

# Cancer Care Manning Great Lakes 88-90 Cornwall Street, Taree

Traffic Impact Assessment

Prepared for: Cancer Care Associates

15 December 2023

The Transport Planning Partnership



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Client: Cancer Care Associates

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## APPENDICES

#### A. ARCHITECTURAL PLANS



## 1 Introduction

The Transport Planning Partnership (TTPP) Pty Ltd has prepared this traffic impact assessment report on behalf of Cancer Care Associates to accompany an amended Development Application (DA) to Mid Coast Council (Council).

The amended DA submission seeks approval to reconstruct the two existing residential dwellings to become a cancer treatment facility (Cancer Centre Manning Great Lakes) at 88-90 Cornwall Street, Taree.

The proposed development will provide ten (10) on-site car parking spaces including one accessible space for staff and visitors.

The remainder of the report is set out as follows:

- Chapter 2 discusses the existing conditions including a description of the subject site
- Chapter 3 provides a brief description of the proposed development
- Chapter 4 assesses the proposed on-site parking provision and internal layout
- Chapter 5 examines the traffic generation and its impacts, and
- Chapter 6 presents the conclusions of the assessment.



## 2 Existing Conditions

## 2.1 Site Description

The subject site is located at 88-90 Cornwall Street, Taree and falls within the local government area of Mid Coast Council. The site is bounded by Cornwall Street to the north, Cornwall Lane to the south and residential buildings to the east and west, as shown in Figure 2.1.

The existing site includes two residential dwelling houses.

The existing land use of the site is zoned as R1 – General Residential. The land uses surrounding the site are predominantly low-density residential dwellings.



#### Figure 2.1: Site Location

Source: Google Maps



### 2.2 Road Network

The subject site has street frontage to Cornwall Street and Cornwall Lane. A description of the surrounding road network is provided in Table 2.1.

Road	Type of Road	Speed Limit	Direction	Lanes	Carriage Road width	Road Authority
Cornwall Street	Local Road	50 km/h	Two-way	2	12m (include kerbside parking)	Council
Cornwall Lane	Local Road	50 km/h	Two-way	2	6.5m (include kerbside parking)	Council
Manning Street	Local Road	50 km/h	Two-way	2	12m (include kerbside parking)	Council
Pulteney Street	Local Road	50 km/h	Two-way	2	17m (include kerbside parking)	Council

#### Table 2.1: Surrounding Road Network

Parallel kerb-side parking is permitted on Cornwall Street and Cornwall lane near the site. Line-marked angled parking spaces are provided on Pulteney Street.

## 2.3 Pedestrian Infrastructure and Cycleway

There is no pedestrian footpath along the site frontage in Cornwall Street or Cornwall Lane.

On road cycle routes are provided near the site as shown in Figure 2.2.





Source: Transport for NSW – Cycleway Finder

## 2.4 Public Transport Facilities

Taree Railway Station is located approximately 900m walking distance from the site. This railway station is on the North West NSW line.

The closest bus stop to the site is located on York Street adjacent to Manning Base Hospital, which is about 400m walking distance to the site. Bus routes provided near the site are presented in Table 2.2.

Bus Route	Route Description	Weekday Frequency
309	Taree to Forster via Blackhead and Diamond Beach	Single departure, arrives at Manning Base Hospital at 9:52am.
310	Taree to Forster	Single departure at Manning Base Hospital at 1:10pm. Drop off at hospital available on request to driver.
313	Taree to Taree West	Every 2 hours in the morning and every 1 hour in the afternoon.

#### Table 2.2: Existing Bus Services



## 3 Proposed Development

## 3.1 Development Description

The proposed development seeks to demolish the two existing dwelling houses and construct a two-level cancer treatment facility. The development proposes no changes to the existing zoning of the site. The proposed development will include:

- An at grade car park with nine (9) car parking spaces (including one accessible space) at the rear of the site via a new vehicle crossing on Cornwall Lane, with the following allocations of parking:
  - 5 x staff parking spaces
  - 4 x visitor parking spaces
- One (1) staff car parking space at the front of the site accessed via a new vehicle crossing on Cornwall Street for the centre leader.
- One consultation room, one interview room, one bunker for LINAC treatment and associated auxiliary facilities, with a total Gross Floor Area (GFA) of 554 m<sup>2</sup>.

TTPP has been advised that there will be a maximum of 6 staff and 4 patients on site at any one time.

The proposed operational hours of the facility will be:

Monday to Friday: 8.30am to 5.00pm

It is noted that staff will arrive prior to patients in the morning to get equipment ready for first patient treatment at 8.30am and all treatments will finish by 4pm for machine warm down procedures. The majority of the staff will leave after patients have left for the day.

The proposed site layout is shown in Appendix A.

### 3.2 Vehicle Access

The proposed development will close two existing vehicle crossings on Cornwall Lane (one for each dwelling house), and construct a new combined vehicle crossing for access to the rear car park. The new vehicle crossing will be 6 metre wide.

The proposed development will close two existing vehicle crossings off Cornwall Street and construct a 3m wide single driveway to provide access to a staff parking space at the front of the site.



## 4 Parking Assessment

## 4.1 Car Parking Requirements

#### 4.1.1 Council DCP Requirements

Car parking rates for cancer treatment facilities are not specified in the Greater Taree DCP 2010. However Council's DCP specifies the car parking rates for the following land uses which is similar to the proposed development as shown in Table 4.1.

Land Use	Yield	DCP Parking Rate	DCP Parking Requirement
Health Consulting Room	2 spaces per consulting room plus one space for the dwelling 1 consulting (In residential zones)		3 spaces
Medical Centres	room; 6 staff; 554m² GFA	3 per surgery; plus 1 per doctor; plus 1 per employee, or 4 spaces per 100m2 (whichever is the greater)	22 spaces

#### Table 4.1: DCP Car Parking Requirements

It is noted that the proposed cancer treatment facilities will not operate in the same way as a traditional medical centre and will not have the same number or turnover of patients in the facility at the same time as medical centres or health consulting rooms. The parking rates specified in the DCP do not accurately reflect the parking demands of the proposed development.

#### 4.1.2 Travel Mode Surveys at Existing Cancer Care Clincs

To estimate the typical parking demands of the proposed Cancer Care Clinic, patients travel mode surveys have been undertaken at the existing Cancer Care Clinic at Griffith, as this existing clinic is considered to be the most relevant to the proposed development at Taree as both clinics are located in the regional areas and offer services to patients with similar demographic.

The Cancer Care Griffith (CCG) offers both radiation and medical oncology consulting and treatment, with 1 x LINAC Treatment Bunker and 6 x Chemotherapy Chairs. However, it should be noted that the proposed Cancer Care Manning Great Lakes does not contain medical oncology, thus would have lower operational intensity than CCG.

The results show that the average daily attendance at the clinic was 11 patients. The average duration of stay for each radiation oncology Treatment (using LINAC Treatment Bunker) is about 30 minutes.



As the travel mode survey results presented in Table 4.2, about 94% of the patients drove to the site.

	Mode of Travel						
	Car	Drop-off/Pick-up	Motorcycle	Walk	Public Transport		
Patient	32	2	0	0	0		
Patient (%)	94%	6%	0	0	0		

#### Table 4.2: Surveyed Patient Travel Mode for Griffith Cancer Care Clinic

#### 4.1.3 Amended Development Car Parking Demand Profile

The proposed development has been amended to reduce the scale of the services:

- No medical oncology treatment service will be provided
- Retain one bunker for radiation oncology treatment
- One oncology consultation room (non-treatment consultations for new or ongoing patients)

#### Patient Numbers

TTPP has been advised that the clinic is expecting to accommodate up to 4 patients on site at any one time, and patients will attend the clinic by appointment only.

The proposed bunker radiation treatment would serve 1 patient at a time with an average duration of 30 minutes. As per the Operational Management Plan, it will be managed such that there will be a maximum of one patient waiting at the clinic prior to the treatment. Therefore, there will be a maximum of 2 patients on site at any one time for the radiation treatment (1 patient undertaking the treatment and 1 patient waiting at the clinic prior to the appointment).

The proposed development will provide one consultation room for Radiation Oncology. There will only ever be one doctor consulting on any given day. Patients will check in at reception when they arrive and remain in the waiting area until the doctor collects them to the consultation room.

The following description for the consultation procedure is shown in the following:

- Oncologist preparation assessment of patient diagnostic scans and information and research into best care pathway / treatment. No presentation required by the patient at this time.
- New patient appointment clinical assessment of patient within the consultation room including examination, patient history, treatment consent, side effects discussion and any other relevant information.



As patients will attend the consultation by appointment only, it will be managed such that there will be a maximum of 2 patients on site at any one time for consultation (1 undertaking the consultation and 1 waiting at the clinic prior to the appointment).

Based on the above, the maximum number of patients on site at any one time is expected to be 4 patients:

- 2 patients for radiation treatment
- 2 patients for consultation

#### Staff Numbers

The proposed clinic would expect up to 6 staff on site at any one time. The staffing profile of the clinic is shown in Table 4.3.

#### Table 4.3: Staffing Profile of the proposed Cancer Care Clinic

Profession	Staff Number
Radiation Oncologist	0.2 FTE – 1 day per week
Administration	2
Radiation Therapist	2
Nurse	1
Total (Full-time Equivalent)	6 (rounded up)

#### 4.1.4 Estimated Parking Demands

The car parking demands of the proposed development is assessed based on the first principal analysis with data sourced from the travel mode survey from the existing Cancer Care at Griffith and Australia's Journey to Work published by the Australian Bureau of Statistics (ABS).



#### Parking for Patients

The survey results from Cancer Care Griffith shows that about 94% of the patients drive to the site. As the proposed clinic is expecting to have a maximum of 4 patients on site at any one time, the parking demand of patients would be **4** car spaces (rounded up).

#### Parking for Staff

According to the ABS 2021 Census data, the percentage of employed people who travel to their workplace at Taree by car (as driver) is 89%<sup>1</sup>. The proposed development is expected to have up to 6 staff on site at any one time. As such it would require **6** car parking spaces (rounded up) for staff.

#### Parking Provision

Based on the above assessment, the proposed development would require a total of **10** car parking spaces to be provided on site.

The proposed development will provide **6** staff car parking spaces (5 within the rear car park and 1 in the front car park) and **4** patient car parking spaces within the rear car park. Therefore, the provision of on-site parking spaces would satisfy the parking demand of the proposed development.

### 4.2 Bicycle Parking

Council's DCP does not specify the bicycle parking requirements for this type of development. It is anticipated that the bicycle parking demand would be relatively low for the proposed development.

Notwithstanding, one bicycle parking rack (2 spaces) will be provided at the rear car park for staff that wish to ride to work, thus to encourage sustainable transportation.

### 4.3 Motorcycle Parking

Council's DCP does not specify the motorcycle parking requirements for this type of development.

No dedicated motorcycle parking spaces are provided on site. Staff or patients who ride their motorcycle to the site could be accommodated within the on-site car parking spaces or on street.

<sup>1</sup> Source: Australian Bureau of Statistics, 2021 Census. https://maps.abs.gov.au/index.html



### 4.4 Emergency Vehicles

Patients that need to be transferred to the site for emergency treatment via ambulance would be very rare.

However, if it is required ambulance can be accommodated within the rear car park for emergency situations.

## 4.5 Servicing and Loading Facilities

Waste collection of the site will remain the same as the exiting site, which would be accommodated via kerb-side collection.

The proposed development will have a low volume of deliveries. Deliveries will be undertaken outside operation hours, thus can be accommodated within the rear car park.

## 4.6 Car Park Layout

Car parking spaces allocated to the employees are to be designed in accordance with the Australian StandardAS2890.1:2004 User Class 1A, and car parking spaces allocated to the patients/visitors are to be designed in accordance with Australian Standard AS2890.1:2004 User Class 3. User Class 1A spaces are a minimum of 2.4m wide, 5.4m long with a 5.8m aisle width. User Class 3 spaces are a minimum of 2.6m wide, 5.4m long with a 5.8m aisle width.

Six (6) car spaces (4 in tandem arrangement) allocated to staff parking are designed in accordance with AS2890.1 User Class 1A for staff parking.

Three (3) car spaces allocated to patients/visitors are designed in accordance with AS2890.1 User Class 3.

One visitor space is designed as an accessible space in accordance with AS2890.6.

The proposed parking aisle width is 6m, which complies with AS2890.1:2004.

Vehicles exiting from the single proposed staff space at the front of the site will need to be reversed out to the street. This is the same arrangement as majority of the residential dwellings along the street. Notwithstanding this, this space will be allocated to the centre leader/manager, who will only enter and exit the site once per day. Therefore, this arrangement is considered acceptable and is not expected to have adverse impacts on the frontage road taken into account of the user and movement frequency.



## 5 Traffic Assessment

5.1 RMS Trip Generation Surveys – Medical Centres (TEF, 2015)

The Medical Centres Traffic Generation Surveys undertaken for RMS (now TfNSW), include survey data for a number of medical centres (14 in the Greater Metropolitan Sydney area and 6 in the Regional NSW areas).

The survey study has investigated the relationship between the peak hour vehicle trips and a number of key independent variables, such as total building GFA, number of consulting rooms, number of doctors and total number of staff. Although the survey data did not produce a strong correlation between the independent and dependant variables, the analysis shows that the peak hour trips in relation to the number of consulting rooms is relatively stronger than other independent variables.

The average vehicle trips per consulting room during the adjacent road's peak hour in the AM and PM for medical centres in the regional areas, and the traffic generations of the proposed development based on those rates are summarised in Table 5.1.

Period	Vehicle trips per room during adjacent road's peak hour in regional areas	Number of consulting rooms	Vehicle trips generated during adjacent road's peak hour	Existing traffic generation	Net traffic generation
AM Peak	4.3 trips per hour per room	2	8.6	1.42 (2 dwellings x 0.71 trips per dwelling)	7.2
PM Peak	3.7 trips per hour per room	2	7.4	1.56 (2 dwellings x 0.78 trips per dwelling)	5.8

#### Table 5.1: Traffic Generation (RMS Trip Generation Surveys – Medical Centres by TEF 2015)

The above analysis shows that the proposed development will generate an **additional 6-7 vehicle trips** during the peak hour based on the survey results of a number of medical centres NSW regional areas.

It is noted that the proposed cancer treatment facility will operate in a less intensive manner than a traditional medical centre and will not have the same turnover of patients in the facility as a traditional medical centre. Traffic generation of the proposed development based on the proposed operation of the site is further discussed in the next section.



## 5.2 Traffic Generations based on Operation

It is anticipated that the proposed cancer treatment facility will have a maximum 6 staff on site at any one time. TTPP has been advised that the facility will service up to 4 patients per hour due to the nature of the treatments provided at the centre.

It is also assumed that all the staff will travel to and from work by cars. Therefore the staff will generate up to 6 vehicle trips in the AM and PM period.

It is likely that the staff will arrive before the patients and leave after the patients so the total traffic will not be an accumulation of the two separate elements.

However, as a worst case scenario, the two elements have been added together and the proposed traffic generation based on this is summarised in Table 5.2.

Period	Traffic generation of proposed development	Existing traffic generation	Net traffic generation	
AM Peak	10 per hour	1.42 (2 dwellings x 0.71 trips per dwelling)	8.58 per hour	
PM Peak	10 per hour	1.56 (2 dwellings x 0.78 trips per dwelling)	8.44 per hour	

#### Table 5.2: Traffic Generation (actual operation)

The additional traffic generation of the proposed cancer treatment facility is estimated to be up to **9** vehicle trips per hour in the peak periods. This level of additional traffic generated by the proposed development will therefore have no noticeable traffic impacts on the surrounding road network and would show no discernible difference in any traffic modelling software.



## 6 Conclusion

This report examines the traffic and parking implications of the proposed development at 88-90 Cornwall Street, Taree. The key findings of the report are presented below.

- The proposal seeks approval to reconstruct the two existing residential dwellings to a cancer treatment facility.
- Based on the proposed operation of the site, it is anticipated that the peak parking demand will be 10 car spaces.
- It is proposed to provide a total of 10 on-site car parking spaces, which include an at grade car park with 9 car parking spaces (including one accessible space) at the rear of the site via a new vehicle crossing off Cornwall Lane and one staff parking space at the front of the site accessed via a new vehicle crossing off Cornwall Street.
- The proposed car park layout and access have been designed in accordance with AS2890.1:2004 and AS2890.6:2009.
- The proposed development is estimated to generate up to 9 additional vehicular trips per hour during the peak periods. This will have no noticeable traffic impacts on the surrounding road network.

Overall, it is concluded that the proposed development is considered acceptable from a traffic and parking perspective and is not expected to cause any noticeable adverse traffic impacts on the surrounding road network.



## Appendix A

Architectural Plans



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