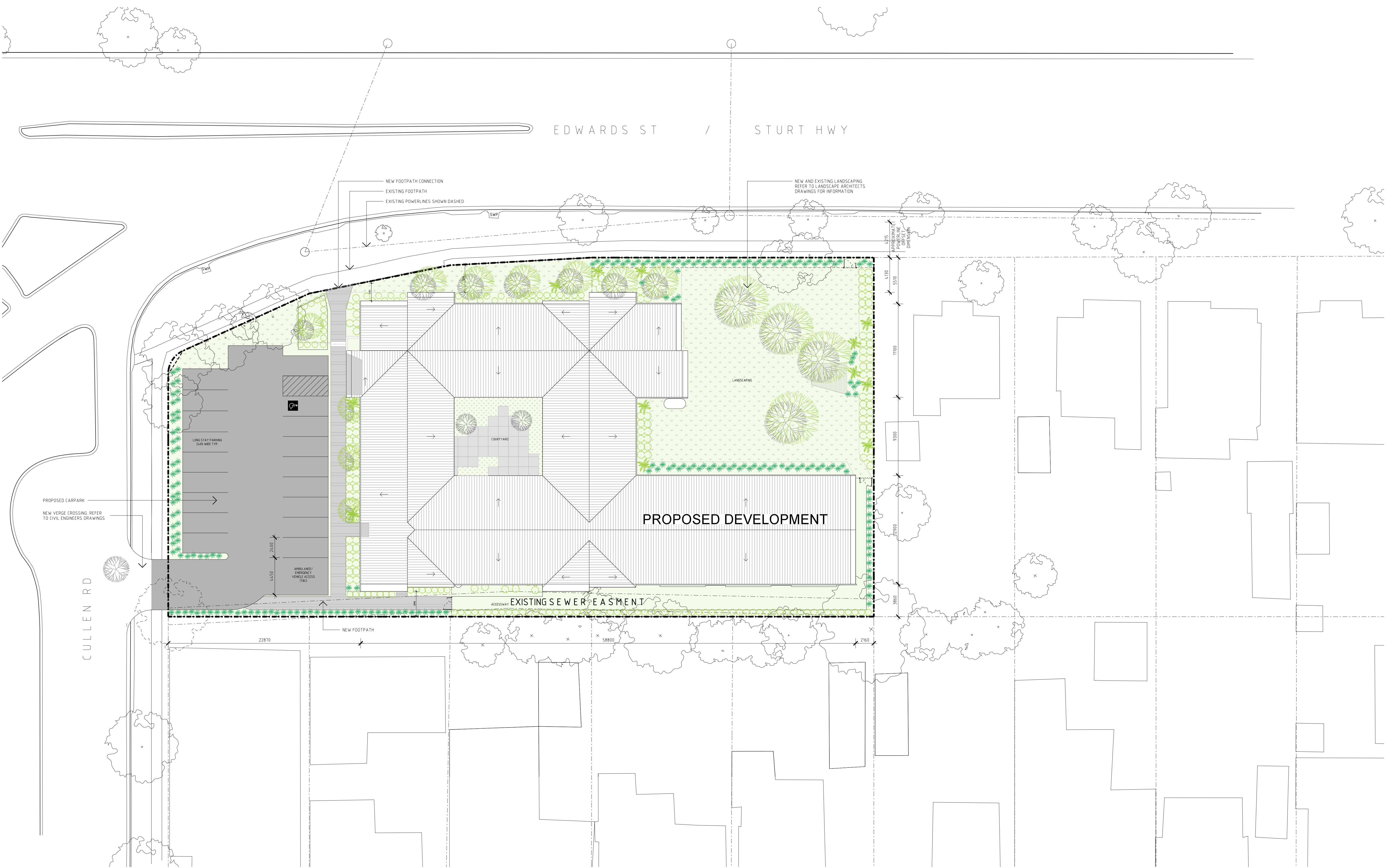
Nicholas Grinter
Civil Engineer

Reviewed by



Joey Wiltshire
Civil Engineer

Appendix A Drawings



Notes

All dimensions are in millimetres
Levels are in metres
Do not scale off drawing
Use figured dimensions only
Check dimensions on site

Abbreviations

Information Only - (Uncontrolled)	I
Controlled Issue	C
Preliminary	P
Project Architect	PA
Project Director	PD

Issue

P1	FOR INFORMATION	EW	I	JH	02/04/2020
P2	FOR INFORMATION	EW	I	JH	09/04/2020
P3	FOR INFORMATION	DA	I	JH	10/06/2020
P4	FOR INFORMATION	DA	I	JH	12/06/2020
P5	FOR INFORMATION	DA	I	JH	21/08/2020
A	DA APPROVAL	DA	C	JH	14/09/2020

Description

B	FOR INFORMATION
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Drawn Status

ML	I	JH	06/11/2020
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App vd Date

Issue

Description

Drawn Status

App vd Date

Architect

D J
+
A S

Daryl Jackson
Alastair Swayn

Client

INNOVATION PROPERTY TRUST

Job

THE RIVERINA CLINIC
DEVELOPMENT APPLICATION

Description

PROPOSED SITE PLAN

Project Address

336 - 344 EDWARDS STREET
WAGGA WAGGA
NSW 2650

Scales

1:200 @ A1

Date

SEPTEMBER 2020

Job Number

19 257

Drawing Number

DA_TRC_A-060

Revision

B

0m 2m 4m 10m