MIDSON
traffic
pty ltd

Clarity Health

Shop 11, Channel Court Shopping Centre, Kingston
Traffic Impact Assessment

December 2025

CELEBRATING 15 YEARS
2008 - 2023

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1. Introduction

1.1 Background

Midson Traffic were engaged by Clarity Health Care Group to prepare a traffic impact assessment for a proposed psychology practice development at Channel Court Shopping Centre, Kingston.

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 within Channel Court Shopping Centre, Kingston (shop 11). The tenancy was previously occupied by a children's play centre (approximately 760m²).

Channel Court is a shopping centre that has a total retail floor area of approximately 26,000 m². It contains a Big W, Woolworths supermarket, a number of smaller retail stores, services and associated parking. Channel Court has a total of 998 on-site car parking spaces, consisting of 438 rooftop/ outdoor spaces and 560 undercover spaces.

The subject site and surrounding road network is shown in Figure 1, and the tenancy site plan is shown in Figure 2.

Figure 1 Subject Site & Surrounding Road Network

Image Source: LIST Map, DPIPWE

Figure 2 Tenancy Site Plan

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 Hutchins Street and the internal roadways associated with the Channel Court Shopping Centre. Other roads such as Channel Highway and Church Street were considered in the context of the surrounding network but not examined in detail.

Hutchins Street connects between Channel Highway and Marigold Court. The section of Hutchins Street between Channel Highway and Church Street provides access to the subject site, as well as Kingborough Council and several other properties. Hutchins Street connects to Channel Highway at a give-way T-junction.

The key internal roads associated with Channel Court that are relevant to the proposed development include Police Lane (connecting to Hutchins Street) and the accessway that connects between Channel Highway and the undercover car parking area. Police Lane provides a small section of parallel on-street parking to the east of the subject site. A wombat crossing (a marked pedestrian crossing located at the top of a speed hump) crosses Police Lane within the shopping centre precinct.

The subject site is located within the shopping centre with access available from the internal car parking areas and pedestrian walkways.

2.2 Public Transport

Channel Court Shopping Centre is well serviced by public transport. The Kingston bus interchange is located immediately adjacent to the shopping centre on Channel Highway, providing direct access to the site via covered pedestrian walkways.

Metro Tasmania operates frequent bus services along the Channel Highway corridor connecting Kingston to Hobart CBD and surrounding suburbs. Services operate at regular intervals throughout the day, with increased frequency during peak commuter periods.

The availability of public transport adjacent to the site provides an alternative to private vehicle travel for both staff and clients of the proposed psychology practice.

2.3 Active Transport

The shopping centre has a well-established internal pedestrian network that provides safe and convenient access between tenancies and car parking areas. Wombat and zebra crossings are provided on the internal roadways, ensuring clear pedestrian priority and visibility for drivers. The posted speed limit within the shopping centre roadways is 10-km/h.

Within the surrounding Kingston 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.

Bicycle parking is available within the shopping centre precinct. The surrounding road network provides on-road cycling access via local streets, with the Channel Highway providing a connection to the broader Kingston area.

2.4 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 Hutchins Street, and Channel Highway between Freeman Street and Hutchins Street.

The findings of the crash data is summarised as follows:

Channel Highway

- A total of 27 crashes were reported between Goshawk Way and Hutchins Street.
- Severity. 3 crashes resulted in minor injury; 1 crash involved first aid at the scene; 23 crashes involved property damage only.
- Time of day. 20 crashes were reported between 8:00am and 5:00pm. 2 crashes were reported prior to 8:00am; and 5 crashes were reported between 5:00pm and 6:40pm.
- Day of week. 7 crashes were reported on Wednesdays; 6 crashes were reported on Saturdays; 4 crashes were reported on Mondays and Tuesdays; 3 crashes were reported on Thursdays; 2 crashes were reported on Sundays; and 1 crash was reported on a Friday.
- Crash types. 7 crashes involved a 'rear-end' collision; 3 crashes involved parked cars; 2 crashes involved 'cross-traffic' collisions; 2 crashes involved 'other-manoeuvring' and various other crash types with no clear crash trend.
- Crash locations. Crashes were relatively evenly distributed along Channel Highway. The crash locations are shown in Figure 2.
- Vulnerable road users. 2 crashes involved pedestrians (both property damage); 1 crash involved a motorcycle (minor injury).

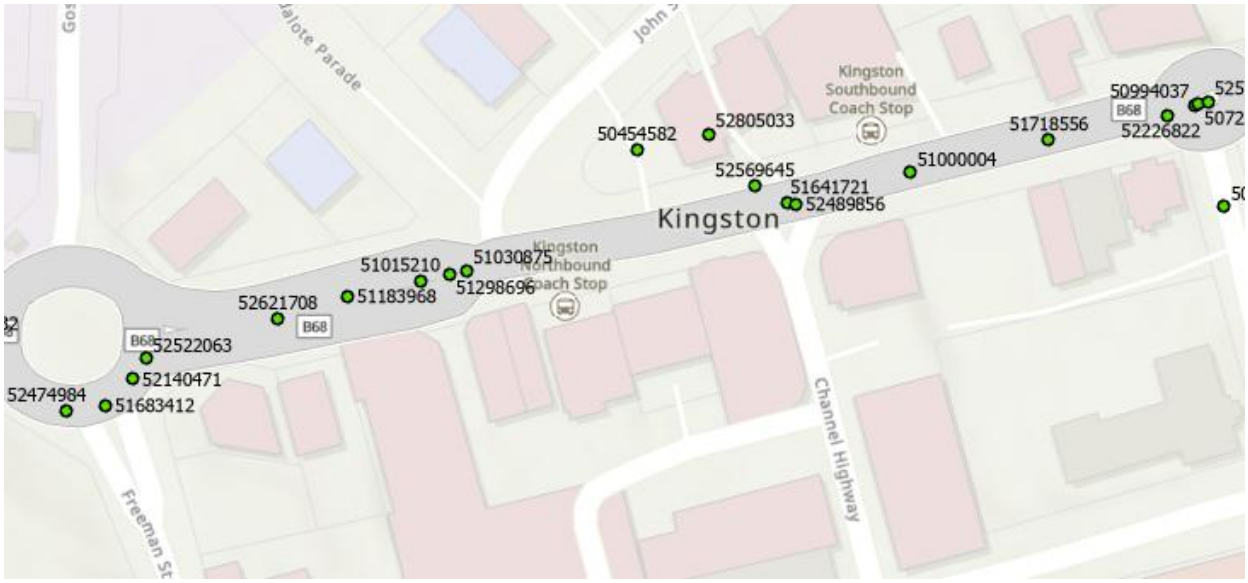
Hutchins Street

- A total of 16 crashes were reported during this time.
- Severity. 1 crash involved first aid at the scene; 15 crashes involved property damage only.
- Time of day. Afternoon and early evening crashes were dominant. 10 crashes were reported between 9:00am and 5:00pm. 1 crash was reported prior to 8:00am, and 5 crashes were reported between 5:00pm and 6:05pm.

- Day of week. No clear crash trends were noted by day of week. 5 crashes were reported on Wednesdays; 3 crashes were reported on Sundays; 2 crashes were reported on Mondays, Tuesdays and Saturdays; 1 crash was reported on a Thursday and a Friday.
- Crash types. 3 crashes involved 'cross-traffic' collisions; 2 crashes involved 'right-near' collisions; 2 crashes involved 'rear-end' collisions; various other crashes were reported with no clear crash trend.
- Crash locations. 8 crashes were reported at the Hutchins Street/ Channel Highway junction; 4 crashes were reported at the Church Street/ Hutchins Street roundabout; 4 crashes were reported at midblock locations. The crash locations are shown in Figure 4.
- Vulnerable road users. 1 crash involved a pedestrian (property damage only); 1 crash involved a motorcycle (first aid).

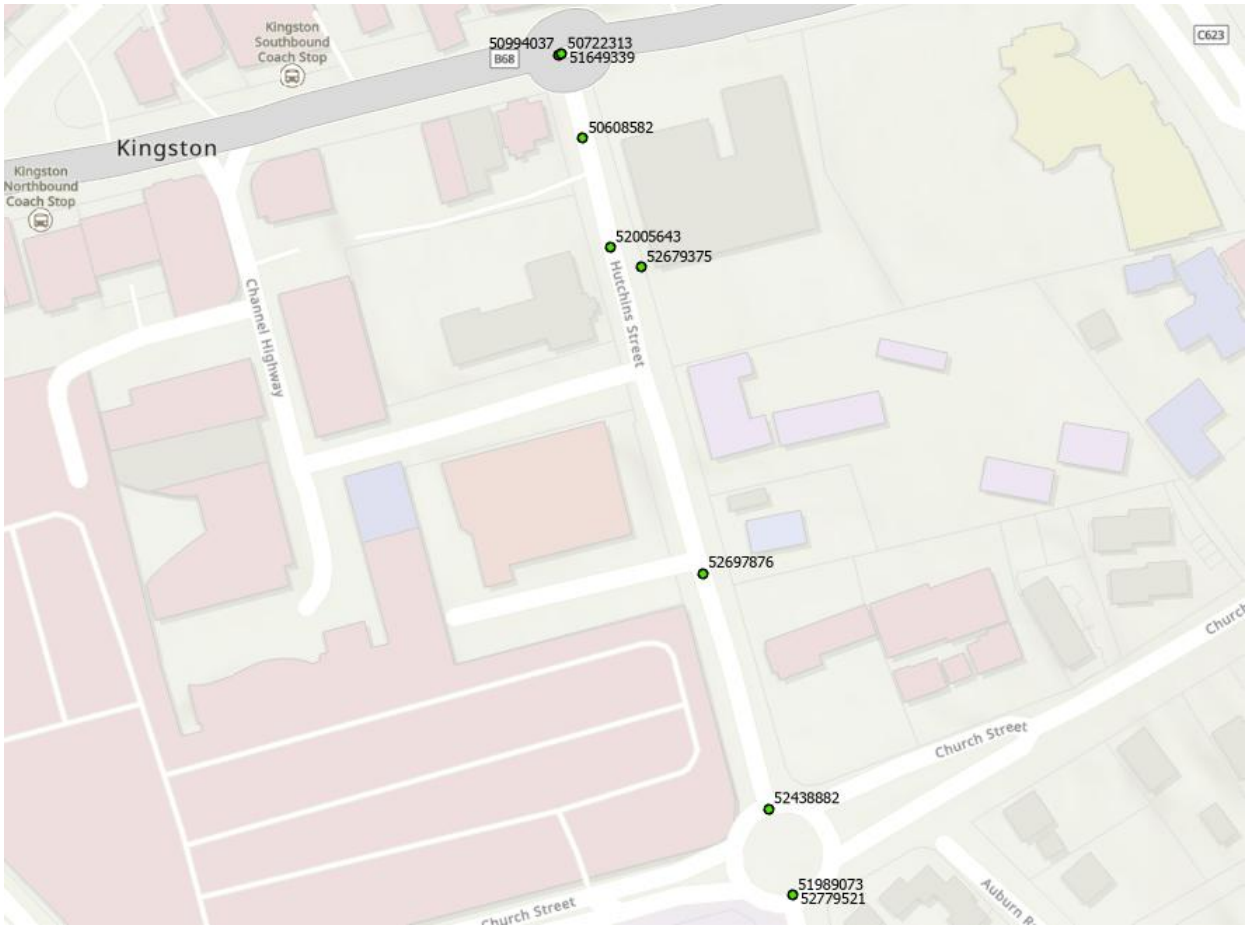
The crash data does not indicate that there are any existing road safety issues associated with the network that might be exacerbated by traffic generated by the proposed development.

Figure 3 Channel Hwy Crash Locations



Source: Department of State Growth

Figure 4 Hutchins Street Crash Locations



Source: Department of State Growth

3. Proposed Development

3.1 Development Proposal

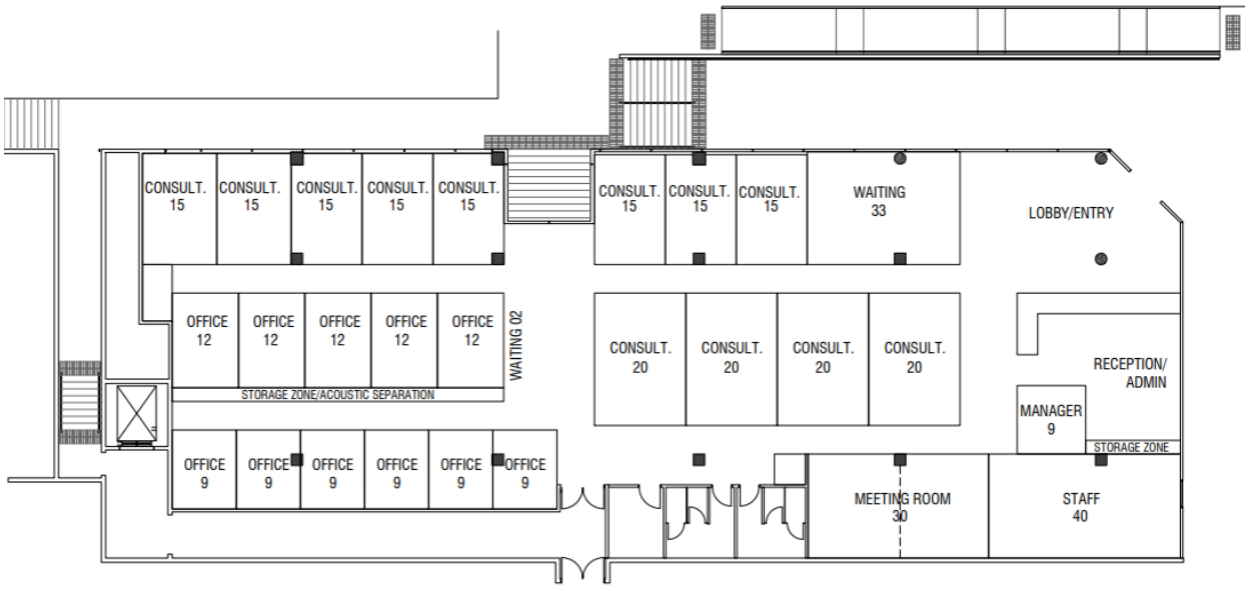
The proposed development involves a change of use of the existing tenancy (previously a children's play centre) for use as a psychology practice. The tenancy has a floor area of approximately 760m².

The proposed development consists of the following:

- 12 consulting rooms
- 11 office rooms
- 1 meeting room
- Waiting area
- Administration and staff facilities
- Storage areas

The proposed floor plans are shown in Figure 5.

Figure 5 Proposed Development Plans



3.2 Operational Characteristics

The proposed psychology practice has a number of operational characteristics that are relevant to traffic generation and parking demand. These characteristics differ substantially from typical medical centres and result in lower traffic and parking impacts.

3.2.1 Appointment Structure

Psychology practices have a consistently low trip rate due to the nature of service delivery. Sessions are typically one-on-one consultations of 50–60 minutes duration, resulting in low client turnover compared with general medical practices where appointment times are typically 10–15 minutes.

Appointment times are staggered naturally across the hour rather than clustered at set times (such as on the hour or half-hour). This results in client arrivals and departures being spread throughout each hour, avoiding concentrated peaks in traffic and parking demand.

3.2.2 Telehealth Component

Modern psychology practice includes a substantial telehealth component. Typically 20–40% of clinicians conduct sessions online at any given time.

This directly reduces the volume of client trips to the site, meaning actual peak on-site attendance is considerably lower than the number of consulting rooms available.

3.2.3 Room Occupancy

The 12 consulting rooms represent the maximum theoretical capacity of the practice. However, operational patterns reduce real-world utilisation:

- Many clinicians work part-time or share rooms.
- Annual leave, professional development, supervision and administration days reduce hourly utilisation.
- Telehealth sessions do not require physical room occupancy.

Based on typical industry patterns, average concurrent room occupancy is likely to be in the order of 7–9 rooms rather than all 12. This further reduces hourly trip generation and peak parking demand compared with a theoretical full-occupancy scenario.

3.2.4 Trip Linking

The location of the psychology practice within Channel Court Shopping Centre provides opportunities for trip linking. Many clients will integrate their appointments into existing trips to the shopping centre for other purposes (such as shopping, pharmacy, café or other services). Families commonly schedule appointments around school drop-offs or daily commuting patterns.

This means a proportion of trips to the psychology practice are captured within existing traffic patterns and do not represent new standalone trips to the site.

3.2.5 Service Vehicle Activity

The proposed psychology practice generates minimal commercial vehicle traffic. Unlike medical centres that may require pathology pickups or pharmaceutical deliveries, the psychology practice requires only light servicing (such as cleaning and stationery supplies), typically occurring during off-peak periods. There are no freight requirements or high-volume waste collections associated with the use.

4. Traffic Impacts

4.1 Trip Generation

The site forms a component of a shopping centre and therefore the traffic generation will be integrated into the overall traffic generation of the centre as a whole. As such, traffic generated by the proposed development is likely to visit multiple tenancies within the shopping centre through one vehicle trip (examples may include pharmacy, supermarket, café, etc).

4.1.1 Overall Shopping Centre Traffic Generation

The shopping centre has an approximate floor area of 26,000m², comprising a major supermarket, a Big W, and numerous specialty shops. The GLFA of the centre is estimated to be 22,100m².

Based on shopping centre trip generation rates from the Transport for NSW *Guide to Transport Impact Assessment*, the overall centre would generate approximately 1,150 vehicles per hour during the Friday site peak hour and around 9,400 vehicle trips per day. These rates inherently account for the mixed retail nature of shopping centres and the internal trip capture associated with multi-purpose visits.

The overall traffic generation of the shopping centre is spread across multiple accesses in the surrounding road network.

4.1.2 Previous Use Traffic Generation

The subject tenancy, with a floor area of 760m², previously operated as a children's play centre. A parking survey of a comparable children's play centre (Kidz Bizzzz, Kingston) was undertaken in 2011 and indicated peak parking demands of approximately 21 vehicles for a 500m² facility.

Based on survey data from comparable play centre facilities, the previous use is estimated to have generated a peak parking demand of approximately 25–30 vehicles and corresponding traffic generation of approximately 50–60 vehicle movements per hour during peak periods (typically weekends).

4.1.3 Proposed Psychology Practice

The proposed development involves conversion of the existing tenancy to a psychology practice with 12 consulting rooms and 11 office rooms.

Traffic generation for psychology practices differs significantly from general medical centres due to the operational characteristics outlined in Section 3.2. Key factors that reduce traffic generation include:

- Longer appointment durations (50–60 minutes) resulting in lower client turnover
- Staggered appointment times spreading arrivals and departures across each hour
- Telehealth component (20–40%) reducing physical attendance
- Average room occupancy of 7–9 rooms rather than full capacity
- Trip linking with other shopping centre uses

Based on these operational characteristics, the expected peak hour traffic generation is estimated as follows:

- Expected active consulting rooms at peak: 7–9 rooms
- Estimated client trips per active room: 2 per hour (1 arrival + 1 departure)
- Peak hour client movements: approximately 14–18 vehicles per hour
- Staff movements: minimal during operating hours (arrivals before peak, departures after peak)

4.1.4 Net Change in Traffic Generation

The change in use from children's play centre to psychology practice will result in a variation in traffic generation patterns. The previous play centre use generated peak traffic on weekends, while the proposed psychology practice will generate peak traffic on weekdays during business hours.

The estimated peak hour traffic generation of the psychology practice (14–18 vehicles per hour) is comparable to or lower than the previous play centre use (50–60 vehicles per hour on weekends). When considered relative to the overall shopping centre traffic volumes of approximately 1,150 vehicles per peak hour, the change represents approximately 1–2% of total vehicle movements and is therefore not material to the operation or safety of the shopping centre accesses.

4.2 Trip Assignment

Based on the location of the tenancy within the shopping centre, vehicle movements will be distributed across the existing shopping centre access points. The majority of vehicle movements are expected to access via the Channel Highway entrance and the Police Lane/ Hutchins Street entrance. Note that traffic will also be generated at the Church Street and Freeman Street accesses, however the use of these accesses will be lower and likely associated with other linked trips that may occur independently of the proposed development (such as Big-W, food services, etc).

The distribution of traffic across multiple access points ensures that no single access experiences a concentrated increase in traffic volumes.

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 proposed psychology practice is estimated to generate comparable or lower daily traffic volumes than the previous children's play centre use. Traffic is distributed across multiple established accesses (Channel Highway and Police Lane/ Hutchins Street), so the change at any single access is minimal.

Accordingly, the proposal satisfies A3 of Clause E5.5.1 of the Planning Scheme.

4.4 Sight Distance

Australian Standard AS2890.1 provides the minimum sight distance requirements for both domestic and commercial driveway accesses. These requirements are based on approach speed and are generally lower than those applicable to road intersections.

For a frontage road with a 50-km/h speed limit, the minimum required sight distance for a commercial driveway is 45 metres, with a desirable sight distance of 69 metres.

The existing accesses to the shopping centre from Hutchins Street and the Channel Highway are well established and operate safely under existing traffic conditions. Site observations confirm that adequate visibility is available in both directions from each access, consistent with or exceeding the minimum requirements of AS2890.1.

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. Wombat and zebra crossings are provided on the internal roadways in proximity to the subject site, ensuring clear pedestrian priority and visibility for drivers. The posted speed limit within the shopping centre roadways is 10-km/h.

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 change of use will not alter pedestrian movement patterns or introduce new conflict points. The pedestrian environment is considered to be safe and appropriate for the proposed psychology practice use.

4.6 Road Safety Impacts

Crash data obtained from the Department of State Growth for Hutchins Street and Channel Highway indicates a generally good road safety record in the vicinity of the site. The majority of incidents involved property damage only, with no pattern of serious injury crashes or identifiable systemic issues.

On Hutchins Street, crashes were largely confined to the Channel Highway and Church Street junctions, with only a small number of mid-block events and limited involvement of vulnerable road users.

The proposed psychology practice will generate a low volume of traffic movements relative to the overall shopping centre traffic and will utilise the existing, well-functioning access points. The internal roadways operate at low speeds with established pedestrian crossings and clear driver visibility, further reducing the likelihood of conflict.

Given these factors, the proposal is not expected to adversely affect the safety performance of the surrounding road network. The risk of crashes or traffic conflicts will remain low and consistent with the current operation of the shopping centre.

5. Parking Assessment

5.1 Parking Provision

The proposed psychology practice will utilise the existing car parking within the Channel Court Shopping Centre. The shopping centre provides a total of 998 on-site parking spaces, including both rooftop/outdoor and undercover areas.

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 large 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 psychology practice, as parking will continue to operate as part of the shared pool available to all centre users.

5.2 Car Parking Demand

5.2.1 Previous Use Parking Demand

The previous use of the tenancy was a children's play centre with a floor area of approximately 760m². There are no specific car parking requirements provided in the Planning Scheme for children's play centres; parking requirements are therefore discretionary and comparisons must be drawn to similar developments.

A parking occupancy survey of a comparable children's play centre (Kidz Bizzzz at 4a Mertonvale Circuit, Kingston) was undertaken by Midson Traffic in March 2011. The survey recorded a peak parking occupancy of 21 vehicles for a facility with a floor area of approximately 500m². Additional observations at the Far Out Play Centre in Mornington (approximately 1,000m²) indicated parking demands in the order of 30 spaces.

Based on this survey data, children's play centre parking demands are not directly proportional to floor area, with larger facilities exhibiting lower parking rates per square metre. For the previous 760m² play centre at Channel Court, the estimated peak parking demand was likely to be in the order of 25–30 spaces.

5.2.2 Proposed Psychology Practice Parking Demand

The proposed psychology practice consists of 12 consulting rooms and 11 office rooms. Parking demand has been estimated based on the operational characteristics of the practice as outlined in Section 3.2.

Staff Parking Demand

The 11 office rooms will accommodate administrative and support staff. Assuming typical occupancy during business hours, this generates a demand of approximately 10–11 staff parking spaces.

For clinical staff, given part-time working arrangements and the telehealth component (20–40% of sessions conducted remotely), the expected number of clinicians on-site at peak times is 7–9. Allowing for

some use of public transport given the adjacent bus interchange, clinical staff parking demand is estimated at 6–8 spaces.

The total staff parking demand is therefore likely to be between 16 to 19 spaces.

Client Parking Demand

With 7–9 active consulting rooms and 50–60 minute session durations, approximately one client per room per hour is expected. Accounting for:

- Staggered appointment times (arrivals and departures spread across each hour)
- Telehealth reducing physical attendance by 20–40%
- Some clients using public transport or active transport
- Trip linking with other Channel Court activities

Peak concurrent client parking demand is estimated at 6–9 spaces, representing approximately half to two-thirds of the hourly client throughput at any given time (accounting for staggered arrivals and departures).

Combined Parking Demand

The combined peak parking demand for the proposed psychology practice is estimated at 22 to 28 spaces.

5.2.3 Comparison with Previous Use

When comparing the previous use to the proposed development:

- Previous children's play centre: 25–30 spaces peak demand
- Proposed psychology practice: 22–28 spaces peak demand

The proposed psychology practice is estimated to generate comparable or lower peak parking demand than the previous children's play centre use.

It is also noted that the peak parking periods differ between the two uses. The previous play centre generated peak demand on weekends, while the proposed psychology practice will generate peak demand on weekdays during business hours. This temporal separation means the psychology practice's parking demand will occur when the shopping centre typically has greater spare parking capacity (weekday daytime) rather than during peak retail periods (weekends).

5.3 Car Parking Surveys

Car parking surveys were undertaken within the Channel Court shopping centre to assess existing parking occupancy and spare capacity. The survey included parking areas within proximity to the subject tenancy.

5.3.1 Survey Areas

The parking surveys covered the following areas:

- Areas A–D: A total of 102 parking spaces located within a short walking distance of the subject tenancy, surveyed on Tuesday 23rd and Wednesday 24th September 2025.
- Area E: A total of 131 parking spaces in proximity to the subject tenancy, surveyed on Tuesday 2nd and Wednesday 3rd December 2025.

The combined survey areas represent 233 parking spaces, or approximately 23% of the total 998 spaces within the Channel Court shopping centre.

The areas surveyed are shown in Figure 6.

Figure 6 Car Parking Survey Areas

5.3.2 Parking Survey Results

The parking survey results for Areas A-D are summarised in Table 1, and the parking survey results for Area E is summarised in Table 2.

Within Areas A–D, peak parking occupancy occurred at 10:00am on Wednesday, with 90 vehicles parked (88% occupancy) and 12 spare spaces remaining. The next highest occupancy was 85 vehicles at 10:00am

on Tuesday (83% occupancy, 17 spare spaces). Occupancy reduced through the afternoon on both days, with 33 to 40 vehicles parked at 5:30pm (32–39% occupancy, 62–69 spare spaces).

Within Area E, peak parking occupancy occurred at 10:00am on Wednesday, with 110 vehicles parked (84% occupancy) and 21 spare spaces remaining. The next highest occupancy was 108 vehicles at 10:00am on Tuesday (82% occupancy, 23 spare spaces). Occupancy reduced through the afternoon on both days, with 85 to 90 vehicles parked at 4:00pm (65–69% occupancy, 41–46 spare spaces).

Across the combined surveyed areas (233 spaces), the minimum spare capacity recorded was 33 spaces at 10:00am on Wednesday (combining the peak periods from both survey datasets). This represents approximately 14% spare capacity within the surveyed areas at the busiest time.

In addition to the formally surveyed areas, general observations were made of other parking areas within the shopping centre:

- Southeastern basement car park: This area contains more than 200 parking spaces. Observations indicate that this area operates with greater than 50% spare capacity for the majority of the time.
- Rooftop car park: The rooftop car park contains large areas that operate with greater than 50% spare capacity for the majority of the time.

These observations indicate that substantial additional spare parking capacity exists beyond the formally surveyed areas, providing significant reserve capacity within the overall shopping centre car park.

The parking surveys demonstrate that:

- A minimum of 33 spare spaces was recorded within the surveyed areas (233 spaces) at peak times.
- Spare capacity increased substantially through the afternoon, with 100+ spare spaces available in the surveyed areas by 4:00pm.
- Additional parking areas (southeastern basement, rooftop) operate with greater than 50% spare capacity for the majority of the time, representing significant additional reserve capacity.
- The estimated parking demand of the proposed psychology practice (22–28 spaces) can be readily accommodated within the available spare capacity.

The parking surveys confirm that adequate parking is available within the Channel Court shopping centre to accommodate the demands of the proposed psychology practice without adversely affecting parking availability for other centre users.

Table 1 Parking Survey Results – Areas A-D

Time	Area A 12 spaces	Area B 7 spaces	Area C 73 spaces	Area D 10 spaces	Total Parked	Spare capacity
Tuesday 23rd September 2025						
10:00am	9 cars	5 cars	61 cars	10 cars	85 cars	17 spaces
12:00pm	7 cars	4 cars	59 cars	8 cars	78 cars	24 spaces
2:00pm	7 cars	4 cars	50 cars	5 cars	66 cars	36 spaces
4:00pm	2 cars	2 cars	40 cars	8 cars	52 cars	50 spaces
5:30pm	2 cars	1 car	26 cars	4 cars	33 cars	69 spaces
Wednesday 24th September 2025						
10:00am	10 cars	5 cars	65 cars	10 cars	90 cars	12 spaces
12:00pm	7 cars	5 cars	55 cars	10 cars	77 cars	25 spaces
2:00pm	8 cars	4 cars	53 cars	7 cars	72 cars	30 spaces
4:00pm	3 cars	3 cars	44 cars	5 cars	55 cars	47 spaces
5:30pm	3 cars	3 cars	31 cars	3 cars	40 cars	62 spaces

Table 2 Parking Survey Results – Area E

Time	Area E	Spare Capacity
Tuesday 2nd December 2025		
10:00am	108 cars	23 spaces
12:00pm	100 cars	31 spaces
2:00pm	91 cars	40 spaces
4:00pm	90 cars	41 spaces
Wednesday 3rd December 2025		
10:00am	110 cars	21 spaces
12:00pm	97 cars	34 spaces
2:00pm	95 cars	36 spaces
4:00pm	85 cars	46 spaces

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*".

5.4.1 Previous Use Requirements

The previous use of the site as a children's play centre does not have a specific parking rate in Table E6.1. As a discretionary use, the parking requirement would be assessed based on comparable uses or demonstrated demand. Based on survey data from comparable facilities, the parking demand of the previous use was in the order of 25–30 spaces.

5.4.2 Proposed Use Requirements

The proposed psychology practice falls within the 'Health Services' use class under the Planning Scheme. Table E6.1 requires 5 spaces for each person providing health services for a health services use.

Based on 12 consulting rooms with an average concurrent occupancy of 7–9 practitioners providing health services, the Planning Scheme requirement would be:

- Minimum (7 practitioners): 7 × 5 = 35 spaces
- Maximum (12 practitioners): 12 × 5 = 60 spaces

With no additional dedicated parking proposed, the proposed development does not satisfy the requirements of Acceptable Solution A1 of Clause E6.6.1 of the Planning Scheme. The proposal must therefore be assessed against the Performance Criteria.

5.4.3 Performance Criteria Assessment

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).

Channel Court provides 998 on-site spaces shared across all tenancies. The proposed psychology practice is estimated to generate a peak parking demand of 22–28 spaces, which is comparable to or lower than

the previous children's play centre use (25–30 spaces). Parking surveys undertaken at the shopping centre indicate substantial spare capacity available to accommodate this demand.

The following is relevant with respect to the proposed development:

- Car parking demand. The estimated peak parking demand of the proposed psychology practice (22–28 spaces) is comparable to or lower than the previous children's play centre use (25–30 spaces). Parking surveys confirm substantial spare capacity exists within the shopping centre car park to accommodate this demand without affecting availability for other users.
- Availability of on-street and public parking in the locality. The proposal relies on the existing shared centre car parks within Channel Court. On-street/public parking is not required to meet demand. The parking surveys indicate substantial spare capacity within the centre.
- Availability and frequency of public transport within 400m. The Kingston bus interchange is located immediately adjacent to Channel Court, providing frequent bus services along the Channel Highway corridor. This provides a practical alternative for staff and clients, reducing reliance on parking.
- Availability and likely use of other modes of transport. The Kingston CBD setting provides high-quality footpaths and pedestrian crossings, supporting walking access. Bicycle parking is available within the shopping centre precinct.
- Availability and suitability of alternative arrangements. Not required. The existing on-site shared parking adequately caters for the use; no off-site arrangements are proposed.
- Reduction due to shared use efficiencies. Parking for the psychology practice will be shared with the broader shopping centre. The practice's peak demand occurs on weekdays during business hours, while the shopping centre's peak retail demand typically occurs on weekends. This temporal variation improves overall parking utilisation. Additionally, multi-purpose trips (clients visiting pharmacy, supermarket, café, etc.) moderate the incremental parking demand attributable to the psychology practice.
- Existing surplus or deficiency. Parking surveys confirm that the shopping centre operates with substantial spare capacity throughout the day, indicating an existing parking surplus that can accommodate the proposed use.
- Credit for existing uses. The previous children's play centre use generated a parking demand of approximately 25–30 spaces. This existing demand should be credited against the parking requirement for the proposed psychology practice, which generates comparable or lower demand.
- Prior financial contribution. Not applicable. No contribution is proposed or required as on-site supply is adequate.
- Appropriateness of financial contribution. Not applicable.
- Relevant parking plan. Not applicable.
- Historic cultural heritage significance. Not applicable. No works to heritage fabric; parking occurs in existing car parks.

- Significant trees. Not applicable. No tree removal is required; all parking occurs within established sealed areas.

Having regard to items (a)–(m), the existing shared on-site parking at Channel Court is sufficient to meet the reasonable needs of the proposed psychology practice. The estimated parking demand (22–28 spaces) is comparable to or lower than the previous use, and parking surveys confirm substantial spare capacity exists within the shopping centre. The proposal therefore satisfies Performance Criteria P1 of Clause E6.6.1 of the Planning Scheme.

6. Conclusions

This traffic impact assessment (TIA) investigated the traffic and parking impacts of a proposed psychology practice at Shop 11, Channel Court Shopping Centre, Kingston. The proposed development involves a change of use of the existing 760m² tenancy (previously a children's play centre) to a psychology practice comprising 12 consulting rooms, 11 office rooms, a meeting room, and associated facilities.

The key findings of the TIA are summarised as follows:

- Traffic generation. The proposed psychology practice is estimated to generate approximately 14–18 vehicle movements per hour during peak periods. This is comparable to or lower than the previous children's play centre use, which generated approximately 50–60 vehicle movements per hour on weekends. The change in use represents approximately 1–2% of total shopping centre traffic and is not material to the operation of the centre's accesses.
- Access. Vehicle access will be predominantly via the existing shopping centre accesses from Channel Highway and Hutchins Street. The proposal generates comparable or lower traffic than the previous use, with traffic distributed across multiple access points. The proposal satisfies Acceptable Solution A3 of Clause E5.5.1 of the Planning Scheme.
- Road safety. Crash data for Channel Highway and Hutchins Street indicates a generally good road safety record, with no systemic issues identified. The proposed development will not exacerbate any existing safety concerns, given the low traffic volumes generated and use of established access points.
- Parking demand. The proposed psychology practice is estimated to generate a peak parking demand of 22–28 spaces. This is comparable to or lower than the previous children's play centre use (25–30 spaces). The psychology practice's peak demand occurs on weekdays during business hours, while the previous use peaked on weekends.
- Parking supply. Channel Court provides 998 shared parking spaces. Parking surveys of 233 spaces in proximity to the tenancy recorded a minimum of 33 spare spaces at peak times, with substantial additional spare capacity in other areas of the car park further away from the tenancy site. The estimated parking demand of the psychology practice can be readily accommodated within the available spare capacity.
- Planning Scheme compliance. The proposal does not satisfy the Acceptable Solution for car parking (Clause E6.6.1 A1); however, the proposal satisfies the Performance Criteria P1, having regard to demonstrated parking demand, existing spare capacity, credit for the previous use, public transport accessibility, and shared parking efficiencies.
- Public transport. The site is well serviced by public transport, with the Kingston bus interchange located immediately adjacent to Channel Court. This provides a practical alternative to private vehicle travel for staff and clients.

Based on the findings of this report, the proposed development is supported on traffic and parking grounds.

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