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Traffic Impact Assessment Report

61 Verner Street, Goulburn

Proposed Medical Centre Development

23/04/2024

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Document Control

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Executive Summary

Quantum Traffic have been engaged to undertake a Traffic Impact Assessment in relation to a proposed medical centre 61 Verner Street, in Goulburn. This report summarises the various traffic engineering and transport planning assessments undertaken to assess the transport impacts of the proposed development.

Existing Conditions

Subject Site

The subject site is located within Goulburn's CBD, approximately 260m west of Goulburn Post Office and 510m northwest of Goulburn Railway Station. The subject site comprises lot 2 of plan DP1242185 and is zoned as B3: Commercial Core. Land uses surrounding the site are predominantly commercial, with residential land uses located further from the site. The subject site currently accommodates a single storey building which is understood to be vacant.

Active Travel and Public Transport Networks

The subject site is located in close proximity to the existing active travel and public transport networks, however, the ease of access by car is expected to significantly limit the share of sustainable travel modes.

Car Parking Conditions

Car parking surveys, undertaken on Wednesday, 22 February 2023, identified a total of 455 publicly available car parking spaces within approximately 200m walking distance of the subject site. When adjusted to account for the recently approved Goulburn Country Universities Centre development at 91 Bourke Street (the neighbouring site to the northeast), peak car parking demands are expected to occur at both 12noon and 1pm, when 282 cars are expected to be parked and 173 public car parking spaces are expected to be vacant (62% occupancy).

Proposed Development

The proposal is for the existing building on the subject site to be re-fit to accommodate a medical centre comprising six (6) consultation rooms and one (1) procedure room. The existing vehicle access via the shared loading dock at the rear of the site is proposed to be retained, but with no direct access to the proposed medical centre. A new vehicle access, for use by ambulances only, is proposed in the southern corner of the site, via Verner Street. This new vehicle access will result in the loss of two (2) on-street car parking spaces. The proposed development includes no on-site car parking for staff or clients.

Anticipated Car Parking Demands

Based on data collected on behalf of Transport for New South Wales at medical centres in regional locations, the proposed development is expected to generate demands for up to approximately 12 car parking spaces on a typical weekday. These car parking demands are expected to be comfortably accommodated within the public car parking in the vicinity of the site.

Anticipated Traffic Demands

Similarly, the proposed development is expected to generate approximately 13 vehicle trips during the morning peak hour, approximately 20 vehicle trips during the site peak hour (beginning just after 10am) and approximately seven (7) vehicle trips during the evening peak hour. These traffic demands are not expected to noticeably impact the performance of the road network in the vicinity of the site.

Car Parking Assessments

Under the *Goulburn Mulwaree DCP 2009* and the *Building Coe of Australia*, the proposed development has a requirement for 23 car parking spaces, including one (1) accessible car parking space. It is noted that a review of four (4) other medical centres in Goulburn indicated that none provided on-site car parking in accordance with these requirements.

The car parking demands associated with the proposed development are expected to be comfortably accommodated within the available, public car parking within close proximity of the subject site. This is due to the significant number of public car parking spaces available throughout a typical weekday.

Conclusions

On this basis, there are no traffic engineering reasons why the proposed development should not be approved, subject to appropriate conditions.

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Figures

1 Introduction

Quantum Traffic have been engaged to undertake a Traffic Impact Assessment (TIA) in relation to a proposed medical centre development at 61 Verner Street in Goulburn. This report summarises the various traffic engineering and transport planning assessments undertaken to assess the transport impacts of the proposed development.

2 Existing Conditions

2.1 Subject Site

The subject site is located on the east corner of the Bourke Street / Verner Street intersection, within Goulburn's CBD, approximately 260m west of Goulburn Post Office and approximately 510m northwest of Goulburn Railway Station. The subject site comprises lot 2 of plan DP1242185 and is zoned as B3: Commercial Core, as shown at Figure 1 below. Land uses surrounding the site are predominantly commercial, with residential land uses located further from the site.

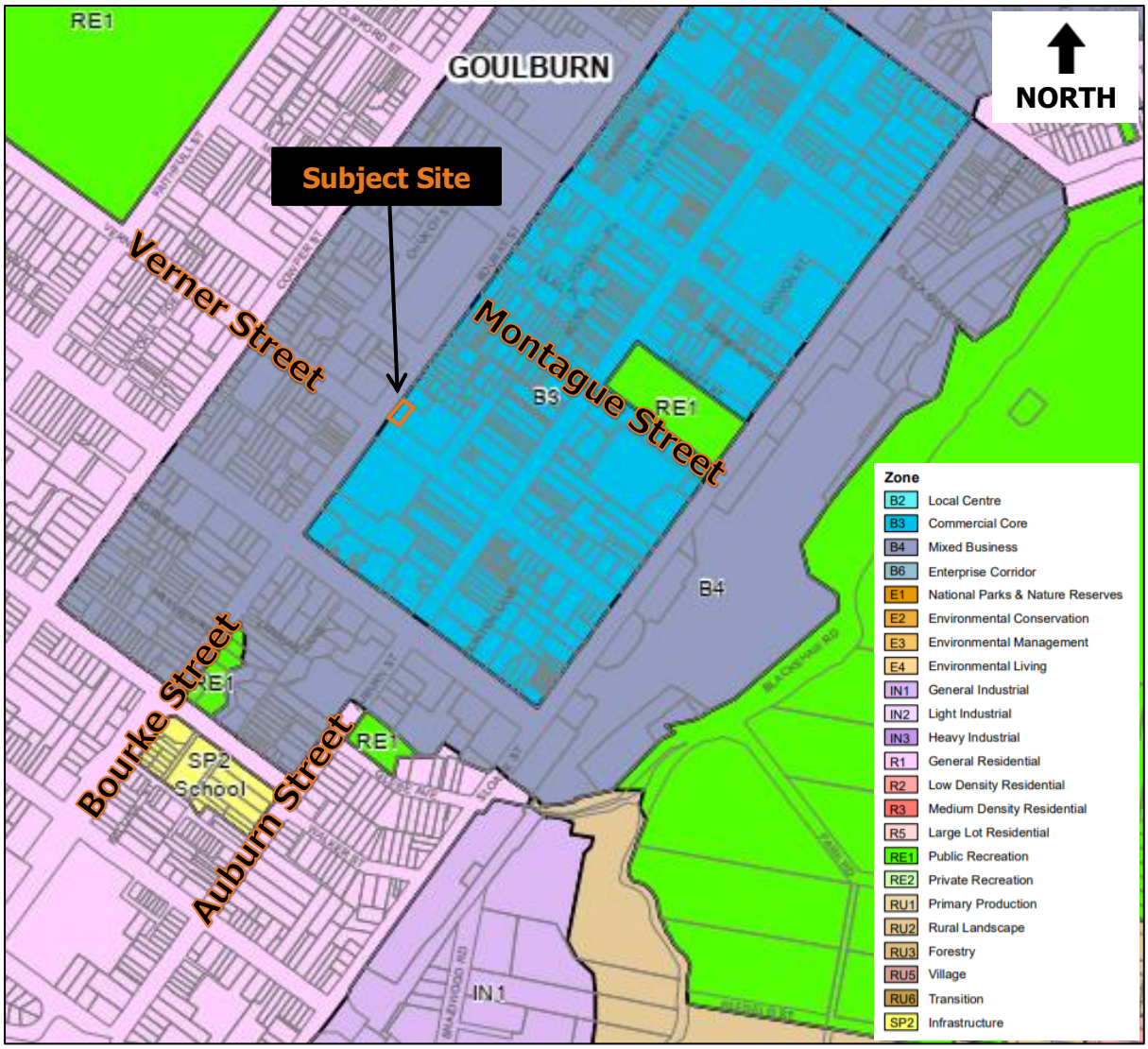


Figure 1: Locality Plan (source: NSW Legislation)

The subject site accommodates a single storey building which occupies the majority of the site. It is understood that this building is currently vacant. Figure 2 below presents an aerial photograph of the subject site.

Figure 2: Aerial Image (source: Nearmap)

Under the existing conditions, vehicular access to the subject site is limited to a shared loading dock at the rear of the site, which is accessible only via an accessway associated with The Abbey Motel, via Verner Street. It is noted that the 30 car parking spaces located at the rear of The Abbey Motel and are not available for use by staff or visitors associated with the subject site.

2.2 Active Travel and Public Transport Networks

The subject site is located in close proximity to Goulburn's active travel and public transport networks. Footpaths or wide paved verges are provided on both sides of the roadways throughout much of the area surrounding the subject site, while Figure 3 below presents a map of public transport routes throughout Goulburn.

Figure 3: Goulburn Public Transport Network

2.3 Road Network

Bourke Street is a local road which extends approximately 2.2km from Citizen Street in the northeast to Combermere Street in the southwest. In the vicinity of the subject site, Bourke Street forms a dual carriageway, comprising a single traffic lane in each direction, separated by an approximately 2m wide raised median. Bourke Street is subject to the urban default speed limit of 50km/h and a mass limit which prohibits vehicles weighing 12 tonnes or greater. Pedestrian footpaths and street lighting are provided on both sides of the roadway.

Verner Street is a local road which extends approximately 1.8km from Sloane Street in the southeast to Clinton Street in the northwest. In the vicinity of the subject site, Verner Street comprises a single carriageway which supports on-street parking and a single traffic lane in each direction, either side of a painted median. Verner Street is subject to the urban default speed limit of 50km/h, has streetlighting and footpaths on both sides of the roadway.

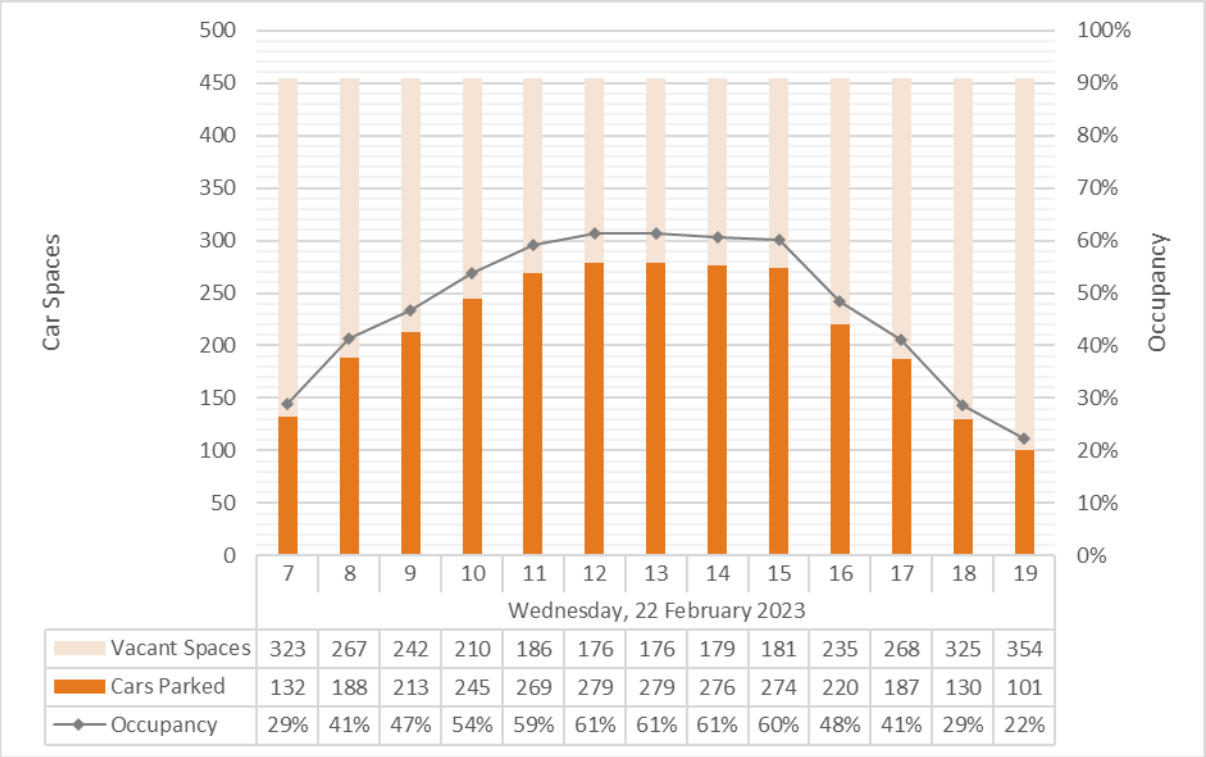
2.4 Car Parking

Car parking surveys were undertaken on Wednesday, 22 February 2023. These surveys identified a total of 455 publicly available car parking spaces within approximately 200m walking distance of the subject site (the 'study area'). Of these, 286 are suitable for commuter parking (i.e. 'unrestricted'). Figure 4 below presents the existing car parking restrictions within the study area.

Figure 4: Existing Car Parking Restrictions (aerial source: Nearmap)

The occupancy of these car parking spaces was surveyed at hourly intervals between 7am and 7pm on Wednesday, 22 February 2023. It is noted that at the time of these surveys, the subject site was vacant and 91 Bourke Street (the neighbouring site to the northeast), which has recently had a DA approved) was operating as a number of offices (totalling approximately 430m^2 GFA). On this basis, the observed car parking demand profile, presented at Figure 5 below, is considered to include no car parking demands associated with the subject site, and

car parking demands associated with the existing office use at 91 Bourke Street. Full details of the existing car parking conditions are provided at Appendix A.



	7	8	9	10	11	12	13	14	15	16	17	18	19
Vacant Spaces	323	267	242	210	186	176	176	179	181	235	268	325	354
Cars Parked	132	188	213	245	269	279	279	276	274	220	187	130	101
Occupancy	29%	41%	47%	54%	59%	61%	61%	61%	60%	48%	41%	29%	22%

Figure 5: Observed Background Car Parking Demand Profile

The peak demand for car parking occurred between 12noon and 1pm, when 279 cars were observed to be parked (61% occupancy). This left a total of 176 publicly available car parking spaces vacant, within the study area.

There are a total of seven (7) accessible car parking spaces located within approximately 200m walking distance of the subject site, including four (4) spaces located between 35m to 75m walking distance from the site. Of these four (4) most-proximate accessible spaces, at least three (3) were observed to be vacant throughout much of the day, with a minimum of two (2) spaces vacant at 10am.

2.5 Existing Land Uses

Noting that DA/0017/2324 (to replace the existing office land uses at 91 Bourke Street, with Goulburn Country Universities Centre (Goulburn CUC)) was approved in November of 2023, the following sections set out the likely traffic and car parking demands associated with the future land use at 91 Bourke Street.

Traffic analysis undertaken by Quantum Traffic as part of that DA indicated that the Goulburn CUC would generate demands for between one (1) fewer and three (3) more car parking spaces compared to the existing office land uses accommodated at 91 Bourke Street. Figure 6 below presents a comparison of the car parking demands associated with the existing office land uses and the approved Goulburn CUC, at 91 Bourke Street.

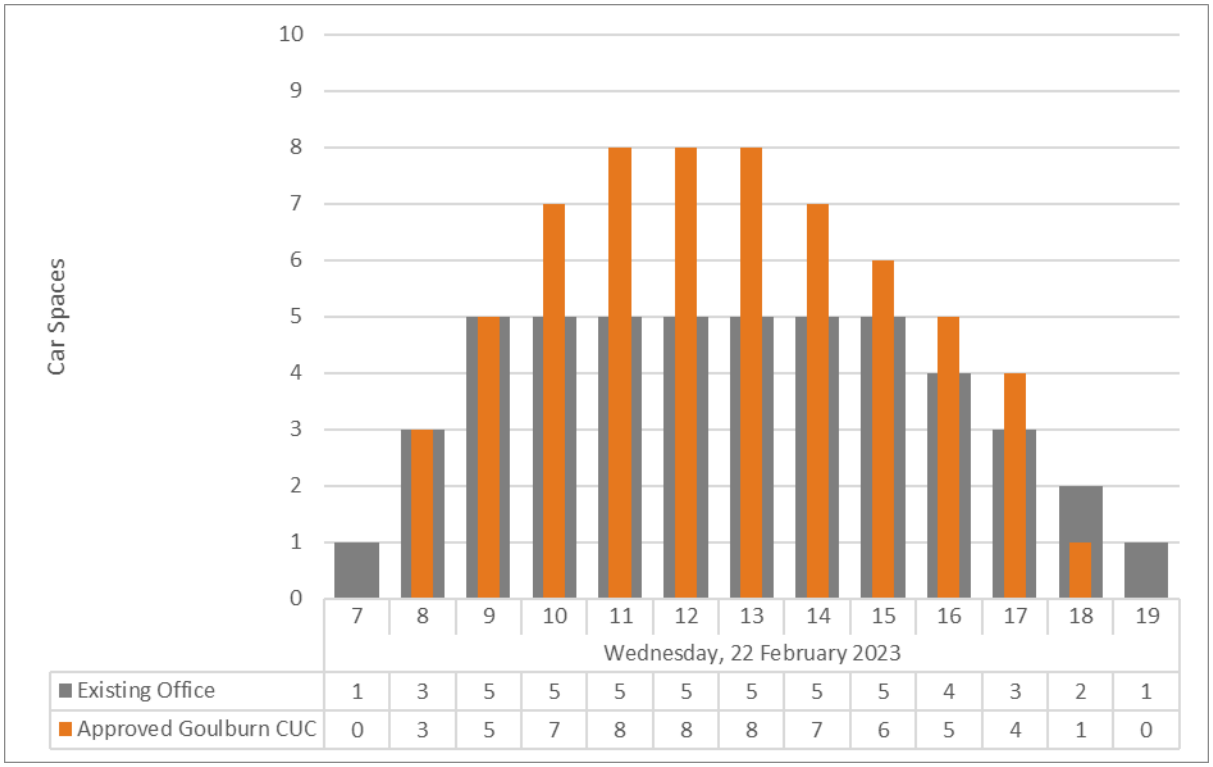
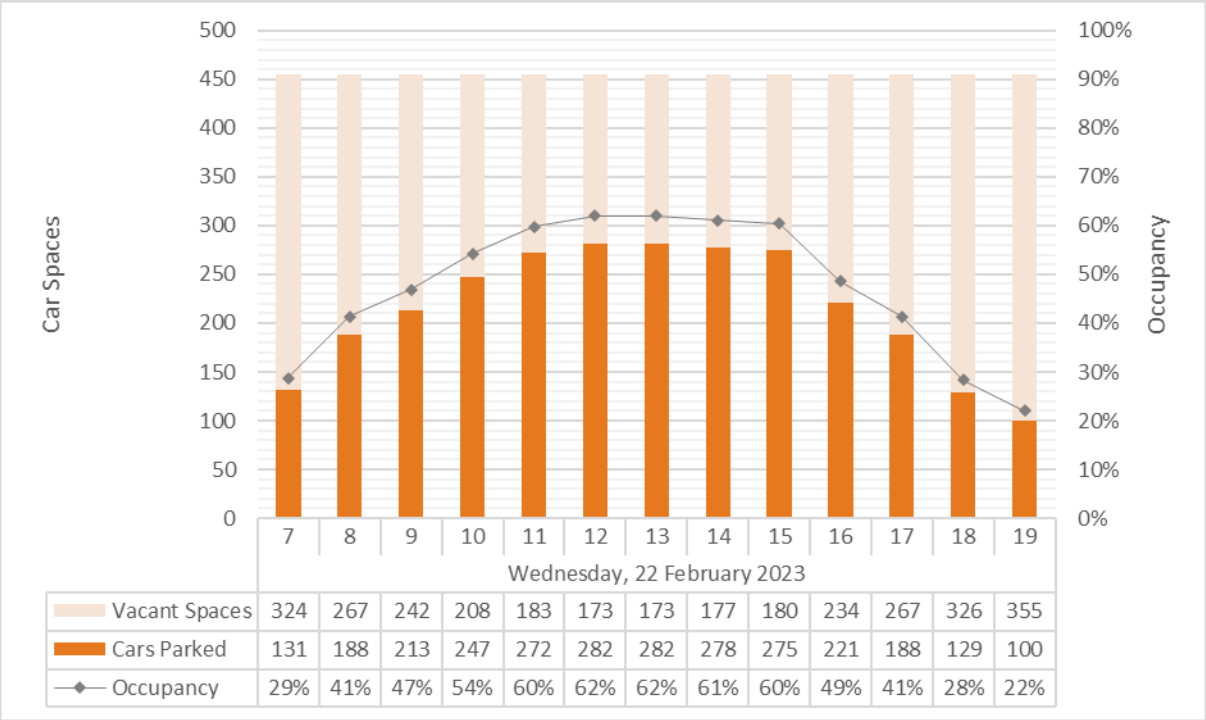


Figure 6: 91 Bourke Street – Car Parking Demand Profile Comparison

This analysis is based on revised background car parking demands, presented at Figure 7 below, which assume that the Goulburn CUC is operational. On this basis, the peak demand for car parking would be expected to occur between 12noon and 1pm, when 282 cars are expected to be parked (62% occupancy). This would leave a total of 173 publicly available car parking spaces vacant, within the study area.

Of the four (4) most-proximate accessible spaces, at least three (3) would be expected to remain vacant throughout much of the day, with a minimum of two (2) spaces expected to be vacant at 10am.



	7	8	9	10	11	12	13	14	15	16	17	18	19
Vacant Spaces	324	267	242	208	183	173	173	177	180	234	267	326	355
Cars Parked	131	188	213	247	272	282	282	278	275	221	188	129	100
Occupancy	29%	41%	47%	54%	60%	62%	62%	61%	60%	49%	41%	28%	22%

Figure 7: Revised Background Car Parking Demand Profile

3 Proposed Development

The proposal is to fit-out the existing building on the subject site to accommodate a medical centre comprising six (6) consultation rooms and one (1) procedure room, as shown at Figure 8 below. A larger copy of these plans are provided at Appendix B.

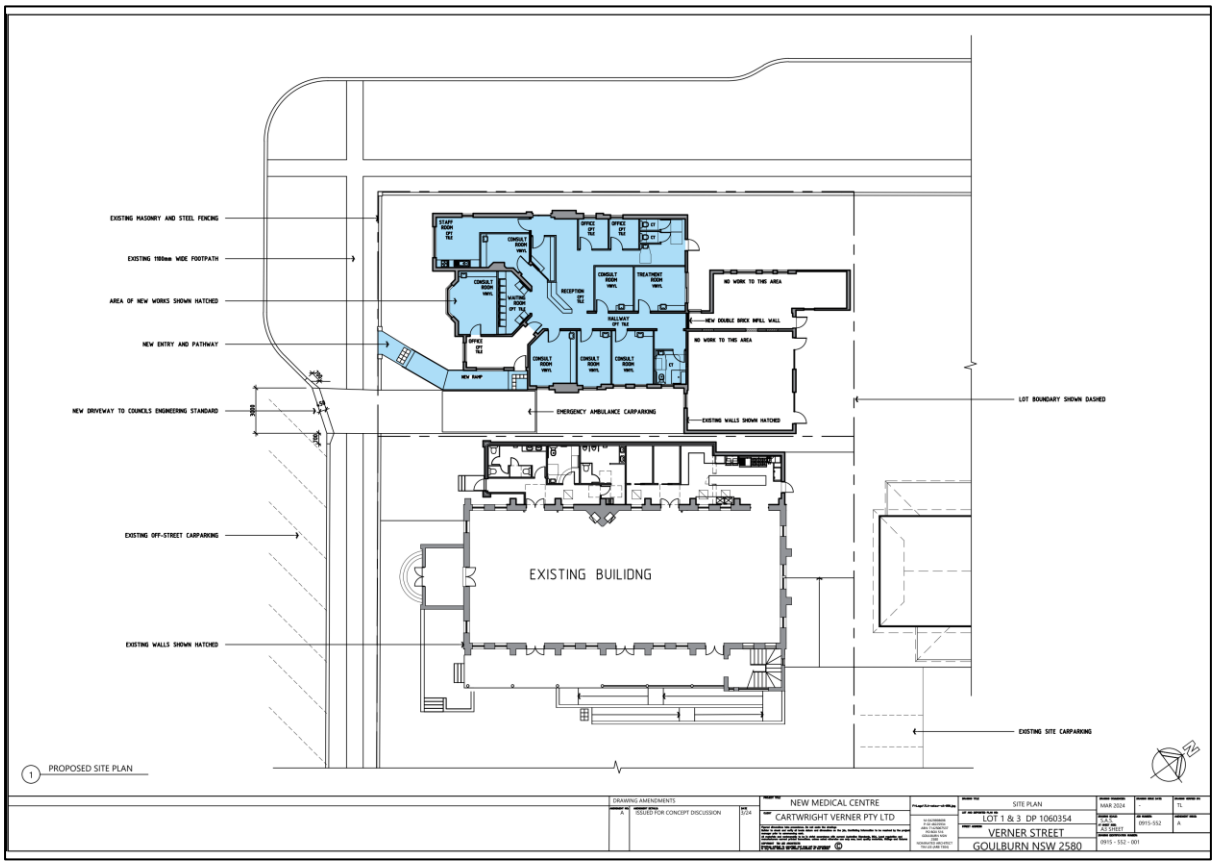


Figure 8: Proposed Development – Site Plan

The existing vehicle access to the subject site, via the shared loading dock at the rear of the site, is proposed to be retained, however this existing vehicle access will not be directly accessible from the proposed medical centre. The proposed development includes an additional vehicle access, for use by ambulances only, via Verner Street in the southern corner of the site. This new vehicle access will result in the loss of two (2) on-street car parking spaces. The proposed development does not include any on-site car parking for staff or clients.

It is noted that consultation and procedure rooms differ in their fit-out and use. Typically, consultation rooms are used for medical practitioners meeting clients and performing simple examinations. In the case that a minor procedure is required, both the client and the medical practitioner will leave the consultation room and go to a procedure room. In this way, the procedure room is considered to be ancillary to the consultation rooms.

Finally, this analysis assumes a ratio of one (1) reception/administrative/nursing staff member per two (2) medical practitioners. As such, this analysis assumes a total of nine (9) staff, comprising:

- Six (6) medical practitioners (one (1) per consultation room), and
- Three (3) other administrative / nursing staff.

3.1 Car Parking Demands

The car parking demands for the proposed development have been estimated based on analysis of data collected on behalf of Transport for New South Wales (TfNSW, then Roads and Maritime Services) and published in *Trip Generation Surveys: Medical Centres*. This data was collected in March 2015 at a total of 20 medical centres throughout Sydney and regional NSW. For the purposes of this assessment, only the data associated with the six (6) regional sites have been considered, as these are expected to better represent the proposed development.

Statistical analysis of this data identified a strong correlation between the peak car parking demands on weekdays, with the total number of consultation rooms at the medical centre. On this basis, Figure 9 below presents the weekday profile of car parking demand rates at the regional sites.

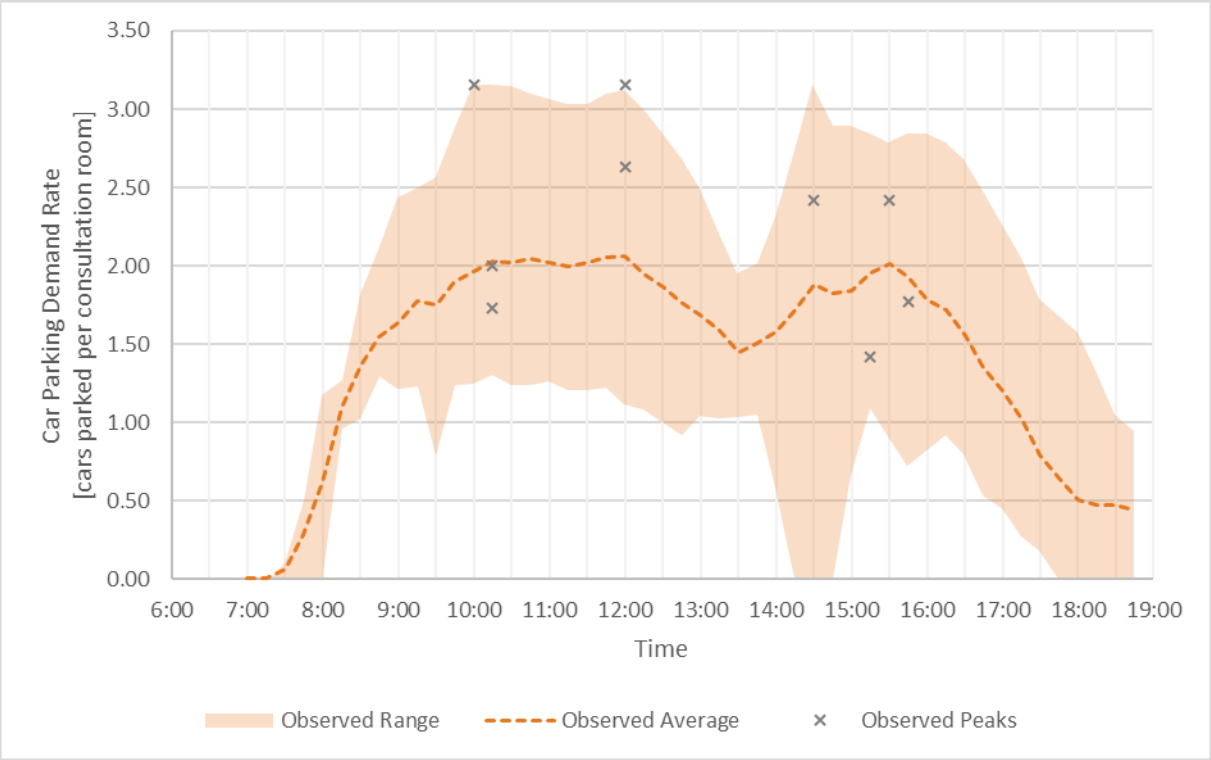


Figure 9: Weekday Profile of Car Parking Demand Rate – Regional Sites

On weekdays, the car parking demands associated with medical centres, experience two (2) broad peaks of similar magnitude, the first between approximately 10am and midday, with the second occurring between approximately 2:30pm and 4pm. This profile broadly reflects the 'core' operating hours of the medical centre, during which most medical practitioners are working. The decrease in the early afternoon is likely due to practitioners taking their lunch breaks (and hence having fewer clients on-site).

This analysis therefore suggests that the proposed development (with its six (6) consultation rooms) will, on weekdays, generate a peak demand for up to 12 car parking spaces, all of which would be accommodated off-site. Figure 10 below, presents the anticipated car parking demands associated with the proposed development.

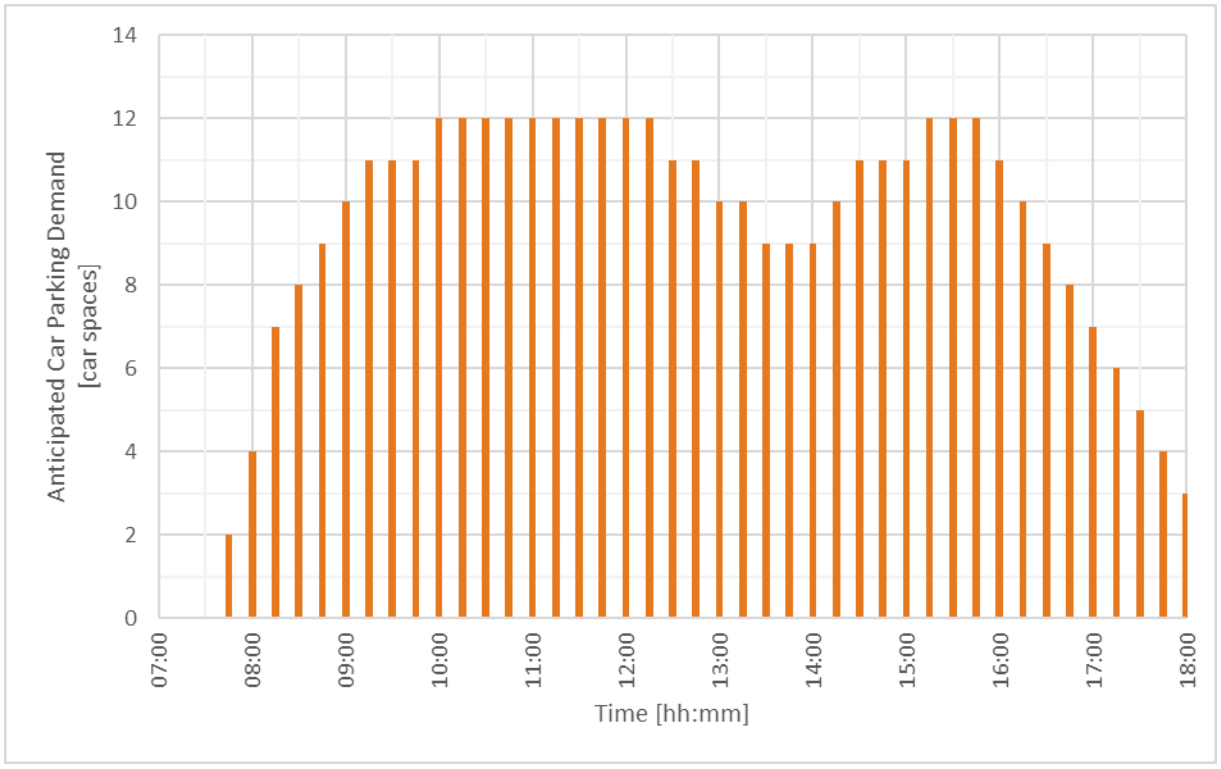


Figure 10: Car Parking Demand Profile – Proposed Development

3.2 Traffic Demands

TfNSW's *Trip Generation Surveys: Medical Centres* dataset also includes observations on the number of vehicle trips generated by the various medical centres. Figure 11 below presents the hourly traffic generation rates observed at the regional sites on typical weekdays.

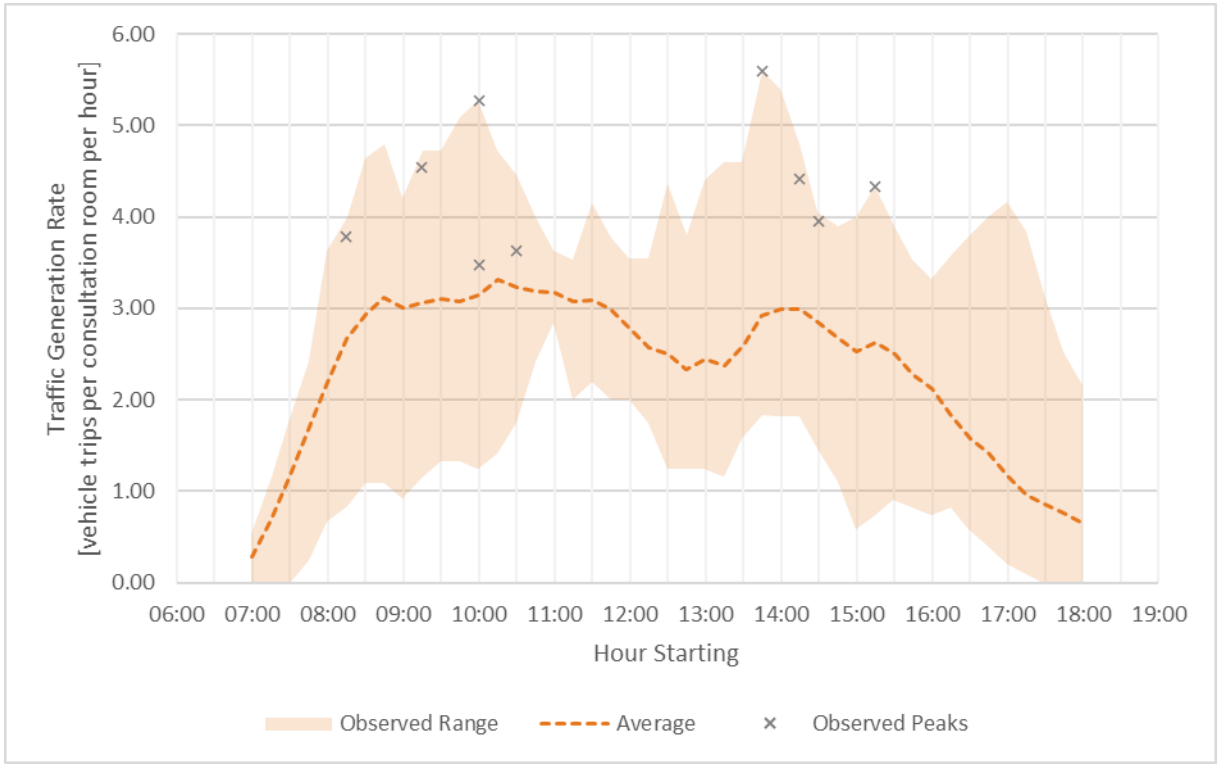


Figure 11: Weekday Traffic Generation Rate Profiles – Regional Sites

On weekdays, the observed regional medical centres generated an average of approximately 2.2 vehicle trips per consultation room during the morning peak hour, approximately 3.3 vehicle trips per consultation room during the site peak hour (beginning just after 10am) and approximately 1.2 vehicle trips per consultation room during the evening peak hour.

This analysis therefore suggests that the proposed development (with its six (6) consultation rooms) will, on weekdays, generate approximately 13 vehicle trips during the morning peak hour, 20 vehicle trips during the site peak hour and seven (7) vehicle trips during the evening peak hour, as set out at Figure 12 below.

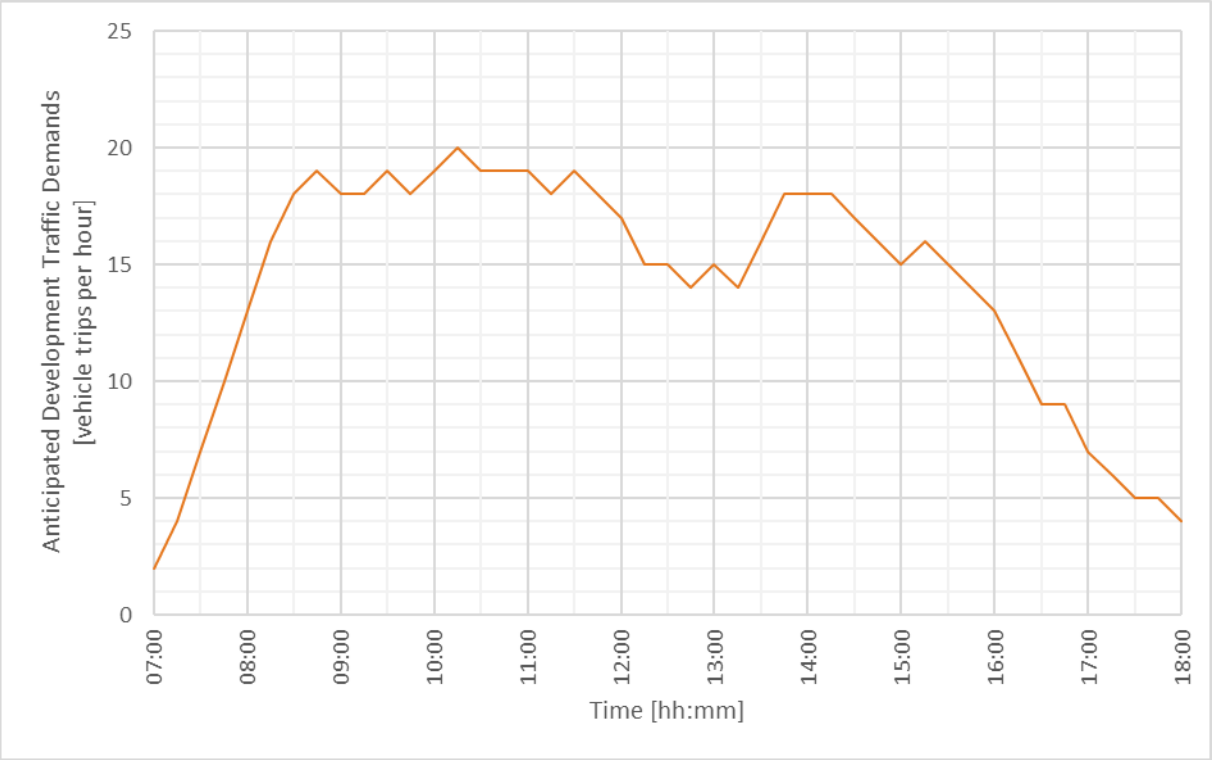


Figure 12: Anticipated Development Traffic Demand Profile

These traffic demands are not expected to noticeably impact the performance of the road network in the vicinity of the subject site.

4 Car Parking Assessments

The following sections set out the car parking assessments undertaken in relation to the proposed development.

4.1 Car Parking Requirements

4.1.1 Overall Car Parking Requirement

In accordance with the *Goulburn Mulwaree Development Control Plan 2009* (the *DCP*), the proposed land use ('medical centre/health consulting rooms') has a requirement for:

> *"3 spaces per consulting room; plus 1 space for each 2 employees"*

On this basis, the car parking requirement for the proposed development is 23 car parking spaces, as set out at Table 1 below.

Table 1: Car Parking Requirement – Overall Car Parking

Land Use	Size / Number	Overall Car Parking Requirement	
		Rate	Spaces
Medical Centre	6 consultation rooms[1]	3 car parking spaces per consultation room	18 car parking spaces
	9 staff members	1 car parking space per 2 staff members	5 car parking spaces
	-	**-**	**23 car parking spaces**

Note:
[1] One (1) consultation room per practitioner assumed.

While the statutory car parking requirement could be considered to represent a conservative estimate of the car parking demands associated with the proposed development, the provision of this level of car parking on the subject site would be an inefficient use of space and would represent poor urban planning outcomes.

Desktop Review

By way of comparison, a desktop review of the on-site car parking at a number of similar medical clinics throughout Goulburn has been undertaken. As the number of consultation rooms and total number of employees are not known for these similar medical centres, the number of medical practitioners (general practitioners and allied health staff) has been used as a proxy (i.e. each practitioner would be expected to occupy one (1) consultation room). Table 2 below summarises this review.

Table 2: On-site Car Parking Provision – Medical Centres in Goulburn

Name	Size	On-Site Car Parking
Proposed Development	6 medical practitioners	-
Argyle Medical Centre	8 medical practitioners	18 car parking spaces
Clinton Medical Centre	4 medical practitioners	14 car parking spaces
Goulburn Medical Clinic	17 medical practitioners	22 car parking spaces
Marima Medical Clinic	14 medical practitioners	15 car parking spaces

On this basis, it is clear that none of the reviewed medical centres provide sufficient on-site car parking to meet their statutory requirements. Therefore, it is expected that the existing medical centres rely on publicly available car parking to accommodate their operational

demands. This arrangement is considered appropriate as it allows the sharing of car parking spaces by a range of nearby land uses, whereby complementary car parking demands result in overall efficiencies.

4.1.2 Accessible Car Parking Requirement

Under the *Building Code of Australia* the proposed development requires accessible car parking at the following rate:

> *"1 space for every 50 carparking spaces or part thereof"*

As such, the accessible car parking requirement for the proposed development is one (1) car parking space, as set out at Table 3 below. It is noted that this accessible car parking requirement is included within the overall car parking requirement.

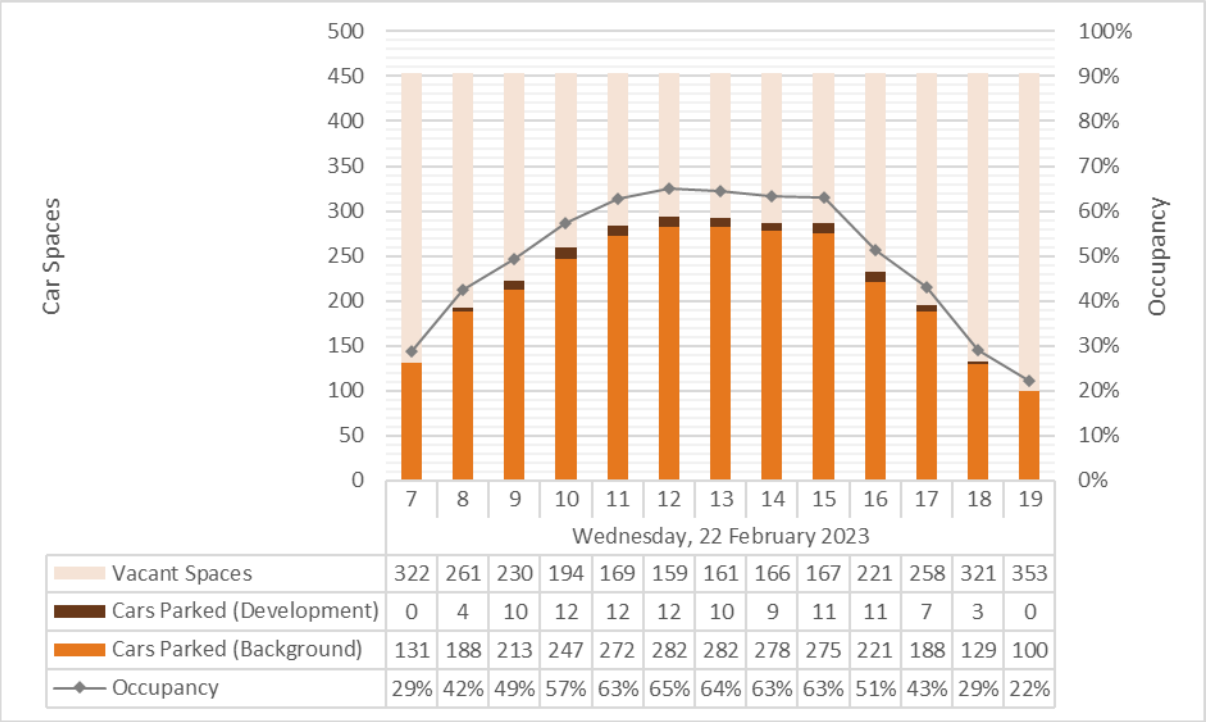
Table 3: Statutory Car Parking Requirement – Accessible Car Parking

Land Use	Size / Number	Accessible Car Parking Requirement	
		Rate	Spaces
Medical Centre	23 car parking spaces	1 accessible space per 50 spaces or part thereof	1 accessible car parking space

4.2 Anticipated Car Parking Conditions

The empirical analysis of car parking demands (section 3.1, page 9) indicated that the proposed development will generate a peak car parking demand for 12 car parking spaces. Given the lack of on-site car parking, the proposed development is expected to result in an overflow of up to 12 vehicles into the publicly car parking resources in the vicinity of the subject site.

Figure 13 below presents the anticipated future demand profile associated with the publicly available car parking within the study area. It is noted that the below figure adopts development car parking demands based on the empirical analysis as set out in section 3.1 (page 9) and also considers the loss of two (2) on-street car parking spaces in order to accommodate the proposed ambulance access via Verner Street.



	7	8	9	10	11	12	13	14	15	16	17	18	19
Vacant Spaces	322	261	230	194	169	159	161	166	167	221	258	321	353
Cars Parked (Development)	0	4	10	12	12	12	10	9	11	11	7	3	0
Cars Parked (Background)	131	188	213	247	272	282	282	278	275	221	188	129	100
Occupancy	29%	42%	49%	57%	63%	65%	64%	63%	63%	51%	43%	29%	22%

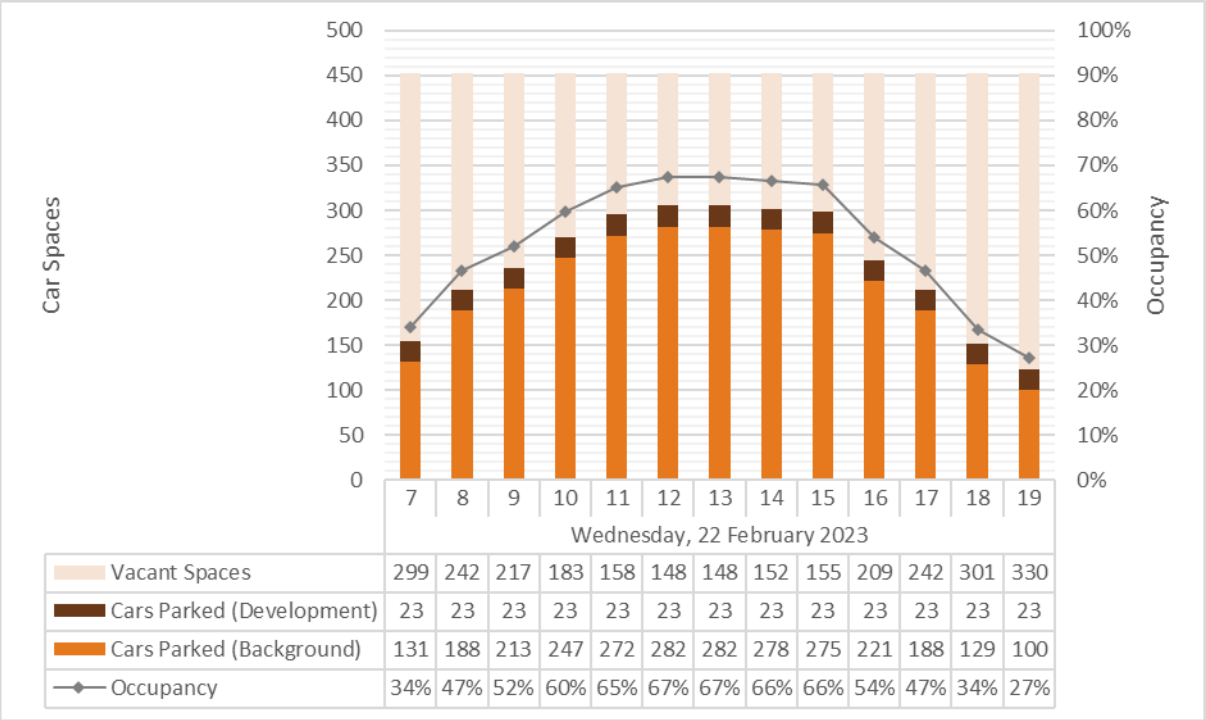
Figure 13: Anticipated Future Car Parking Demand Profile

On this basis, under a future scenario with the proposed development, it is expected that at-least 159 publicly available car parking spaces will remain vacant within the study area. This represents a peak car parking occupancy of 65%, significantly less than the 85% occupancy typically considered to represent practical capacity.

4.3 Sensitivity Test

Given the differences between the empirical car parking demands and the statutory requirement for car parking, a sensitivity test has been undertaken to assess the impacts of a more conservative estimation of car parking demands associated with the proposed development. For the purposes of this sensitivity test, the magnitude of the statutory car parking requirement (23 car parking spaces) has been adopted as the peak car parking demand associated with the proposed development. Under this scenario, a peak demand for 23 car parking spaces would overflow from the subject site.

Figure 14 below presents the publicly available car parking conditions, within the study area, under the sensitivity test scenario and including the loss of two (2) on-street car parking spaces to accommodate the proposed ambulance access via Verner Street.



	7	8	9	10	11	12	13	14	15	16	17	18	19
Vacant Spaces	299	242	217	183	158	148	148	152	155	209	242	301	330
Cars Parked (Development)	23	23	23	23	23	23	23	23	23	23	23	23	23
Cars Parked (Background)	131	188	213	247	272	282	282	278	275	221	188	129	100
Occupancy	34%	47%	52%	60%	65%	67%	67%	66%	66%	54%	47%	34%	27%

Figure 14: Sensitivity Test – Car Parking Demand Profile

Under these conservative sensitivity test conditions, it would be expected that at least 150 publicly available car parking spaces will remain vacant within the study area. This represents a peak car parking occupancy of 67%. Under these conditions, drivers would still be expected to find an available car parking space without unnecessary difficulty. This is therefore considered to be an efficient use of the public supply of car parking within central Goulburn.

4.4 Summary

The supply of publicly available car parking, within approximately 200m walking distance of the subject site, is therefore expected to comfortably accommodate the 'overflow' of car parking demands associated with the proposed development.

5 Conclusions

Quantum Traffic have undertaken a TIA for the proposed development at 61 Verner Street in Goulburn. As part of these assessments, it has been concluded that:

a) The subject site is currently zoned as B3: Commercial Core and is surrounded by other commercial land uses. The subject site currently accommodates a single-storey building, which is currently vacant,

b) Vehicular access to the subject site is limited to a shared loading dock, accessible via The Abbey Motel accessway, at the rear of the site,

c) The subject site is located in close proximity to active travel infrastructure and the public transport network. It is however noted that the ease of travel by car is expected to significantly limit the number of trips by sustainable travel modes,

d) Observations of the existing car parking conditions, adjusted to account for the recently approved Goulburn CUC development at 91 Bourke Street (the neighbouring site to the northeast) indicate that:
   i. There are a total of 455 public car parking spaces within approximately 200m walking distance of the subject site,
   ii. The peak car parking demand is expected at both 12noon and 1pm, when 282 cars are expected to be parked and 173 car parking spaces are expected to be vacant. This reflects a peak car parking occupancy of 62%, and
   iii. A minimum of two (2) accessible car parking spaces, located between 35m and 75m of the subject site, were vacant throughout the survey period.

e) It is proposed for the existing building on the subject site to accommodate a six (6) practitioner medical centre,

f) A new vehicle access, for use by ambulances only, is proposed in the south corner of the site via Verner Street. This new vehicle access will result in the loss of two (2) on-street car parking spaces,

g) The proposed development expected to generate:
   i. A peak demand for up to 12 car parking spaces, and
   ii. Approximately 13 vehicle trips during the morning peak hour, 20 vehicle trips during the site peak hour (beginning just after 10am) and seven (7) vehicle trips during the evening peak hour.

h) A review of the *Goulburn Mulwaree DCP 2009* and the *Building Code of Australia* indicates that the proposed development has car parking requirements for:
   i. 23 car parking spaces, and
   ii. One (1) accessible car parking space (included within the above requirements).

i) There are sufficient available car parking spaces, within close proximity of the site, to accommodate the anticipated car parking demands associated with the proposed development. This is due to the significant number of public car parking spaces available throughout a typical weekday.

On this basis, there are no traffic engineering reasons why the proposed development should not be approved, subject to appropriate conditions.

Appendix A:

Existing Car Parking Conditions

2024-0114: 61 Verner Street, Goulburn

Existing Conditions Car Parking Data

Street	Side	Section	Restriction	Capacity	Cars Parked Wednesday, 22 February 2023												
					7	8	9	10	11	12	13	14	15	16	17	18	19
Bourke Street	Northwest Side	Clinton Street to Verner Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (parallel)	**6**	2	5	4	3	3	5	4	4	5	5	4	3	2
			Unrestricted (45 degree)	**20**	7	8	12	13	13	14	15	15	14	12	10	7	6
			Unrestricted (parallel)	**2**	0	1	0	2	1	1	2	1	1	1	0	1	1
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
		Verner Street to Church Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			P30mins 3pm-6pm School Days (parallel)	**3**	0	0	1	2	1	1	1	0	0	1	1	0	0
			Unrestricted (45 degree)	**7**	2	3	3	3	4	2	2	3	2	1	2	2	0
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
		Church Street (southwest) to Church Street (northeast)	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (45 degree)	**19**	2	7	8	9	9	10	12	12	12	10	4	2	1
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (45 degree)	**14**	2	1	4	5	3	3	2	1	4	2	2	3	1
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
	Southeast Side	Church Street (northeast) to Montague Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			P Disabled Only (45 degree)	**2**	0	0	0	0	0	0	1	1	0	0	0	0	0
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (45 degree)	**12**	4	3	5	5	5	4	5	4	4	3	4	2	1
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (parallel)	**3**	1	1	1	2	1	2	2	1	2	1	1	0	1
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
		Montague Street to Verner Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (45 degree)	**42**	5	9	12	13	24	25	26	24	31	24	14	9	5
			P Disabled Only (45 degree)	**1**	0	0	0	1	1	1	0	0	0	0	0	0	0
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
		Verner Street to Clinton Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (parallel)	**3**	0	1	1	2	2	2	1	3	2	1	0	2	1
			P Disabled Only (45 degree)	**1**	0	0	1	1	0	0	0	0	0	0	1	0	0
			Unrestricted (45 degree)	**13**	5	4	4	6	8	8	8	7	6	5	4	4	2
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Cartwright Place	Southeast Side	Montague Street to Verner Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			4P 8:30am-6pm Mon-Fri (parallel)	**2**	0	2	1	1	0	0	1	2	2	1	2	2	2
			Loading Zone (parallel)	**3**	1	1	1	0	0	0	1	1	1	1	0	0	1
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (45 degree)	**14**	4	12	13	10	11	12	12	13	10	9	10	6	4
			Unrestricted (parallel)	**21**	8	14	15	15	16	18	18	20	20	14	12	8	4
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
	Northwest Side	Verner Street to Montague Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (45 degree)	**25**	15	18	17	17	19	19	20	21	21	14	11	6	8
			Unrestricted (parallel)	**10**	6	7	7	7	8	9	9	9	4	5	5	2	1
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0

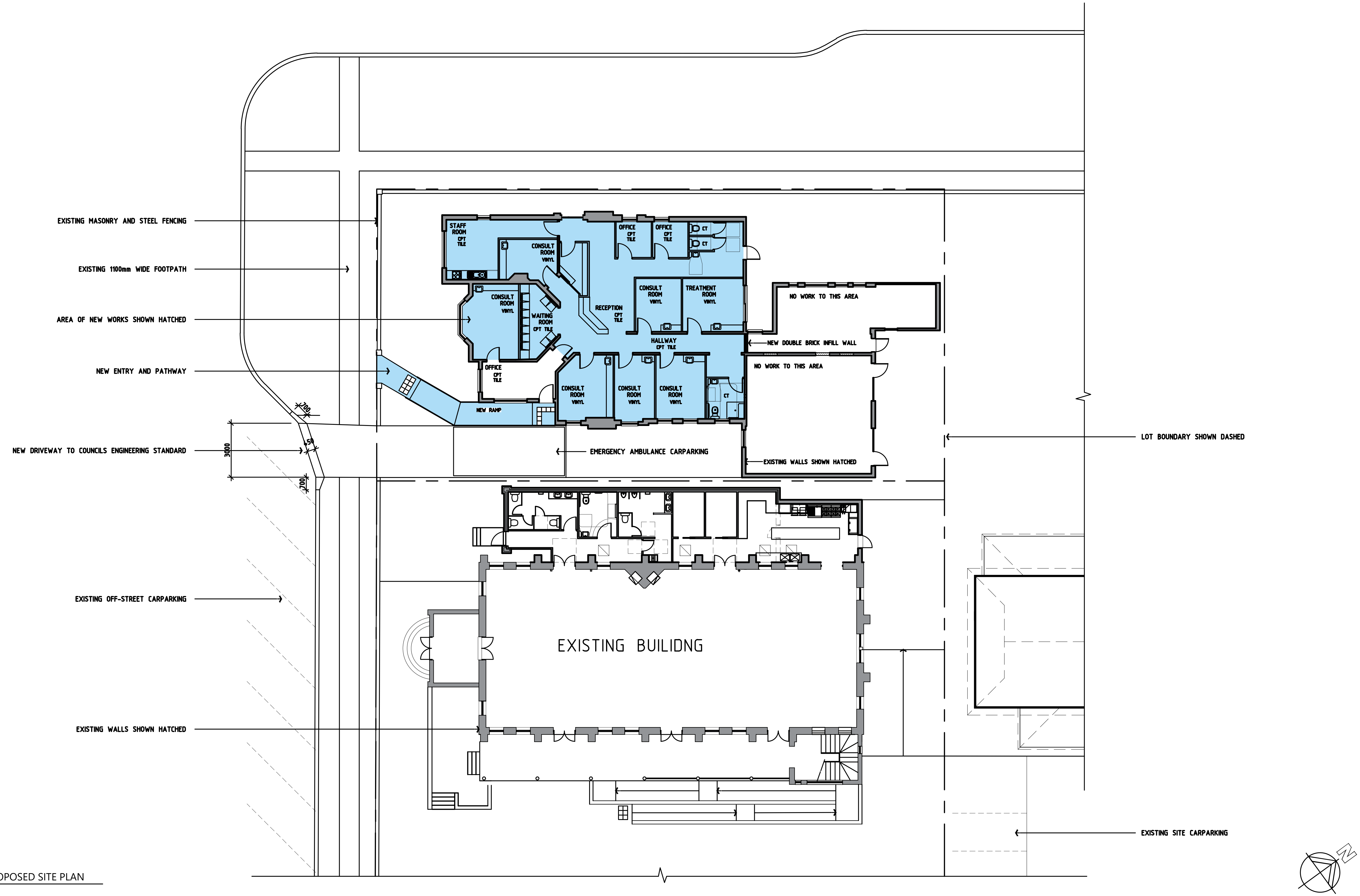
2024-0114: 61 Verner Street, Goulburn

Existing Conditions Car Parking Data

Street	Side	Section	Restriction	Capacity	Cars Parked Wednesday, 22 February 2023												
					7	8	9	10	11	12	13	14	15	16	17	18	19
Church Street	Southwest Side	Bourke Street to Shepherds Court	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (45 degree)	**8**	3	3	4	5	5	4	4	3	6	5	5	1	0
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
	Northwest Side	Shepherds Court to Montague Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (parallel)	**4**	0	1	2	2	4	3	3	2	1	2	1	0	0
			Unrestricted (45 degree)	**3**	1	2	2	3	3	2	1	2	1	1	0	1	0
			Unrestricted (parallel)	**4**	1	2	1	1	0	1	2	2	2	0	0	0	1
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
	Southeast Side	Montague Street to Shepherds Court	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (parallel)	**10**	4	3	2	1	4	4	4	3	5	4	3	2	1
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
	Northeast Side	Shepherds Court to Bourke Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (45 degree)	**11**	6	7	7	9	6	5	5	4	5	4	5	3	1
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Montague Street	Northeast Side	Bourke Street to Cartwright Place	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (45 degree)	**20**	0	2	4	3	3	3	4	5	5	5	4	3	4
			P Disabled Only (45 degree)	**1**	0	0	1	1	1	1	0	0	1	0	0	0	0
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
	Southwest Side	Cartwright Place to Bourke Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (45 degree)	**10**	2	3	3	4	5	5	6	6	4	2	1	0	0
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Verner Street	Southwest Side	Auburn Street to Bourke Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (45 degree)	**25**	6	9	14	15	21	22	23	21	20	14	13	12	14
			P Disabled Only (45 degree)	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
		Bourke Street to Cowper Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (45 degree)	**22**	5	7	9	9	9	13	12	12	10	11	6	4	4
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
	Northeast Side	Cowper Street to Bourke Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			Unrestricted (45 degree)	**23**	8	9	9	10	12	12	10	12	13	10	8	3	4
			P Disabled Only (45 degree)	**1**	0	1	0	0	0	0	0	0	0	0	0	0	0
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
		Bourke Street to Auburn Street	No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
			2P 8:30am-6pm Mon-Fri, 8:30am-12:30pm Sat (45 degree)	**22**	9	18	20	20	21	17	16	16	18	14	13	14	11
			Taxi Zone	**5**	0	0	0	0	0	1	1	0	1	0	0	1	1
			No Stopping	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Off-Street Carpark (North of Cartwright Place)			Unrestricted (90 degree)	**69**	24	25	26	45	46	51	48	47	43	39	41	28	21
			Long Vehicles Only (90 degree)	**1**	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	**Capacity**				**455**	**455**	**455**	**455**	**455**	**455**	**455**	**455**	**455**	**455**	**455**	**455**	**455**
	Cars Parked				**132**	**188**	**213**	**245**	**269**	**279**	**279**	**276**	**274**	**220**	**187**	**130**	**101**
	Vacant Spaces				**323**	**267**	**242**	**210**	**186**	**176**	**176**	**179**	**181**	**235**	**268**	**325**	**354**
	Occupancy				**29%**	**41%**	**47%**	**54%**	**59%**	**61%**	**61%**	**61%**	**60%**	**48%**	**41%**	**29%**	**22%**

Appendix B:

Development Plans



1 PROPOSED SITE PLAN

DRAWING AMENDMENTS		
AMENDMENT NO:	AMENDMENT DETAILS:	DATE
A	ISSUED FOR CONCEPT DISCUSSION	3/24

PROJECT TITLE: NEW MEDICAL CENTRE

CLIENT: CARTWRIGHT VERNER PTY LTD

Figured dimensions take precedence. Do not scale the drawings
Builder to check and verify all levels datum and dimensions on the job. Conflicting information to be resolved by the project manager prior to commencing work.
All materials and workmanship to be in strict accordance with current Australian Standards, BCA, Local regulation and manufacturers current printed instructions. unless noted otherwise use only new, best quality materials, fittings and fixtures

F:\Logo\TLA-colour-all-250.jpg

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PO BOX 516
GOULBURN NSW
2580
NOMINATED ARCHITECT
TIM LEE (ARB 7304)

DRAWING TITLE: SITE PLAN

LOT AND DEPOSITED PLAN NO: LOT 1 & 3 DP 1060354

STREET ADDRESS: VERNER STREET
GOULBURN NSW 2580

DRAWING COMMENCED:	DRAWING ISSUE DATE:	DRAWING VERIFIED BY:
MAR 2024	-	TL
DRAWING SCALE: S.A.S. AT SHEET SIZE: A3 SHEET	JOB NUMBER: 0915-552	AMENDMENT ISSUE: A
DRAWING IDENTIFICATION NUMBER: 0915 - 552 - 001		