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Partnered Health Pty Ltd

Kingston Plaza Medical Centre Expansion
Traffic Impact Assessment

October 2025

CELEBRATING 15 YEARS
2008 - 2023

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1. Introduction

1.1 Background

Midson Traffic has been engaged by Partnered Health Pty Ltd to prepare a Traffic Impact Assessment (TIA) for the proposed expansion of the existing Kingston Plaza General Practice located within Kingston Plaza Shopping Centre, 20 Channel Highway, Kingston.

The proposal involves expanding the existing medical centre into the adjacent vacant tenancy formerly occupied by F45 Training (Shop 12), consolidating both tenancies into a single medical centre premises (Shop 12). The expanded centre will provide additional consulting rooms and treatment facilities to meet increasing demand for medical services within the Kingborough area, designated as a Distribution Priority Area by the Australian Government Department of Health

1.2 Traffic Impact Assessment (TIA)

A traffic impact assessment (TIA) is a process of compiling and analysing information on the impacts that a specific development proposal is likely to have on the operation of roads and transport networks. A TIA should not only include general impacts relating to traffic management, but should also consider specific impacts on all road users, including on-road public transport, pedestrians, cyclists and heavy vehicles.

This TIA has been prepared in accordance with the Department of State Growth (DSG) publication, *Traffic Impact Assessment Guidelines*, August 2020. This TIA has also been prepared with reference to the Austroads publication, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020.

Land use developments generate traffic movements as people move to, from and within a development. Without a clear understanding of the type of traffic movements (including cars, pedestrians, trucks, etc), the scale of their movements, timing, duration and location, there is a risk that this traffic movement may contribute to safety issues, unforeseen congestion or other problems where the development connects to the road system or elsewhere on the road network. A TIA attempts to forecast these movements and their impact on the surrounding transport network.

A TIA is not a promotional exercise undertaken on behalf of a developer; a TIA must provide an impartial and objective description of the impacts and traffic effects of a proposed development. A full and detailed assessment of how vehicle and person movements to and from a development site might affect existing road and pedestrian networks is required. An objective consideration of the traffic impact of a proposal is vital to enable planning decisions to be based upon the principles of sustainable development.

This TIA also addresses the relevant clauses of Codes E5.0, *Road and Railway Assets Code*, and E6.0, *Parking and Access Code*, of the Kingborough Interim Planning Scheme, 2015.

1.3 Statement of Qualification and Experience

This TIA has been prepared by an experienced and qualified traffic engineer in accordance with the requirements of Council's Planning Scheme and The Department of State Growth's, *Traffic Impact Assessment Guidelines*, August 2020, as well as Council's requirements.

The TIA was prepared by Keith Midson. Keith's experience and qualifications are briefly outlined as follows:

- 29 years professional experience in traffic engineering and transport planning.
- Master of Transport, Monash University, 2006
- Master of Traffic, Monash University, 2004
- Bachelor of Civil Engineering, University of Tasmania, 1995
- Engineers Australia: Fellow (FIEAust); Engineering Executive (EngExec)

1.4 Project Scope

The project scope of this TIA is outlined as follows:

- Review of the existing road environment in the vicinity of the site and the traffic conditions on the road network.
- Provision of information on the proposed development with regards to traffic movements and activity.
- Identification of the traffic generation potential of the proposal with respect to the surrounding road network in terms of road network capacity.
- Review of the parking requirements of the proposed development. Assessment of this parking supply with Planning Scheme requirements.
- Traffic implications of the proposal with respect to the external road network in terms of traffic efficiency and road safety.

1.5 Subject Site

The subject site is located at Shop 12 and Shop 12A within the Kingston Plaza shopping centre. Shop 12A is the existing medical centre, and Shop 12 was previously utilised as a gymnasium.

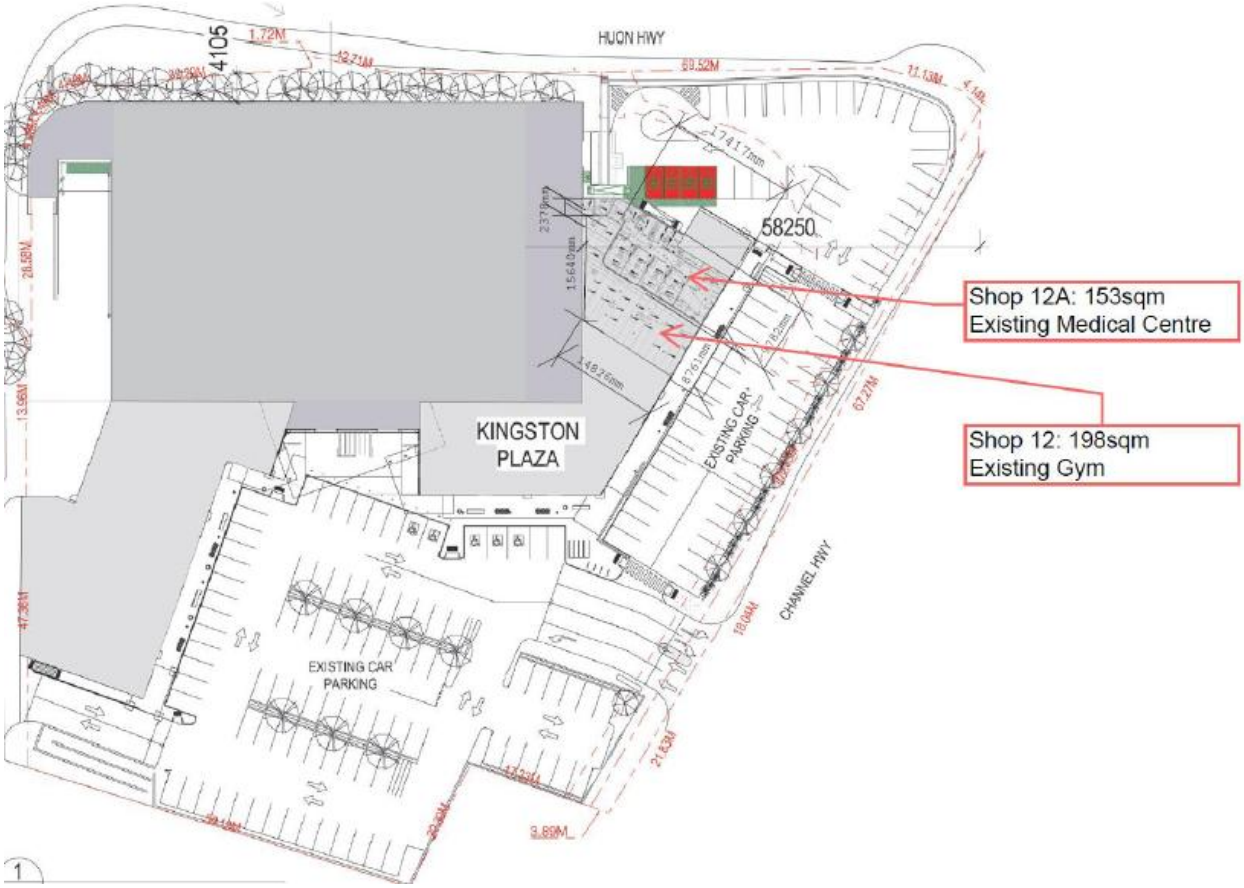
Kingston Plaza is bound by Channel Highway along its eastern boundary, John Street along its western boundary, and Huon Highway along its northern boundary.

The subject site and surrounding road network is shown in Figure 1. The subject site within the Kingston Plaza shopping centre is shown in Figure 2.

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

Figure 2 Kingston Plaza Site Context



1.6 Reference Resources

The following references were used in the preparation of this TIA:

- Kingborough Interim Planning Scheme, 2015 (Planning Scheme)
- Austroads, *Guide to Traffic Management,* Part 12: *Integrated Transport Assessments for Developments*, 2020
- Austroads, Guide to Road Design, Part 4A: Unsignalised and Signalised Intersections, 2021
- Department of State Growth, *Traffic Impact Assessment Guidelines*, 2020
- Transport for NSW*, Guide to Transport Impact Assessment*, 2024 (TfNSW Guide)
- Australian Standards, AS2890.1, *Off-Street Parking*, 2004 (AS2890.1)

2. Existing Conditions

2.1 Transport Network

For the purposes of this report, the transport network consists of Channel Highway and John Street.

2.1.1 Channel Highway

The Channel Highway is classified as a Category 3, 'Regional Access Road', under the Department of State Growth publication '*Tasmanian State Road Hierarchy*'. Regional Access Roads are of strategic importance to regional and local communities and economies.

Channel Highway provides an important strategic link between Kingston CBD and the arterial road network (Channel Hwy and Huon Highway in particular). The posted speed limit of Channel Highway adjacent to the site is 40-km/h.

Channel Highway through Kingston CBD has a relatively high level of activity associated with it, with on-street parking manoeuvres, side road access, pedestrians, and intersections.

Channel Highway carries a traffic volume of approximately 10,000 vehicles per day near Kingston Plaza.

2.1.2 John Street

John Street is a CBD access road that connects between Channel Highway and Huon Highway. It provides access to commercial sites along its frontage. John Street provides important connectivity between Kingston CBD and Huon Highway.

2.2 Road Safety Performance

Crash data can provide valuable information on the road safety performance of a road network. Existing road safety deficiencies can be highlighted through the examination of crash data, which can assist in determining whether traffic generation from the proposed development may exacerbate any identified issues.

Crash data was obtained from the Department of State Growth for a 5+ year period between 1st January 2020 and 31st July 2025 for the full length of John Street; Channel Highway between Hutchins Street and Huon Highway; and the car parking areas associated with Kingston Plaza.

The findings of the crash data is summarised as follows:

John Street

- A total of 6 crashes were reported in John Street.
- Severity. 1 crash involved first aid at the scene; 5 crashes involved property damage only.
- Time of day. Afternoon crashes were dominant. 1 crash was reported at 6:30am; 5 crashes were reported between 12:00pm and 4:00pm.

- Day of week. Crashes were evenly distributed by day of week, with one crash reported on each weekday, except Wednesdays.
- Crash types. 3 crashes involved a 'rear-end' collision; 2 crashes involved 'emerging from driveway' collisions; 1 crash description was not provided.
- Crash locations. 3 crashes were reported at the John Street/ Huon Highway roundabout; 2 crashes were reported at the Kingston Plaza junction with John Street; 1 crash was reported in a midblock location north of the Channel Highway junction. The crash locations are shown in Figure 3.
- Vulnerable road users. No crashes involved vulnerable road users (pedestrians, cyclists, or motorcyclists).

Channel Highway

- A total of 22 crashes were reported in Channel Highway.
- Severity. 1 crash involved minor injury; 1 crash involved first aid at the scene; 20 crashes involved property damage only.
- Time of day. Afternoon crashes were dominant (between midday and 6:00pm), with 15 crashes reported. 3 crashes were reported between 7:30am and 8:00am; 3 crashes were reported between 6:00pm and 9:05pm.
- Day of week. 6 crashes were reported on Wednesday; 3 crashes were reported on Mondays, Tuesdays, Thursdays. Fridays and Saturdays; 1 crash was reported on a Sunday.
- Crash types. 8 crashes involved 'rear-end' collisions; various other crash types were reported with no clear crash trends noted.
- Crash locations. 8 crashes were reported at the Channel Highway/ Hutchins Street junction; 8 crashes were reported at the Channel Highway/ Huon Highway/ Beach Road junction; 6 crashes were reported at midblock locations. The crash locations are shown in Figure 3.
- Vulnerable road users. 1 crash involved a pedestrian. The crash occurred at 12:50pm on Monday 5th February 2024 at the Hutchins Street roundabout resulting in property damage only.

Kingston Plaza

- A total of 61 crashes were reported within the Kingston Plaza site.
- Severity. 2 crashes involved minor injury; 59 crashes involved property damage only.
- Time of day. Afternoon crashes were dominant with 36 crashes reported between midday and 6:00pm. 16 crashes were reported between 7:00am and midday; 9 crashes were reported between 6:00pm and 10:00pm.
- Day of week. 11 crashes were reported on Mondays, Wednesdays and Thursdays; 10 crashes were reported on Sundays; 7 crashes were reported on Fridays; 6 crashes were reported on Tuesdays; 5 crashes were reported on Saturdays.
- Crash types. 40 crashes involved 'other-manoeuvring' incidents; 8 crashes involved parking related incidents; 1 crash involved a reversing manoeuvre; 1 crash involved a pedestrian.

- Crash locations. Crashes were heavily concentrated within the main car parking area situated between the Channel Highway and John Street accesses. The crash locations are shown in Figure 3.
- Vulnerable road users. 1 crash involved a pedestrian. The crash was reported at 9:30am on Thursday 11th April 2024 resulting in minor injury.

The crash data indicates that the majority of incidents within the Kingston Plaza site are low-severity, parking-related collisions, typically involving vehicles manoeuvring within the main customer car park. These incidents reflect the confined layout and high turnover of vehicles in a retail parking environment rather than systemic road-safety deficiencies. Importantly, no pattern of serious-injury or high-speed collisions is evident, and vulnerable road users are only minimally represented.

In contrast, the crash record for Channel Highway and John Street shows relatively low crash frequencies given the traffic volumes on these roads. Reported incidents are predominantly minor rear-end or low-speed turning collisions at intersections and access points, which are typical for urban environments of this nature. The crash data suggests that while minor parking incidents are common within the centre, the surrounding road network performs safely, and there are no identified safety concerns likely to be exacerbated by the modest increase in traffic associated with the proposed expansion.

Overall, the crash data review indicates that the surrounding road network operates safely and efficiently, with no systemic or location-specific crash concerns that would be affected by the proposed development. While minor parking and manoeuvring incidents are common within the Kingston Plaza car park, these are characteristic of busy retail environments and do not suggest any underlying safety deficiencies. The arterial and local approaches via Channel Highway and John Street demonstrate a low crash frequency relative to traffic volumes, confirming that the local network performs safely and has ample capacity to accommodate the small increase in vehicle movements associated with the proposed expansion.

Figure 3 Crash Locations

3. Proposed Development

3.1 Development Proposal

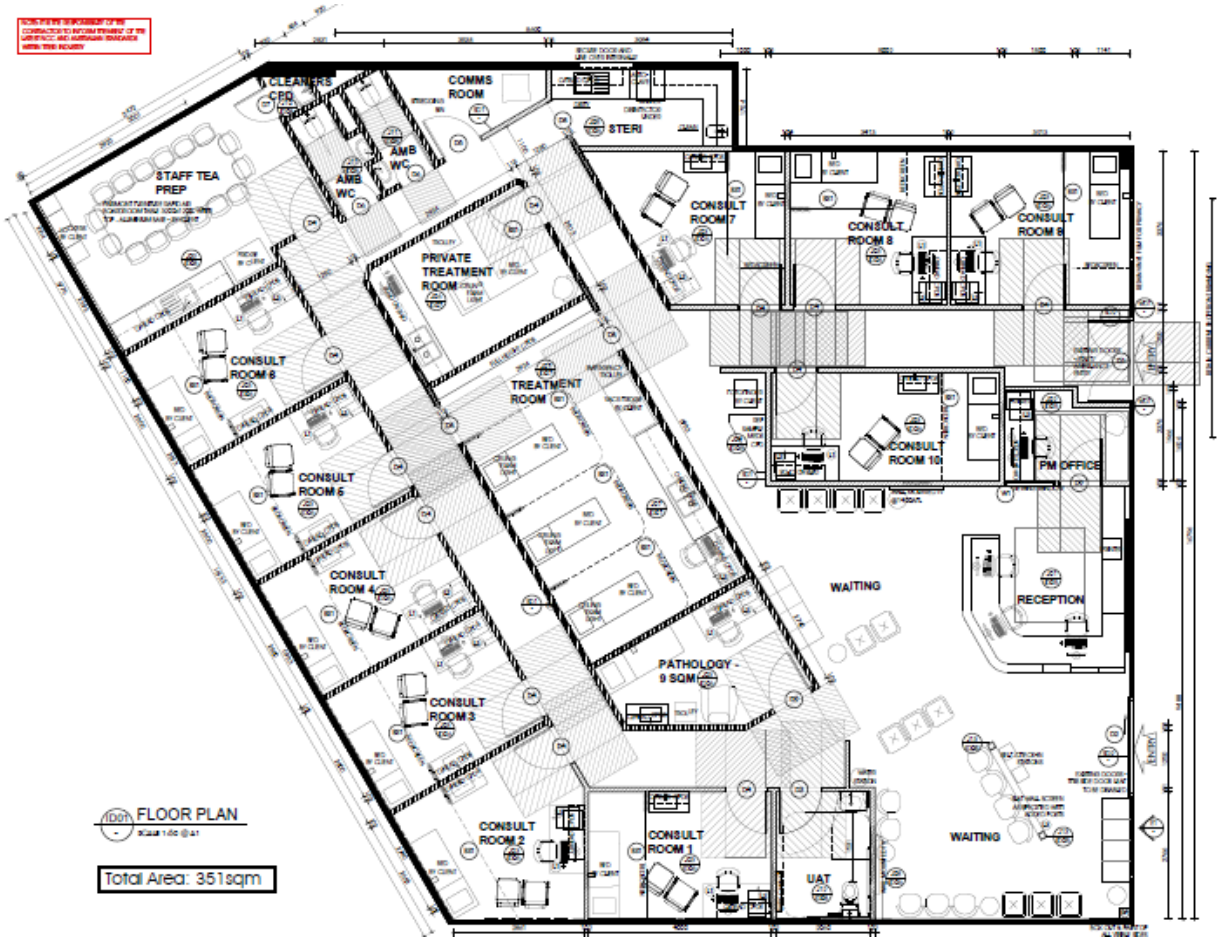
The proposal involves the expansion of the existing Kingston Plaza General Practice within the Kingston Plaza shopping centre at 20 Channel Highway, Kingston. The existing medical centre currently occupies Shop 12A, with an internal floor area of approximately 153 m². The proposal seeks to extend the medical centre into the adjoining vacant tenancy, Shop 12, formerly occupied by *F45 Training*, resulting in a consolidated medical centre tenancy of approximately 351 m².

The expanded premises will operate as a general medical centre providing consultation, minor procedure, and pathology services consistent with the existing approved use. The works are confined entirely within the existing building envelope; no alterations to the external façade, access points, or overall site configuration are proposed. The only external changes relate to updated medical centre signage to reflect the expanded tenancy.

No works are proposed to the centre car park, accessways, or pedestrian paths.

The proposed development is shown in Figure 4.

Figure 4 Proposed Development Plans



4. Traffic Impacts

4.1 Trip Generation

The subject tenancy forms part of Kingston Plaza, a neighbourhood-scale shopping centre fronting Channel Highway that accommodates a supermarket and a mix of specialty retail and service tenancies. The proposed expansion of the Kingston Plaza Medical Centre replaces a former gymnasium use within the same complex.

4.1.1 Overall Shopping Centre Traffic Generation

The Kingston Plaza shopping centre has a total gross leasable floor area (GLFA) of approximately 4,600 m², comprising:

- Supermarket: approximately 2,700 m²
- Specialty tenancies (retail + services): approximately 1,900 m²

Based on combined shopping centre vehicle trip generation rates in the TfNSW Guide Typical composite weekday generation rates for neighbourhood centres are:

- Supermarket: 9 vehicle trips per 100 m² GLFA per hour (Peak Hour)
- Specialty Shops: 4 vehicle trips per 100 m² GLFA per hour (Peak Hour)
- Daily: 80 – 100 vehicle trips per 100 m² GLFA

Applying these rates indicates the overall centre generates approximately:

- 345 vehicle trips per hour (peak), and
- 4,000 – 4,500 vehicle trips per day (two-way).

These rates inherently account for the mixed retail and service nature of shopping centres and include the effects of internal trip capture — that is, multi-purpose visits by customers attending more than one tenancy within the centre (e.g. pharmacy, medical centre, café, or supermarket).

4.1.2 Previous Use Traffic Generation

The tenancy area proposed for the medical centre expansion (the former gymnasium) has a floor area of approximately 198 m².

Trip generation for the previous use has been estimated using rates for gymnasiums/ fitness centres as provided in the TfNSW Guide. Indicative rates for this land use are typically around:

- 5 – 7 vehicle trips per 100 m² GFA during the weekday PM peak hour; and
- 35 – 50 vehicle trips per 100 m² GFA daily.

Based on these rates, the former gym use would have generated approximately 10 – 14 vehicle trips per peak hour and 70 – 100 vehicle trips per day. As the gym operated within the same shared parking and access system, these trips would already have been absorbed within the total shopping centre traffic generation.

4.1.3 Proposed Development Traffic Generation

The expansion area (formerly a gymnasium) will become part of the existing Kingston Plaza General Practice, providing six additional consulting rooms plus supporting clinical and administration space, with a total expansion floor area of 198 m².

Medical-centre traffic generation is typically expressed per consulting room. The TfNSW Guide and Austroads (2020) indicate:

- 10 – 12 vehicle trips per consulting room per hour (two-way, peak)
- 80 – 100 vehicle trips per consulting room per day (two-way)

The proposed six new consulting rooms therefore equate to:

- 60 – 70 vph (gross) during the weekday peak, and
- 480 – 600 vpd (gross).

As the medical centre operates within an integrated shopping-centre setting, a proportion of these trips will be shared with other centre activities (pharmacy, supermarket, café, etc.). Applying a conservative 25% internal-trip-capture allowance yields an effective external generation of approximately:

- 45 – 55 vph (net), and
- 360 – 450 vpd (net).

4.1.4 Net Change in Traffic Generation

The net increase in traffic generation resulting from the expansion is therefore approximately 35–40 vehicle trips per peak hour and 300–350 vehicle trips per day.

When considered in the context of the shopping centre's overall generation of around 4,000 – 4,500 vehicles per day, this represents less than 1% of total site traffic – a change well within normal day-to-day variation and immaterial to the operation or safety of the external road network.

4.2 Trip Assignment

Two vehicle access points serve Kingston Plaza: John Street and Channel Highway. A 3:00pm – 6:00pm turning-movement survey for the centre showed the following split of site traffic:

- Overall two-way split (all movements): 75% via Channel Highway, 25% via John Street (1,137 of 1,519 movements via Channel Highway; 382 via John Street).
- Directional splits: Inbound (entries): ~81% Channel Highway, 19% John Street. Outbound (exits): ~63% Channel Highway, 37% John Street.

Using these proportions for the incremental traffic generated by the proposed expansion of the medical centre:

Daily assignment (net change ≈ 320 vpd two-way):

- Channel Highway: ≈ 240 vpd
- John Street: ≈ 80 vpd

Peak-hour assignment (net change ≈ 38 vph two-way, assume ~50/50 directional split):

- Inbound (19 vph): Channel Highway 15 vph (81%); John Street 4 vph (19%)
- Outbound (19 vph): Channel Highway 12 vph (63%); John Street 7 vph (37%)

4.3 Access Impacts

The Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme states "*The annual average daily traffic (AADT) of vehicle movements, to and from a site, using an existing access or junction, in an area subject to a speed limit of 60km/h or less, must not increase by more than 20% or 40 vehicle movements per day, whichever is the greater*".

The incremental daily traffic generated by the expansion area only (former gym → new consulting rooms) was compared with the existing daily site traffic at each access. Based on the turning-movement surveys at each access, the same access split for both existing and development traffic has been adopted: ~75% via Channel Highway and ~25% via John Street (refer to Section 4.2).

Existing daily site traffic (centre-wide). Using Section 4.1, Kingston Plaza generates approximately 4,000 – 4,500 vehicles per day (two-way). Applying the 75/25 split:

- Channel Highway access: ~3,000–3,375 vehicles per day
- John Street access: ~1,000–1,125 vehicles per day

The net change from the proposed expansion is ~320 vehicles per day (two-way). Applying the same split (Section 4.2):

- Channel Highway access: 240 vehicles per day
- John Street access: 80 vehicles per day

The proportional distribution of site traffic between the two accesses enables an assessment of the increase in daily vehicle movements relative to existing conditions. Kingston Plaza currently generates approximately 4,000 to 4,500 vehicle movements per day in total, with about three-quarters of these movements using the Channel Highway access and the balance using John Street. This equates to approximately 3,000 to 3,400 daily movements via the Channel Highway and around 1,000 to 1,100 daily movements via John Street.

The proposed expansion of the medical centre will result in an estimated net increase of approximately 320 vehicle movements per day (two-way). Applying the same access split, approximately 240 daily movements would use the Channel Highway access and about 80 daily movements would use John Street. When compared with the existing traffic volumes, the resulting increase equates to less than 10 percent of existing daily movements at the Channel Highway access and less than 8 percent at the John Street access.

These increases are well below the 20% increase per day thresholds set by Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme (noting that 20% change of existing volumes is greater than 40 vehicles per day and is therefore the applicable test). Accordingly, the small incremental traffic associated with the expansion will have no discernible impact on the operation, efficiency, or safety of either access, and the proposal therefore complies with the Acceptable Solution.

4.4 Sight Distance

The Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme states "*Sight distances at an access or junction must comply with the Safe Intersection Sight Distance shown in Table E5.1*".

In this case the proposed development relies on two existing and established accesses: John Street and Channel Highway.

Table E5.1 requires a SISD of 80 metres for a frontage road of 50-km/h. The available sight distance in both directions from both accesses exceeds 80-metres. The Acceptable Solution A1 of Clause E5.6.4 of the Planning Scheme is therefore satisfied.

4.5 Pedestrian Impacts

The shopping centre has a well-established internal pedestrian network that provides safe and convenient access between tenancies and car parking areas. Zebra crossings are provided on the internal roadways in proximity to the subject site, ensuring clear pedestrian priority and visibility for drivers.

Within the surrounding CBD environment, the external road network includes high-quality footpaths, signalised and marked pedestrian crossings, and traffic-calming measures that support safe pedestrian movement along the Channel Highway and adjoining streets.

Given the established nature of the shopping centre and the surrounding pedestrian infrastructure, the proposed development will not alter pedestrian movement patterns or introduce new conflict points. The pedestrian environment is considered to be safe and appropriate for the proposed medical centre use.

4.6 Road Safety Impacts

The crash record for the Kingston Plaza area indicates a relatively good level of road-safety performance. The few recorded incidents on Channel Highway and John Street over the past five-year period are predominantly minor property-damage events, most commonly rear-end or turning collisions typical of urban commercial environments. No pattern of serious-injury or systemic safety issues is evident, and there are no recorded crashes involving pedestrians or cyclists.

Within the Kingston Plaza site itself, a relatively higher number of minor crashes were reported; however, these were almost entirely low-speed parking and manoeuvring incidents within the shared customer car-park. Such occurrences are common in busy retail centres with high parking turnover and low operating speeds and do not suggest any underlying geometric or design deficiencies. The internal roads operate under very low-speed conditions with clear sight lines and defined pedestrian paths, minimising the risk of conflict.

The proposed medical-centre expansion will generate only a small increase in traffic (320 vpd), distributed across two established accesses. Given the modest scale of change, the low operating speeds, and the satisfactory historical safety record of the surrounding network, the additional traffic is not expected to alter the safety performance of either the external roads or the internal circulation areas. The likelihood and severity of crashes will remain consistent with existing conditions, and no specific road-safety mitigation measures are required.

5. Parking Assessment

5.1 Parking Provision

The proposed medical centre expansion will utilise the existing car parking within the Kingston Plaza Shopping Centre. The shopping centre provides a total of 148 on-site parking spaces (excluding 'click and collect' parking spaces located towards the northern end of the site).

The centre's parking facilities were originally designed to accommodate the parking needs of all tenancies within the development, with sufficient capacity to cater for the mix of uses across the site. As is typical for shopping centres, individual tenancies may change use from time to time, with parking demands absorbed within the overall shared parking provision.

Accordingly, no dedicated parking spaces are proposed for the medical centre, as parking will continue to operate as part of the shared pool available to all centre users.

5.2 Theoretical Car Parking Demand

The theoretical car parking demand has been assessed using parking generation rates from the TfNSW Guide, which provides typical weekday peak-period parking demands for common land uses. For mixed-use centres such as Kingston Plaza, total demand is influenced by the interaction between tenancies, with substantial trip-chaining and shared-use behaviour.

5.2.1 Previous Use Parking Demand

The tenancy proposed for medical-centre expansion was previously occupied by a gymnasium, with an area of approximately 198 m².

The TfNSW Guide recommends that gymnasium or personal training facilities are 3 spaces per 100m² GLFA, equating to a theoretical demand of 6 spaces.

5.2.2 Proposed Development Parking Demand

The TfNSW Guide identifies typical parking demands for medical centres of 3 to 5 spaces per consulting room at peak periods, depending on the intensity of operation and appointment overlap.

On this basis, the proposed 10-consult-room Kingston Plaza Medical Centre would have a theoretical peak demand of 30 to 50 spaces, with a mid-range value of about 40 spaces. This represents an increase of approximately 30 to 35 spaces compared with the existing medical centre's theoretical demand of around 5 to 10 spaces, assuming the same rate of 3–5 spaces per consulting room. This represents a conservative "worst-case" estimate assuming all consulting rooms are in use simultaneously and that the majority of patients travelling in a separate vehicle.

However, in practice, actual demand is significantly lower in mixed-use centres due to shared-trip behaviour, appointment scheduling, and public-transport availability. Accordingly, patient-based data from

the existing medical centre's operations have been used to more accurately determine the effective parking demand for the existing and proposed operations.

Parking demand for the existing Kingston Plaza General Practice has been assessed using the results of a patient-transport survey undertaken by the clinic together with patient-volume data supplied by the operator. The survey recorded 211 responses over a one-week period and provided a reliable indication of both travel mode and trip purpose.

Of the patients surveyed, approximately 81% travelled by private car (either as driver or passenger), 5 % walked, 4% used public transport, and the remainder used taxis, community transport, or motorcycles. Importantly, 68% of respondents indicated that they combined their medical appointment with another purpose within Kingston Plaza – most commonly the adjoining pharmacy or supermarket. This high level of multipurpose behaviour confirms that the majority of medical-centre parking occurs within an existing shared-use environment rather than generating independent, additional trips.

Patient-volume records show that the existing practice, operating with 1.8 full-time-equivalent (FTE) practitioners, accommodates around 30 patients per day, while the expanded practice, with 8 FTE practitioners, is expected to accommodate approximately 136 patients per day. Applying the observed car-mode share (81 %) indicates gross car-arrival rates of approximately 24 vehicles per day at present, increasing to 110 vehicles per day once the expansion is operational. However, because most of these car trips are already captured within overall shopping-centre activity, only a portion represents new parking demand attributable solely to the medical centre.

Although the survey data suggest that 32% of car trips were purely attributable to the medical centre, a more conservative allowance of 25 % has been adopted to reflect potential variation in patient behaviour and ensure the assessment remains robust. The derived effective parking demand, adjusted for shared-trip behaviour and allowing for a small overlap between arrivals and departures (≈ 15 %), is summarised in Table 1.

These results indicate that, when both the existing medical-centre activity and the former gym use are considered, the net increase in peak parking demand is minima l —approximately 1 to 3 additional spaces of demand.

Table 1 Parking Demand Summary

Component	Basis	Net car trips per day (after 25% reduction)	Est. peak concurrent spaces (15% overlap)
Existing medical centre	1.8 FTE practitioners (~30 patients per day)	18 vpd	3 cars
Expanded medical centre (10 consult rooms. 8 FTE)	~136 patients per day	82 vpd	10 to 12 cars
Former gymnasium	Previous use within same centre	-	6 cars
Net change in peak demand	Expanded – (Existing + Gym)	-	+1 to +3 spaces

5.3 Car Parking Surveys

Car parking surveys were undertaken in the Kingston Plaza car park over three consecutive weekdays between 9:00am and 6:00pm. The parking areas surveyed are shown in Figure 5. The results of the parking survey are provided in Appendix A.

Parking surveys were undertaken by Midson Traffic across three weekday trading days (Wednesday 15, Thursday 16, and Friday 17 October 2025) covering the period from 9:00am to 6:00pm. The surveys recorded the total number of vehicles parked within the three main parking areas (A, B, and C) of Kingston Plaza, representing the full on-site capacity of 148 parking spaces. Note that the 'click and collect' parking spaces were not recorded at the end of Area C.

Across all survey days, total parking utilisation remained below capacity. Peak occupancy was recorded on Wednesday at 2:00 pm, with 129 vehicles parked and 19 spare spaces available (equating to 88% occupancy). On other days, peak occupancies were lower:

- Thursday: 137 vehicles (94 % occupancy, 11 spare spaces) at 1:00–2:00 pm
- Friday: 137 vehicles (94 % occupancy, 11 spare spaces) at 1:00–2:00 pm

The overall average occupancy across all hours and days was approximately 110 vehicles, corresponding to 75 % of capacity and leaving an average of around 38 spare spaces throughout the day. The maximum spare capacity of the car park was recorded at 80 vacant spaces (9:00am, Thursday).

The surveys show that while utilisation increases during the early afternoon, residual capacity of at least 9 – 20 spaces remained available at all times, even during the busiest periods. No parking saturation, queuing at access locations, or circulation issues were observed.

When the modest net increase of 2–3 spaces in medical-centre parking demand (as derived in Section 5.2) is considered, this incremental demand can be easily accommodated within the existing spare capacity. Even under peak weekday conditions, the additional medical-centre activity would raise overall peak utilisation from around 94% to approximately 96%, which remains within acceptable operational limits for a shared retail car park, noting that this peak parking occurs for short periods (1 hour between 9:00am and 6:00pm.

Figure 5 Kingston Plaza Parking Areas

5.4 Planning Scheme Requirements

The Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme states "*the number of on-site car parking spaces must be no less than the number specified in Table E6.1*".

Table E6.1 requires 5 spaces for each person providing health services. This equates to a parking requirement for 40 spaces. The previous use of the site (gymnasium) required 4.5 spaces per 100m^2 of site area, which equates to 9 spaces. The net requirement for the proposed development is therefore 31 spaces. With no additional spaces provided, the Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme is not satisfied.

The Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme states:

> *"The number of on-site car parking spaces must be sufficient to meet the reasonable needs of users, having regard to all of the following:*
>
> *(a) car parking demand;*
>
> *(b) the availability of on-street and public car parking in the locality;*
>
> *(c) the availability and frequency of public transport within a 400m walking distance of the site;*
>
> *(d) the availability and likely use of other modes of transport;*
>
> *(e) the availability and suitability of alternative arrangements for car parking provision;*
>
> *(f) any reduction in car parking demand due to the sharing of car parking spaces by multiple uses, either because of variation of car parking demand over time or because of efficiencies gained from the consolidation of shared car parking spaces;*
>
> *(g) any car parking deficiency or surplus associated with the existing use of the land;*
>
> *(h) any credit which should be allowed for a car parking demand deemed to have been provided in association with a use which existed;*
>
> *(i) any verified prior payment of a financial contribution in lieu of parking for the land;*
>
> *(j) the appropriateness of a financial contribution in lieu of parking towards the cost of parking facilities or other transport facilities, where such facilities exist or are planned in the vicinity;*
>
> *(k) any relevant parking plan for the area adopted by Council;*
>
> *(l) the impact on the historic cultural heritage significance of the site if subject to the Local Heritage Code;*
>
> *(m) whether the provision of the parking would result in the loss, directly or indirectly, of one or more significant trees listed in the Significant Trees Schedule".*

Under the Performance Criteria, the number of on-site car spaces must be sufficient to meet the reasonable needs of users having regard to criteria (a)–(m).

The following is relevant to the proposed development:

a. Car-parking demand. Parking surveys undertaken across three representative days recorded peak occupancy levels of between 88 % and 94 % of the 148 available spaces, with a minimum of 9–20 spare spaces remaining at all times. The medical-centre expansion is expected to generate a net parking demand of approximately 2–3 spaces when the former gym use and shared-trip reductions are considered. This incremental demand can be comfortably absorbed within the observed residual capacity of the existing car park.

b. Availability of on-street and public parking in the locality. Additional parking opportunities exist in John Street, Channel Highway, and surrounding public car parks within the Kingston commercial area, providing convenient short-stay parking options for overflow demand if required.

c. Public transport within 400 m walking distance. The site is well serviced by Metro Tasmania bus routes operating along Channel Highway, with stops located within 100 metres of the site. These provide regular weekday connections to Hobart, Kingston, and nearby suburbs, reducing reliance on on-site parking. The patient-transport survey undertaken by the existing medical practice recorded that approximately 4% of patients arrived by bus.

d. Availability and likely use of other transport modes. The site is located within a pedestrian-friendly environment and bicycle-accessible precinct. Patient surveys undertaken by the existing medical centre indicates that approximately 19% of visitors travel by walking, public transport, taxi, or community transport, supporting the use of alternative modes.

e. Availability and suitability of alternative arrangements for car parking provision. The Kingston Plaza car park operates under a shared-use arrangement through a Part 5 Agreement, allowing all tenancies, including the medical centre, to access the common parking supply. This ensures efficient use of parking resources across varying peak times.

f. Shared parking principles. Parking surveys and patient travel behaviour confirm a high level of trip-chaining, with 68% of patients combining their medical visit with another purpose in Kingston Plaza. This shared-trip behaviour substantially reduces net additional demand attributable to the medical-centre expansion.

g. Existing surplus/ deficiency**.** Parking surveys confirm spare capacity remains at peak; no existing deficiency is evident near the tenancy.

h. Credit for existing/previous use. The former gymnasium attracts a Table E6.1 requirement of 9 spaces; this is credited against the medical use requirement.

i. Prior financial contribution (in lieu). None known/applicable.

j. Appropriateness of financial contribution. Not applicable—on-site capacity is adequate.

k. Relevant parking plan adopted by Council. None applicable/known for this site.

l. Historic cultural heritage significance. Not applicable—no heritage listing; works are internal.

m. Significant trees. Not applicable—no tree removal; parking remains within existing sealed areas.

Having regard to the above, the proposed medical-centre expansion will not result in an unreasonable parking shortfall or cause operational difficulties within Kingston Plaza. The existing 148-space shared car park provides sufficient capacity to meet the reasonable needs of users, consistent with the intent of the Parking and Access Code. The proposal is therefore considered to satisfy Performance Criterion P1 of Clause E6.6.1.

6. Conclusions

The proposed expansion of the Kingston Plaza Medical Centre repurposes an existing tenancy within a fully developed, mixed-use shopping centre. The assessment shows:

- Traffic generation & access. The expansion (former gym → additional consulting rooms) produces a net increase of ≈35–40 vehicles per hour (peak) and ≈300–350 vehicles per day, which is <1% of the shopping centre's overall daily traffic (≈4,000–4,500 vpd). Assigned to the accesses (~75% Channel Hwy / ~25% John St), the increase at each access is well below the E5.5.1 A3 thresholds (20% or 40 vpd).
- Sight distance & pedestrian environment. Both existing accesses provide SISD ≥ 80 m for a 50 km/h frontage road, satisfying the Acceptable Solution A1 of Clause E5.6.4. The internal centre layout provides defined pedestrian paths and crossings; the proposal does not alter pedestrian desire lines or introduce new conflict points.
- Road safety. Crash records indicate a safe external network (Channel Hwy / John St incidents are low-severity and typical of urban environments). Within the plaza, incidents are largely low-speed parking/ manoeuvring events; no systemic geometry issues are evident. The modest trip increase will not change safety performance.
- Parking adequacy. The centre provides 148 on-site spaces. TfNSW theoretical rates yield a conservative upper bound for a 10-room clinic; however, patient volume and mode-share surveys (with ~81% by car and 68% multipurpose trips) show the net peak increment is ~+1 to +3 spaces once the existing clinic and the former gym are accounted for. Three-day surveys recorded peaks of 129–137 parked (≈87–93% of 148) with 11–19 spare at the busiest times; adding 1–3 spaces remains within practical capacity.
- Planning Scheme compliance.
    - → E5.5.1 A3 (Traffic generation at accesses): Complies—increase < 20% traffic generation increase at each access.
    - → E5.6.4 A1 (Sight distance): Complies — SISD achieved.
    - → E6.6.1 A1 (Number of spaces): Not met on raw Table E6.1 arithmetic (net 31-space requirement for the change), but E6.6.1 P1 is satisfied: observed spare capacity, strong shared-use/ multipurpose behaviour, nearby public transport (≈4% bus arrivals), and available public/ on-street parking confirm the reasonable needs of users are met without additional on-site provision.

The proposed medical centre expansion will not materially affect the operation, efficiency, or safety of the surrounding road network or the internal car park. The existing access arrangements and on-site parking adequately accommodate the modest incremental demand. On traffic and parking grounds, the proposal is supported.

Appendix A
Car Parking Surveys

Wednesday 15/10/25	Area A	Area B	Area C	Total Cars	Spare Spaces
9:00	46	7	17	70	78
10:00	62	9	18	89	59
11:00	69	12	32	113	35
12:00	67	10	51	128	20
13:00	72	11	42	125	23
14:00	73	12	44	129	19
15:00	71	10	55	136	12
16:00	61	10	37	108	40
17:00	69	8	51	128	20
18:00	55	6	46	107	41

Thursday 16/10/25	Area A	Area B	Area C	Total Cars	Spare Spaces
9:00	41	7	20	68	80
10:00	58	10	23	91	57
11:00	71	10	37	118	30
12:00	70	12	47	129	19
13:00	75	12	50	137	11
14:00	71	11	45	127	21
15:00	73	9	56	138	10
16:00	63	10	33	106	42
17:00	64	9	41	114	34
18:00	51	7	33	91	57

Friday 17/10/25	Area A	Area B	Area C	Total Cars	Spare Spaces
9:00	45	6	21	72	76
10:00	65	10	19	94	54
11:00	72	9	32	113	35
12:00	71	11	44	126	22
13:00	77	12	48	137	11
14:00	70	11	44	125	23
15:00	69	9	45	123	25
16:00	65	8	30	103	45
17:00	70	8	33	111	37
18:00	44	6	28	78	70

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Document Status

Revision	Author	Review	Date
0	Keith Midson	Zara Kacic-Midson	23 October 2025

CELEBRATING
15 YEARS
2008 - 2023

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Midson Traffic Pty Ltd
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0437 366 040

10th December 2025

Matthew Quigley
National Project & Facilities Manager
Partnered Health
Level 2, 196 Greenhill Road
Eastwood SA 5063

Dear Matthew,

KINGSTON PLAZA MEDICAL CENTRE EXPANSION - RESPONSE TO REQUEST FOR FURTHER INFORMATION

We refer to Council's Request for Further Information (RFI) dated 26 November 2025 regarding the proposed medical-centre expansion at Kingston Plaza. The following responses address each outstanding item.

1. Proposed Use and Operating Characteristics

The expanded tenancy will create a consolidated medical practice comprising 10 consulting rooms**,** one treatment room and associated administrative spaces. Operating hours will typically be 8am to 6pm Monday to Friday, with occasional Saturday morning operation.

Average consultation duration is 15–20 minutes, with an overall stay of 25–30 minutes after accounting for check-in and exit behaviour. Practitioners on site will increase from 4 (as per existing approval) to approximately 8 full-time-equivalent (FTE) practitioners, supported by nursing and administration staff.

Under Table E6.1, medical centres require 5 spaces per person providing health services, giving a theoretical demand of 40 spaces for 8 practitioners. The previous gymnasium tenancy (198 m²) required 9 spaces, resulting in a net theoretical increase of 31 spaces.

As outlined in the submitted Traffic Impact Assessment (TIA), empirical parking surveys and patient-transport data demonstrate that the actual net demand is only 2–3 spaces, well within existing spare capacity.

2. Existing Medical Centre Use and 2010 Traffic Report

Council notes that the original approval authorised 4 persons providing health services. This has been acknowledged and referenced accordingly. The empirical parking and traffic assessment in the TIA is based on observed patient throughput and survey results, which accurately represent current operational intensity.

Council requested consideration of the 2010 Midson Traffic assessment for the medical centre. That document has been reviewed (attached as "Kingston Plaza – Medical Centre Parking," dated 9 September 2010).

It is important to note:

- The 2010 report was prepared under a previous Planning Scheme with different parking standards and assessment pathways.
- The assessment relied on the NSW RTA Guide to Traffic Generating Developments (2002), now superseded by the TfNSW Traffic Impact Assessment Guide (2024).
- The report assessed a different built form, including associated pharmacy and a shopping-centre layout that has since been altered.
- The 2010 parking surveys predate current customer patterns, including the redevelopment of Kingston CBD, changes in supermarket turnover, and the introduction of new retail offerings.
- The 2010 analysis considered the medical centre replacing specialty shops, whereas the current application involves replacing a gymnasium tenancy, which has a very different parking profile.

Accordingly, while the historic document is part of the site's planning history, it is not appropriate to apply its conclusions to the current proposal. The new TIA supersedes the 2010 assessment, providing updated survey data, revised mode-share information, and analysis consistent with the current Kingborough Interim Planning Scheme 2015.

A summary of the 211-respondent patient transport survey is provided with the TIA and remains the most accurate basis for quantifying present-day demand.

3. Existing Parking Supply, Demand and Tenancy Breakdown

A detailed review of existing tenancies within Kingston Plaza has been undertaken using the updated tenancy schedule provided by the centre owners. The schedule identifies 12 tenancies with a combined gross leasable floor area (GLFA) of 4,714.3 m².

Applying the parking rates of Table E6.1 to each tenancy individually, the total parking requirement for the centre equates to 237 spaces.

This value is substantially higher than both the existing provision and the observed operational parking demand at the site. This outcome is expected because:

- Table E6.1 applies use-class rates intended for stand-alone premises, not for integrated, mixed-use shopping centres where parking is shared among tenancies with different demand profiles.
- The Table does not account for high turnover and short dwell times associated with supermarkets and food retail.
- It does not recognise shared-trip behaviour such as customers combining grocery, pharmacy and medical trips into a single parking event.
- It assumes coincident peak demand across all tenancies, which does not occur in practice.

The existing parking supply consists of 148 spaces at 20 Channel Highway together with approximately 40 spaces at 4 John Street, giving a combined operational provision of 188 spaces. Although this is numerically lower than the theoretical Table E6.1 requirement, the three-day parking surveys undertaken

for this assessment demonstrate that the car park consistently operates below capacity, with 11–19 spare spaces remaining during the busiest periods of the day.

This discrepancy between theoretical demand and observed performance highlights why Acceptable Solution A1 cannot reasonably be applied to an established shopping centre. Instead, the correct assessment methodology is via Performance Criterion P1, which requires that parking supply must meet the *reasonable needs of users* rather than satisfy notional formula outputs intended for new stand-alone developments.

As demonstrated in Section 5, the modest net increase in peak parking demand of approximately 2–3 spaces associated with the proposed medical-centre expansion can be readily accommodated within the existing supply.

When considered alongside high levels of multipurpose trip behaviour, observed residual capacity, and supplementary parking at 4 John Street, the available parking is clearly adequate for the operation of the centre and satisfies the intent of Clause E6.6.1 P1.

4. Peak Demand, Shared Trip Behaviour and Sensitivity Testing

Three-day parking surveys (15–17 October 2025) recorded peak occupancy of 137 vehicles (93 % of 148 spaces), with 11–19 spare spaces available even during the busiest periods.

Area-based analysis shows:

- Area A (supermarket) peaks around 1–2 pm
- Area C (adjacent to medical centre) peaks around 2 pm but retains 4–6 spare spaces
- Area B remains lightly utilised throughout the day

Patient survey data show 68% of patients combined their medical appointment with another activity at the centre. A conservative 25% shared-trip reduction factor was applied, despite the higher observed rate.

Sensitivity tests of 25%, 35% and 45% shared-trip reductions produce peak incremental parking demands between +1 and +4 spaces, all of which can be comfortably absorbed within existing surplus capacity.

Short-stay parking on Channel Highway provides additional flexibility if required (particularly for drop-off and pick-up activity).

5. Part 5 Agreement

Council correctly notes the Part 5 requirement for 200 spaces across the two sites. The combined provision of 148 + 40 = 188 spaces remains functionally adequate in practice, based on observed utilisation.
The shared-use nature of the plaza parking, short dwell times, and strong multipurpose trip patterns ensure that the existing supply continues to meet user needs.

6. Conclusion

The updated analysis confirms that:

- The use class and operational characteristics are clearly defined and consistent with the Planning Scheme.
- The 2010 parking assessment, while part of the planning history, is not applicable to the current proposal.
- A detailed tenancy schedule, updated parking surveys, and mode-share data support the empirical parking assessment.
- The proposal continues to meet Performance Criterion P1 of Clause E6.6.1.
- Access, parking and safety impacts remain minimal, and the existing infrastructure readily accommodates the proposed expansion.

We trust this information enables Council to finalise the assessment. Please contact me on 0437 366 040 if you require any further information.

Yours sincerely,

Keith Midson BE MTraffic MTransport FIEAust EngExec

DIRECTOR
Midson Traffic Pty Ltd

Property Name	Shop Numbe	Trading Name	Unit Type	GLA	Usage	Tenancy Trading Hours	Table E6.1 Requirement
Kingston Plaza	00M1	Coles	Major	2,998	Supermarket	7am - 10pm	100
Kingston Plaza	0001A	Kwanjai Thai	Specialty	152	Food Catering	11.30am - 3pm (Tues-Fri) and 4.30-9pm (Tues to Sun). Closed Mondays.	23
Kingston Plaza	0001B	Zambrero	Specialty	146	Food Catering	10.30am - 9pm	4
Kingston Plaza	0002	OPSM	Specialty	107	Optometrist	9am - 5.30pm Mon- Fri; 9am-2pm Sat; closed Sunday	4
Kingston Plaza	0004	Liquorland	Specialty	193	Liquor	9am - 8pm	6
Kingston Plaza	0006	Breadd	Specialty	114	Food Catering	6.30am - 4.30pm. Closed Sunday.	17
Kingston Plaza	0010	Saigon Express	Specialty	69	Food Catering	11am - 8pm	10
Kingston Plaza	0011		Specialty	120	Amalfi Pizza and Pasta - NOT YET OPEN	Expected to be 12pm - late	18
Kingston Plaza	0012	Kingston General Practice Plus	Specialty	361	Medical centre	8am-5pm Mon-Fri only	40
Kingston Plaza	0013		Specialty	55	Vacant		2
Kingston Plaza	8&9	TerryWhite Chemmart	Specialty	205	Pharmacy	8.30am - 6pm. 9-5pm Saturday, 10am - 4pm Sunday.	7
Kingston Plaza	0003	Ministerial and Parliamentary Services	Office	194	Political Office	8.45am -5.15pm Mon -Fri only	6
				4,714.30			237