

Shoalhaven Cancer Care Centre
Proposed Rezoning Application
Traffic and Parking Report

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Prepared for
Urban Planning Outcomes

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1 Introduction

This assessment has been undertaken on behalf of Urban Planning Outcomes to consider the traffic and parking implications of the proposed rezoning application to facilitate the development of the Shoalhaven Cancer Care Centre in Nowra, NSW.

The proposed Cancer Care Centre will be located adjacent to the existing Shoalhaven Hospital on a currently undeveloped site.

The site is currently zoned 6a in an area which is defined as “sensitive coastal location”. Development of the Cancer Care Centre will require the site to be rezoned to permit the proposed use.

The purpose of this report is determine with regard to traffic and parking if the proposed Cancer Care Centre site is appropriate for the proposed development and thus rezoning.

2 Existing Conditions

2.1 *Site Location*

The proposed Cancer Care Centre is located immediately south of the existing Shoalhaven Hospital. The site has road frontages to Scenic Drive and North Street.

2.2 *Surrounding Road Network*

Scenic Drive and North Street can be considered as local roads within the surrounding road network providing access to the particular land uses that front the roads rather than major through traffic routes.

Scenic Drive provides access to the existing Hospital site and associated on site car parking as well as recreational uses including the swimming pool and the river front public open space.

The adjacent Shoalhaven Hospital site has road frontages to Scenic Drive and Shoalhaven Street.

Shoalhaven Street is predominately a residential street, although several of the houses adjacent to the Hospital have been converted to hospital support / ancillary uses.

Generally the surrounding road network accommodates two way traffic flow and unrestricted kerb side parking on both sides of the roads.

Observations of the immediate surrounding road network indicate the roads operate satisfactory and in accordance with their local road functions. Intersections surrounding the site are priority intersection controls (give way / stop signs).

2.3 *Car Parking Demand*

Observations indicate that parking demand for existing on site parking at the Shoalhaven Hospital exceeds capacity during peak periods.

When inspected at 10:00 and then again at 12:30 on a weekday, the hospital main car park was full and there was overflow parking to the land south of the hospital with some 45 cars seen on that land.

Furthermore, it was observed that hospital related parking demand also occurred on the local streets surrounding the hospital. These streets include Shoalhaven Street and Scenic Drive. Generally, on street parking demand decreases with increasing distance from the hospital.

3 Assessment of Proposed Cancer Care Centre

3.1 Overview of Proposed Development

3.1.1 Cancer Care Centre Facility

It is proposed to construct a Cancer Care Centre adjacent to the Shoalhaven Hospital.

The Centre itself would be an ambulatory facility (ie. no overnight beds) with patients receiving day treatment at the centre. Patients would be transported on a daily basis from their homes or other care facilities in the area including the adjacent Shoalhaven Hospital.

The Cancer Care facility would include:

- Radiation oncology
 - 1 operational Bunker
 - 2 interview rooms
- Outpatient Clinic Area
 - 2 consult rooms
 - 1 procedure room
 - 1 clinic review
 - 1 interview room
- Day Oncology
- 14 Chemotherapy Chairs (an increase of 8 on current use at adjacent hospital)

The Cancer Care Centre facility would be supported by a ten bed room accommodation unit. This would be used by patients and their families while in care.

The Cancer Care Centre facility would be connected to the Hospital with a dedicated covered pedestrian walk way.

As part of the proposed development, on site car parking (45 spaces) would be constructed with vehicle access from both Scenic Drive and North Street.

In addition to the car park a drop off / pick up facility would be provided as well as a designated ambulance bay.

The proposed concept plan for the Cancer Care Centre is provided in Appendix A.

3.1.2 Cancer Care Centre Use

It is understood that the following use and patient care uses will occur.

i. Radiation Oncology

It is estimated that in 2012 there will be:

- some 580 patients requiring 7900 treatments per annum. This equates to approximately 35 patient visits per working day (ie. Monday to Friday and 19 working days per month);
- Pre treatment visits equates to 13 patient visits per working day.
- Total for Radiation Oncology 48 additional patient visits per working day

Chemotherapy

It is estimated that there will be:

- 220 patients requiring an additional 2,210 treatment per year (8 extra chairs by 285 visits / chair and ten visits per patient) = 10 extra patients per working day (Mon to Fri, 19 working days per month)
- Pre treatment visits = 220 by 4 visits = 883 additional visits = 4 additional patient visits / per working day
- Total for Chemotherapy = 17 additional patient visits per working day

Total for Radiation Oncology and Chemotherapy is estimated to be approximately 64 additional patient visits per working day.

The staffing profile is expected to increase by up to 30 additional staff in 2012/2013.

3.2 Traffic Generation Impacts

As the proposed Cancer Care Centre will operate as a day care facility patients will be brought to the centre each day for treatment and then taken away following treatment.

It is anticipated that site traffic will be generated by:

- Staff – arriving for and leaving after their shifts;
- Patient drop off by vehicle with vehicle staying on site for the duration of the treatment;
- Patient drop off by vehicle with the vehicle leaving the site and returning after treatment for patient collection;
- Patient transport to the facility by ambulance / patient transfer services
- Patients walk from adjacent Hospital or proposed on site accommodation.
- Service / delivery vehicles and emergency vehicles

The proposed development would be consistent with the ‘medical’ precinct driven by the adjacent hospital. With regard to traffic generation, co-locating similar facilities and ancillary services has the potential to reduce the overall potential traffic generation of individual uses compared to separately located developments.

However, as a conservative approach it is assumed that each patient and staff member will generate two vehicle trips per day, arriving in the morning and departing in the afternoon.

On this basis it is estimated that the proposed Cancer Care Centre would generate in the order of 180 – 190 vehicle trips per day.

It is considered that the surrounding road network can adequately accommodate this additional traffic flow without significant adverse impacts to the operation or local road function.

3.3 Parking Demand

Shoalhaven City Council DCP 18 – Car Parking sets out parking requirements for land uses in the council area including medical facilities. However, parking rates are provided for private hospitals based on number of beds and professional consulting rooms etc. These rates are not considered appropriate for use in calculating demand for the proposed cancer care centre. Thus parking demand has been estimated on first principles.

As noted in Section 2 of this report, parking demand associated with the adjacent Hospital exceeds parking supply at peak times with the car park full and occurrence of on street parking.

While on street parking does occur, observations indicate that it does not adversely impact on road network operation. Furthermore, the road reserve provisions allow kerb side parking and particularly along Scenic Drive, there are no other significant land uses which generate demand for parking.

Thus while on street parking occurs, it is not seen as to be detrimental to the operation or amenity of the local area.

For the proposed Cancer Care Centre, it is estimated that parking demand would peak should all staff and patients carers park on site for the duration of the day. While this is unlikely this would generate a peak demand of 94 spaces (30 staff + 64 patients).

This peak demand would be reduced by the following factors:

- proportion of patients that are dropped off and the car doesn't stay on site for the day;
- proportion of patients that are transferred by ambulance / patient transfer vehicles;
- proportion of patients that walk from the adjacent hospital.

Taking these factors into consideration, it is estimated that parking demand for the proposed Cancer Care Centre would be in the order of 60 spaces during the peak of a typical working day.

Thus it is estimated that parking demand for the Centre will on occasions exceed the proposed on site parking provisions (45 spaces).

The implications are that there will be additional demand for on street parking. This demand is expected to principally occur along Scenic Drive and North Street. Due to the narrowness of these roads at the site's frontages, on street parking could not be currently provided without some road widen to accommodate a kerbside parking lane.

However, North Street widens to the east of the site and could accommodate on street parking. Furthermore the recreational uses have car parking facilities which are not typically used during the working days and could be used for overflow parking should it occur.

Overall, it is considered that the proposed on site parking provisions would not fully accommodate the development's peak parking demand however the use of on street parking for these peak periods would be satisfactorily.

Notwithstanding the above, it is recommended that consideration and investigations be undertaken as part of the detailed design stages of the proposal to determine if additional on site parking can be provided on site.

3.4 *Car Park Access and Layout*

The proposed car parking layout includes the provision of separate access arrangements for the drop off / pick up (short stay) parking area and the main (long stay) car parks. This is considered to be a sound appropriate to address vehicle and pedestrian conflicts.

For the drop off / pick up facility it is recommended that a one way system be implemented with the access on Scenic Drive being allocated as the "entry" and North Street allocated the "exit" driveway. This will allow passengers to be dropped off on Centre side of the access road.

Each of the proposed site access driveways has been located with compliant (AS2890.1) setbacks from intersections and adjacent driveways and are satisfactory. The available sight distances at each of the proposed driveway locations have been reviewed and found to be satisfactory.

Generally the main car park layout is satisfactory have there would be advantages to circulation if the proposed parking areas could be combined and a loop system implemented. However this is considered an issue for detailed design stages of the proposal.

3.5 *Service and Emergency Vehicle Facilities*

The proposed development includes a designated and separate ambulance bay and access via Scenic Drive. This arrangement is supported and considered satisfactory.

It is considered that a loading bay could be included adjacent to the ambulance bay or the hospital loading dock used for large service vehicles. It is assumed that waste collection would be undertaken via a contractor from the car park outside of peak periods.

3.6 *Construction Traffic Impacts*

The construction traffic implications of the proposed development would need to be considered as part of the subsequent detailed planning stages of the proposed development.

Issues to be considered as part of the construction traffic management plans will include:

- Site access arrangements
- Maintaining vehicle and pedestrian access to the existing hospital and other surrounding land uses;
- Truck routes to and from the site and minimising the volume of trucks on local roads; and
- Amenity of surrounding land uses.

4 Conclusions

This report presents the findings of an assessment for a proposed rezoning application for the Cancer Care Centre adjacent to the Shoalhaven Hospital in Nowra.

The findings of this assessment have concluded that:

- the additional traffic movements associated with the proposed facility can be adequately accommodated by the surrounding road network;
- the proposed on site parking demand is considered satisfactory however at peak periods there will be parking demand occurring on the surrounding streets. It is recommended that the ability to provide additional on site parking be considered during detailed planning for the site.
- The site access arrangements and car park layout are satisfactory.
- Emergency and service vehicle access arrangements can be adequately accommodated.

In summary, it is considered that the proposed development of a cancer care centre is an appropriate use for the site, namely within a 'medical precinct'. On the basis of traffic and parking, the proposed rezoning is supported.

Appendix A Proposed Concept Plan

