

# Proposed Community Health Facility 7 Pacific Street, Batemans Bay

## Traffic and Parking Assessment

Ref: 23226

Date: SEP 24 Issue: E

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# 1.0 Introduction

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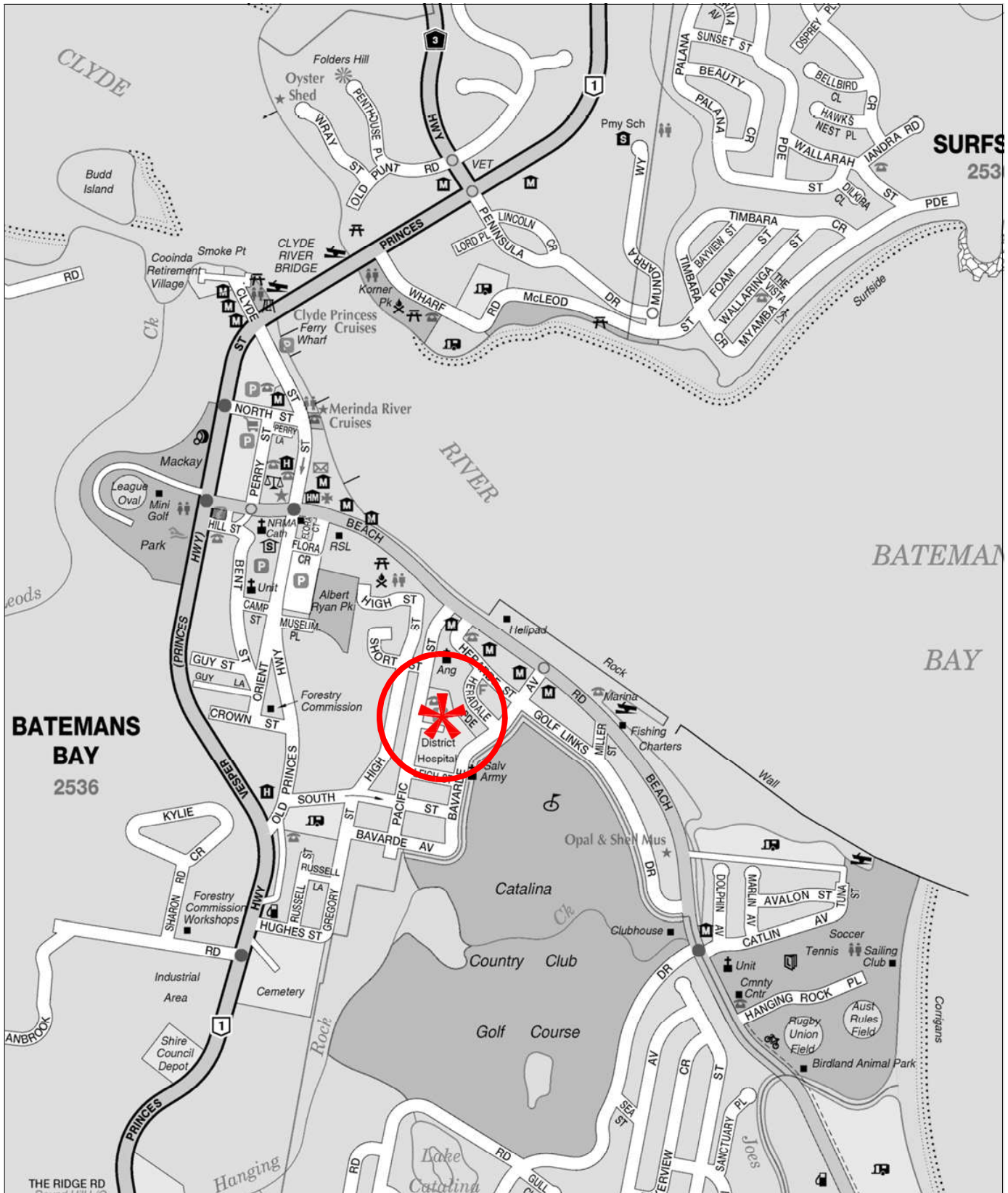
This report has been prepared for Health Infrastructure to accompany an REF for the proposed Batemans Bay Community Health facility at 7 Pacific Street, Batemans Bay (Figure 1).

Batemans Bay and its environs is a popular coastal area which is attracting a growing population base including retired and elderly persons. In order to meet the future health care needs of the Eurobodalla and Southern NSW Local Health District it is proposed to construct the new Eurobodalla Regional Hospital at Moruya to replace the existing Batemans Bay Hospital.

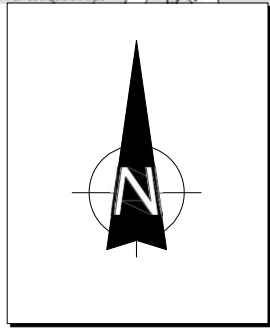
In conjunction with this change that Batemans Bay Community Health Clinical Services Plan proposed that current and new community health services at Batemans Bay be accommodated in a new purpose-built facility at the existing Batemans Bay Hospital site. The Batemans Bay Community Health (BBCH) facility, which will be located close to the Medicare Urgent Care Centre, will provide easily accessed integrated and complementary health care comprising a wide range of services

The purpose of this report is to:

- ❖ describe the site, its context and the proposed BBCH development scheme
- ❖ describe the road network serving the site and the prevailing traffic conditions
- ❖ assess the adequacy of the proposed parking provision
- ❖ assess the proposed vehicle access, internal circulation and servicing arrangements
- ❖ assess the potential traffic implications
- ❖ provide an Indicative Construction Traffic Management Plan



**LEGEND**



**LOCATION**

**FIG 1**

## 2.0 Proposed Development Scheme

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### 2.1 Site, Context and Existing Circumstances

The site for the new BBCH facility (Figure 2) is on the southern part of the existing Batemans Bay Hospital landholding which is Lot 22 in DP 1152713 occupying a large irregular shaped area with frontage to the eastern side of Pacific Street situated just to the south-east of the Batemans Bay Town Centre.

The northern and eastern sides of the site are bound by a strip of land where heavy bushland covers a steep fall in levels away to residential properties. Residential dwellings adjoin to the south while a Medical Centre and town house dwellings extend along the western side of Pacific Street opposite the site.

The existing Batemans Bay Hospital complex on the site comprises a number of building elements including 3 Ward Areas, Emergency Department, Day Surgery, Theatres and Community Health. There are 7 parking areas (total 101 cars) with 3 access driveways on the Pacific Street frontage while a study in 2021 established that the Hospital had a peak parking demand of 126 cars and was therefore reliant on the available on-street parking in the area. Majority of on-street parking is adjacent to and along the Batemans Bay Hospital Frontage.

### 2.2 Proposed Development

It is proposed to clear the existing southern car park area and undertake minor earthworks to provide a level building slab partly over an under-croft area. The new single level generally rectangular shaped building will be constructed on the slab as Stage 1. The numerous rooms and amenities will provide for a range of services including:

- ❖ Allied Health
- ❖ Child, Youth & Family Services
- ❖ Women's Health
- ❖ Sexual Health
- ❖ Community Nursing
- ❖ Palliative Care
- ❖ Aboriginal Health
- ❖ Mental Health & Drug/Alcohol



SITE

LEGEND



SITE

FIG 2

We acknowledge the Traditional Custodians of the land on which this project is sited, and pay respects to their Elders past, present and emerging.



Revision	REV DESCRIPTION	DATE	APP.
A	SDR ISSUE	28/03/2024	
B	UPDATED SDR ISSUE	01/03/2024	

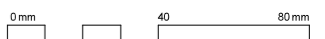
Client  
**HEALTH INFRASTRUCTURE**

Project  
**BATEMANS BAY COMMUNITY HEALTH**

Drawing  
**EXISTING SITE PLAN**

A1 Scale 1 : 200  
Project No. 22 311  
Revision B  
Number SD - AR - DR - 2000

Details  
© Architectus Conrad Gargett, ACN 131 245 684 ABN 90 131 245 684  
Do not scale this drawing and verify all dimensions and levels on site.  
Nominated Architect : Lawrence Toakio NSWARB Reg. 10255,  
Nominated Architect : Ray Brown NSWARB Reg. 6359.



**PRELIMINARY**



## Transport and Traffic Planning Associates

The under-croft area will house Engineering Services and plant. The existing vehicle ramp providing for ambulance access to the Emergency Department and its awning will be demolished to provide an at-grade car park (spaces) on the northern side of the new building as Stage 2.

A southern maintenance access road will also be provided to allow SNSWLHD Asset personnel to access the existing Batemans Bay Hospital backup emergency Power Generator for maintenance, testing and refueling.

The assessed “maximum attendance” scenario through the course of Monday to Friday business hours for the Batemans Bay Hospital campus is as follows:

BBCH Staff	30 persons
Patients/visitors	31 persons
UCC Staff/patients	13 persons
<b>Total</b>	<b>74 persons</b>

A total of 77 formal parking spaces will be available for the Batemans Bay Hospital campus in a number of areas inclusive of accessible spaces.

Furthermore, there is approximately 25 car spaces on the western side of Pacific Street adjacent to and along the Batemans Bay Hospital Frontage.

Details of the proposed BBCH development are provided on the plans prepared by Architectus Conrad Gargett, which are reproduced in Appendix A.

## 3.0 Road Network and Traffic Conditions

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### 3.1 Road Network

The road network serving the site (Figure 3) comprises:

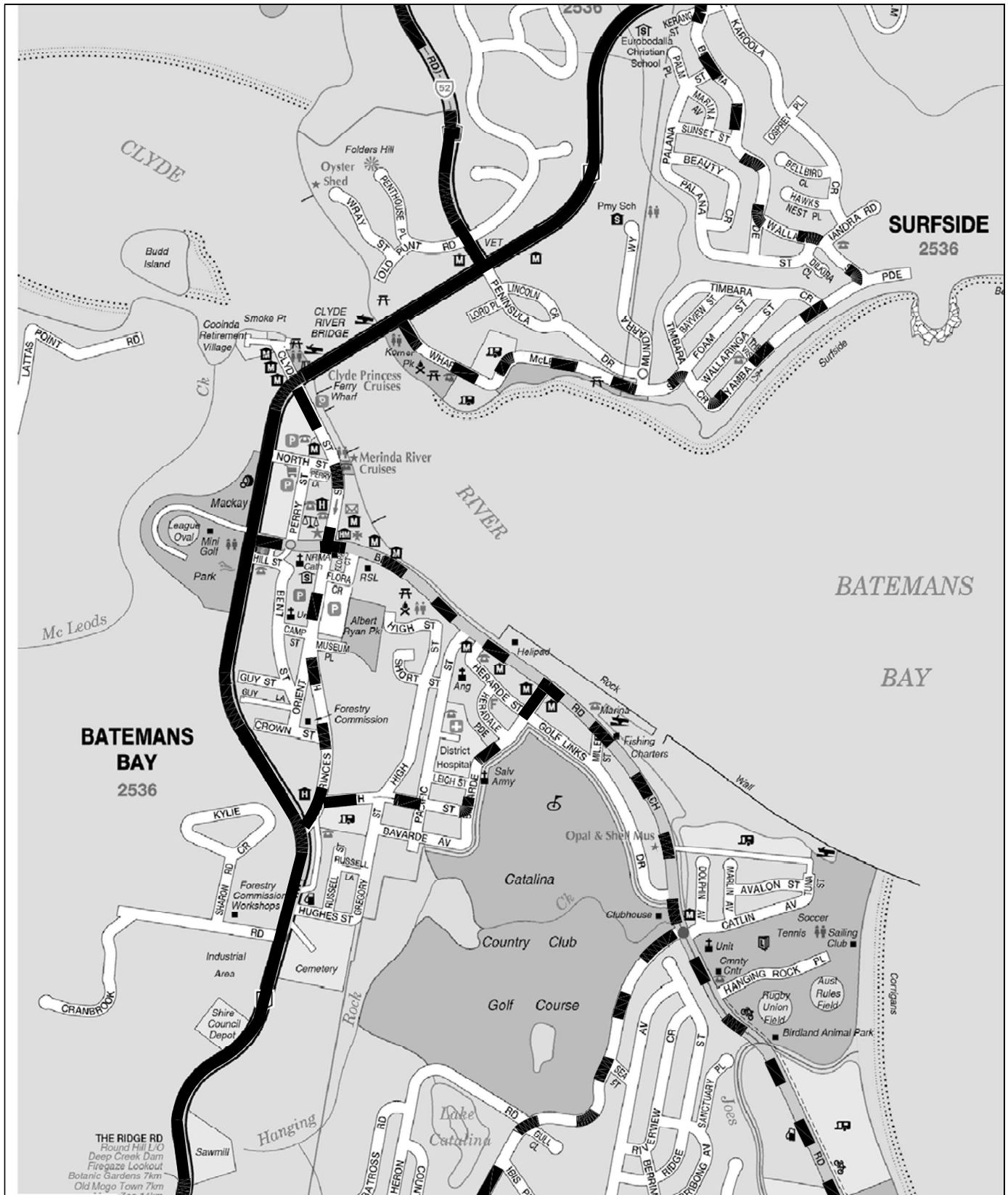
- ❖ *Princes Highway* – a State Highway (part of National Route 1) and an arterial route connection interstate between Sydney and Melbourne
- ❖ *Beach Road* – a Collector Road which links to George Bass Drive in providing the route along the coast connecting to the highway at Batemans Bay
- ❖ *Clyde Street / Orient street / Old Princes Highway* – a collector road route through the Batemans Bay township
- ❖ *South Street / Bavarde Avenue* – a collector road route between the Old Princes Highway and Beach Road
- ❖ *Heron Road / Country Club Drive* – a collector road route linking through Catalina between the highway and Beach Road
- ❖ *Glenella Road* – a collector road route providing a bypass of Batehaven
- ❖ *Pacific Street* – a local access roadway

Pacific Street in the vicinity of the site is relatively straight and level with a 11.0m wide carriageway with 1 traffic lane in each direction.




### 3.2 Traffic Controls

The relatively few traffic controls provided on the road system serving the site (Figure 4) comprise:

- ❖ the traffic signals at the Beach Road/Catlin Avenue/Country Club Drive intersection



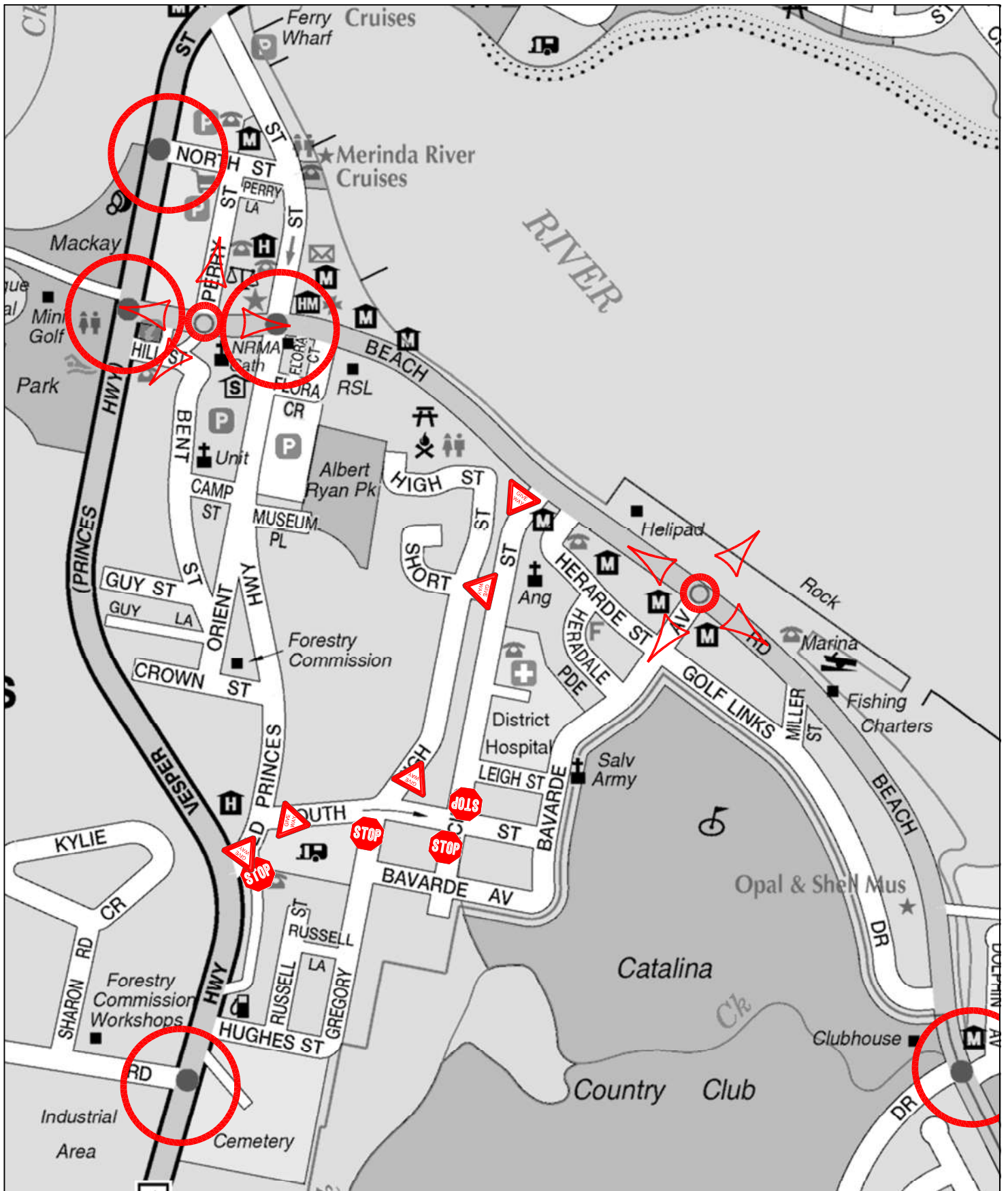
**LEGEND**

-  **ARTERIAL**
-  **SUB-ARTERIAL**
-  **COLLECTOR**






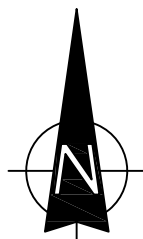
**ROAD NETWORK**

**FIG 3**



**LEGEND**

-  TRAFFIC SIGNAL CONTROL
-  ROUNDABOUT
-  RESTRICTED TURNING MOVEMENT



**TRAFFIC CONTROLS**

**FIG 4**

## Transport and Traffic Planning Associates

- ❖ the GIVE WAY sign on Pacific Street at the Beach Road intersection and STOP signs at the South Street intersection.
- ❖ the roundabout at the Beach Road/Bavarde Avenue intersection
- ❖ the 60 kmph speed restriction on Beach Road and 50 kmph on Pacific Street
- ❖ the unbroken centre line along Pacific Street
- ❖ the Shared Path running along the eastern side of Beach Road
- ❖ the 90° angle parking along part of the Pacific Street site frontage

### 3.3 Traffic Conditions

An indication of traffic conditions in the vicinity of the site is provided by published data and traffic surveys undertaken at the Beach Road/Pacific Street intersection on a normal weekday. The results of these are provided in the following:

		<b>AM (8 – 9)</b>	<b>PM (4 – 5)</b>	<b>AADT</b>
Beach Road	NB	764	482	11,680
	LT	26	19	
	SB	397	683	
	RT	34	42	
Pacific Street	RT	12	16	
	LT	40	27	

The operational performance of the intersection is reasonably satisfactory with gaps being provided in the Beach Road traffic flows by the operation of the intersection controls (signals and roundabout to the north and south).

### 3.4 Transport Services

Public transport services for the site are provided by the bus services operated by Priors Bus Service with Routes 860 & 861 operating along Pacific Street and Beach Road. (See Appendix B)

### 3.5 Future Circumstances

An issue relevant to the future traffic circumstances is the proposal by Council to construct a central median island along the Beach Road route and the possible provision of traffic signals at the Pacific Street intersection.

However, a more fundamental traffic change, particularly in relation to future traffic growth is the provision of the South Batemans Bay Link Road. TfNSW has recently completed construction work on this project which provides connection between the Princes Highway and the existing Link Road at Glenella Road.

The traffic assessment undertaken for this project identified that the implementation of the road link would (see details overleaf):

- reduce the traffic flows along Beach Road by some 10%
- reduce the traffic flows along the east – west roads (Bavarde Avenue and Pacific Street) significantly.

Table 6-1: Future year traffic volume comparison

Road	Peak	2019	2026				2036			
		Base	Do Minimum		The Proposal		Do Minimum		The Proposal	
		Volume	Volume	2019-2026 % increase	Volume	Proposal % increase	Volume	2019-2036 % increase	Volume	Proposal % increase
Beach Road (between Princes Highway and Old Princes Highway)	AM	1160	1422	23%	1400	-2%	1648	42%	1622	-2%
	PM	1159	1441	24%	1412	-2%	1679	45%	1646	-2%
	Holiday	1361	1646	21%	1617	-2%	1823	34%	1792	-2%
Beach Road (north of Pacific Street)	AM	1119	1384	24%	1356	-2%	1584	42%	1551	-2%
	PM	1125	1576	40%	1541	-2%	1803	60%	1761	-2%
	Holiday	1510	1801	19%	1764	-2%	1979	31%	1940	-2%
Beach Road (north of Country Club Drive)	AM	1382	1711	24%	1536	-10%	1901	38%	1717	-10%
	PM	1481	1850	25%	1696	-8%	2064	39%	1895	-8%
	Holiday	1860	2248	21%	2073	-8%	2433	31%	2261	-7%
Bavarde Avenue	AM	259	319	23%	173	-46%	339	31%	187	-45%
	PM	217	276	27%	160	-42%	294	35%	170	-42%
	Holiday	289	361	25%	228	-37%	383	33%	252	-34%

## 4.0 Parking

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The operational characteristics of the Batemans Bay Hospital campus will be somewhat unique particularly given the range of services, staffing and visitors/patients. An appropriate means of assessing the potential peak parking demand is to establish an indicative mode share for travel and apply that to the projected attendance (staff, patients and visitors).

A suitable guide to the mode share for travel for the Batemans Bay Hospital campus is provided by the RMS Study for Medical Centres. Due to the substantial service and demand change once the new Eurobodalla Regional Hospital opens, this guides was deemed suitable as opposed to current traffic survey. Extracts from this study, which are provided in Appendix C, indicate that 20 sites were surveyed and 5 of these had comparable locational characteristics to the Batemans Bay Hospital campus and more specifically the BBCH (i.e. sites 5,14,16,18&20). The mode share results for these sites have been averaged to give the assessed outcome for Batemans Bay Hospital campus and more specifically the BBCH, as follows:

<b>MODE</b>	<b>%</b>	<b>Require Parking</b>
Car Driver	70%	Yes
Car Passenger	20%	Yes
Dropped off	5%	No
Bus/Walk	5%	No

Application of the mode analysis to the projected peak attendance of 74 persons would indicate a maximum parking demand of 67 cars through the course of Monday to Friday business hours (that being 74 persons multiplied by 90%).

### 4.1 Parking – Completed Future State

It is proposed following completion of the BBCH project that the Batemans Bay Hospital campus will provide a total of 77 spaces including six (6) accessible spaces.

The Southern NSW LHD require nine (9) fleet parking spaces within the North Car Park which will reduce the available spaces.



Figure 5: Site car-parking locations



The summary of end state car parks on the Batemans Bay Hospital campus is identified in the following table. The demand for parking is expected to reduce once Batemans Bay Hospital is relocated.

The summary of end state car parks on the Batemans Bay Hospital campus is identified in the following table:

Table 1 – Completed Future State

LOCATION	EXISTING SITE		COMPLETED FUTURE STATE	
	CAR SPACES	ACCESSIBLE SPACES	CAR SPACES	ACCESSIBLE SPACES
North Carpark	14	2	14	2
North Off Street	17	2	17	2
East Carpark	10	0	10	0
Centre	7	0	7	0
South Street	17	0	17	0
Southern formed (asphalt) car-spaces	21	0	0	0
Southern Informal (gravel) car-spaces	18	0	0	0
Emergency Dept	0	2	0	Combined to BBCH Car-park
<i>New BBCH Carpark</i>	0	0	15	
<b>SUB-TOTAL</b>	<b>104</b>	<b>6</b>	<b>80</b>	<b>6</b>
Fleet parking reduction	-9	0	-9	0
<b>TOTAL</b>	<b>95</b>	<b>6</b>	<b>71</b>	<b>6</b>
<b>Combined Total Car &amp; Accessible Spaces</b>	<b>101</b>		<b>77</b>	
<b>West of Pacific Street Parking Spaces along BBH Frontage</b>	<b>25</b>		<b>25</b>	
<b>Total Including West Pacific Street</b>	<b>126</b>		<b>102</b>	

Analysing the combined total car and accessible spaces against the maximum parking demand of 67 cars through the course of Monday to Friday business hours indicates that there will be 10 additional on campus car parks available during a “maximum attendance” scenario set out in Section 2.2

## 4.2 Parking – Project Staging

Batemans Bay Hospital Project will be completed in two Stages. The requirement to split the works into stages is to cater for SNSWLHD operations with Batemans Bay Hospital operation and the completion of Eurobodalla Regional Hospital (ERH)

Stage 1 relates the bulk of the construction work including the new facility and is split into 3 substages to manage the construction works. Stage 2 involves the completion of the carpark which cannot be completed until Batemans Bay relocates to ERH.

### **Stage 1**

- Stage 1A – Early works and Site establishment
- Stage 1B - Main works construction
- Stage 1C – Interim period whereby Batemans Bay Hospital and BBCH operate prior to the relocation of BBH at completion of ERH.

### **Stage 2**

- Stage 2 – Carpark works

The impact of construction stages to parking during each construction phase is outlined at the tables below. The impact assessment has been completed for the carpark locations identified on the site. The mitigations are outlined as a whole of construction mitigation measure and summarised at the end of this section.

During construction, there are no expected additional parking requirements, and demand of Hospital parking will remain unchanged.

## 4.3 Parking – Construction Stage 1A & 1B

Table 2 - Construction Phase – Stage 1

LOCATION	EXISTING SITE		CONSTRUCTION STAGE 1 A & B	
	CAR SPACES	ACCESSIBLE SPACES	CAR SPACES	ACCESSIBLE SPACES
North Carpark	14	2	14	2
North Off Street	17	2	17	2
East Carpark	10	0	10	0
Centre	7	0	7	0
South Street	17	0	17	0
Southern formed (asphalt) car-spaces	21	0	0	0
Southern Informal (gravel) car-spaces	18	0	0	0
Emergency Dept	0	2	0	2
<i>New BBCH Carpark</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<b>SUB-TOTAL</b>	<b>104</b>	<b>6</b>	<b>65</b>	<b>6</b>
Fleet parking reduction	-9	0	-9	0
<b>TOTAL</b>	<b>95</b>	<b>6</b>	<b>56</b>	<b>6</b>
<b>Combined Total Car &amp; Accessible Spaces</b>	<b>101</b>		<b>62</b>	
<b>West of Pacific Street Parking Spaces along BBH Frontage</b>	<b>25</b>		<b>25</b>	
<b>Total Including West Pacific Street</b>	<b>126</b>		<b>87</b>	

The impacts to car-parking during Construction Stage 1A & B are outlined as:

- Southern formed (asphalt) car-spaces: The carpark area will be fenced and cleared
- Southern informal (gravel) car-spaces: Site sheds, amenities and materials storage will be located in the southern most part
- Vehicle access will share the existing southern driveway
- Unloading of materials will occur on the northern side of the new building (to the east of the ambulance & loading dock)
- This process is scheduled to take some 56 weeks to complete.

During construction works there will be sufficient parking spaces to satisfy demand, noting that hospital services do not increase as part of the project, due to community health relocating from the north of site to the south. During construction works, 25 of the car spaces along Pacific Street will be relied upon as additional to hospital on-site parking.

#### 4.4 Parking - Construction Stage 1C (Interim Period)

At the completion of BBCH but prior to the completion of ERH and Batemans Bay Hospital there will be an interim period prior to the completion of BBCH carpark works, when the existing Community Health team located to the North of Batemans Bay Hospital will relocate to the new Batemans Bay Community Health facility. There will be no increase in current parking demand as the existing services relocate from the North of the Hospital to the South in the new facility. i.e. no new services.

Table 3 - Construction Stage 1C (Interim Period)

LOCATION	EXISTING SITE		CONSTRUCTION STAGE 1C	
	CAR SPACES	ACCESSIBLE SPACES	CAR SPACES	ACCESSIBLE SPACES
North Carpark	14	2	14	2
North Off Street	17	2	17	2
East Carpark	10	0	10	0
Centre	7	0	7	0
South Street	17	0	17	0
Southern formed (asphalt) car-spaces	21	0	0	0
Southern Informal (gravel) car-spaces	18	0	0	0
Emergency Dept	0	2	0	2
<i>New BBCH Carpark</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<b>SUB-TOTAL</b>	<b>104</b>	<b>6</b>	<b>65</b>	<b>6</b>
Fleet parking reduction	-9	0	-9	0
<b>TOTAL</b>	<b>95</b>	<b>6</b>	<b>56</b>	<b>6</b>
<b>Combined Total Car &amp; Accessible Spaces</b>	<b>101</b>		<b>62</b>	
<b>West of Pacific Street Parking Spaces along BBH Frontage</b>	<b>25</b>		<b>25</b>	
<b>Total Including West Pacific Street</b>	<b>126</b>		<b>87</b>	

The impacts to car-parking during Construction Interim Stage are outlined as:

- Reduced carparking to the southern formal and informal car parking spaces
- Adjusted truck movement to the Loading Dock/back of house area
- Traffic controls will be in place due to the nature of the interim period

During the interim period there will be sufficient parking spaces to satisfy demand, noting that hospital services do not increase as part of the project due to the community health relocating from the north of the site to south. During construction works, 25 of the car spaces along Pacific Street will be relied upon as additional to hospital on-site parking.

## 4.5 Parking - Construction Stage 2 - Carpark Works

At the completion of ERH, Batemans Bay Hospital will relocate which will allow for BBCH Stage 2 carpark works to commence as no SNSWLHD truck deliveries, supplies or Ambulance services will need to service the loading dock and back of house.

LOCATION	EXISTING SITE		CONSTRUCTION STAGE 2 – CARPARK	
	CAR SPACES	ACCESSIBLE SPACES	CAR SPACES	ACCESSIBLE SPACES
North Carpark	14	2	14	2
North Off Street	17	2	17	2
East Carpark	10	0	10	0
Centre	7	0	7	0
South Street	17	0	17	0
Southern formed (asphalt) car-spaces	21	0	0	0
Southern Informal (gravel) car-spaces	18	0	0	0
Emergency Dept	0	2	0	2
<i>New BBCH Carpark</i>	<i>0</i>	<i>0</i>	<i>0</i>	<i>0</i>
<b>SUB-TOTAL</b>	<b>104</b>	<b>6</b>	<b>65</b>	<b>6</b>
Fleet parking reduction	-9	0	-9	0
<b>TOTAL</b>	<b>95</b>	<b>6</b>	<b>56</b>	<b>6</b>
<b>Combined Total Car &amp; Accessible Spaces</b>	<b>101</b>		<b>62</b>	
<b>West of Pacific Street Parking Spaces along BBH Frontage</b>	<b>25</b>		<b>25</b>	
<b>Total Including West Pacific Street</b>	<b>126</b>		<b>87</b>	

The impacts to car-parking during Construction Stage 2 are outlined as:

- Batemans Bay hospital services will have relocated to the new Eurobodalla Regional Hospital. Therefore, there will be substantially reduced car parking and traffic demand.
- Temporary Accessible spaces will be provided to ensure accessibility access is provided to BBCH.
- The existing access ramp for the ambulance and delivery vehicles will be demolished.
- The new car park will be constructed, traffic control and signage will be required.
- This work will take some 8 weeks to complete.

As Batemans Bay Hospital services will have relocated, to ERH there will be surplus parking supply and reduced demand at the Batemans Bay hospital site. It is not expected that on street parking will be required at this stage and the remaining site carparks can be utilised.

#### 4.6 Parking – Construction Stage Mitigations

During the construction phase of the project, it is anticipated that the existing parking supply in and around BBH will be able to service the parking requirements for the hospital as BBH Service demand does not increase.

It is expected that the practical parking zone will increase into surrounding streets, noting that there is surplus street parking available along Pacific street with 25 car spaces adjacent to the Batemans Bay Hospital frontage which accounts for 64% of the BBH car spaces lost in the southern asphalt and gravel carparks during construction, as mentioned this is will be dependent on availability hence parking may extend further along Pacific Street. Additional car spaces can be located on Pacific street as well as adjacent streets with available parking.



## 5.0 Access, Internal Circulation and Servicing

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The design of the vehicle access, internal circulation and parking elements comply with the AS2890.1 & 6 criteria including driveways, ramps, aisles and parking bays, etc. Pedestrian access will be compliant to AS1428.1

A bay for service/delivery vehicles will be provided in the new carpark, these vehicles will also be able to utilise the drop off/short term area, such as pathology pickup.

A southern maintenance access road is also proposed including driveway. The access road will only be used by SNSWLHD Asset Management staff for the maintenance of the Emergency backup power generator.

## 6.0 Traffic

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The assessment of potential traffic implications deals with the weekday morning and afternoon “on-street” peak traffic periods. They generally involve staff arrival/departure with a limited percentage of patient/visitor movements at this time.

A general accepted principle is that 70% of staff will arrive/depart in the 1-hour peak period with say 20% of patient/visitors as follows:

35 staff @ 70%	25
39 visitors/patients @ 70% x 20%	6
<b>Total</b>	<b>31</b>
Pick up/set down	9 (say, 18 trips)

On this basis the projected peak generated movements are as follows:

	<b>AM</b>	<b>PM</b>
<b>IN</b>	40	9
<b>OUT</b>	9	40

It is apparent that this will only be a relatively minor generation when split between movements to/from the north and south on Pacific Street and will be somewhat less than the generation of the existing Hospital.

## 7.0 Indicative Construction Management Plan

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The construction process will occur in 2 stages to ensure that the existing Hospital can remain essentially unaffected and will continue to operate during the Stage 1 works with Stage 2 only occurring when the Hospital has been relocated to the new site at Moruya.

### **Stage 1 – Main Building Works**

#### Stage 1A – Early works and Site establishment

- Relocation of Gas existing gas tank
- Tree removal
- Relocation of stormwater
- Removal of soft landscaping & light pole inside construction zone
- Relocation of water feed tap
- Site establishment

#### Stage 1B - Main works construction

- Civil & earthworks
- Retaining Walls and substructure
- Superstructure
- Construction of the new building
- Roofing and façade
- Internal Finishes
- Entry & landscaping

Both Stage 1A & 1B will take 56 weeks to complete.

Stage 1C – Interim period whereby Batemans Bay Hospital and BBCH operate prior to the relocation of BBH at completion of ERH.

- Establishing pedestrian access
- Formalising temporary access
- Maximise entry visibility.
- Additional temporary wayfinding signage

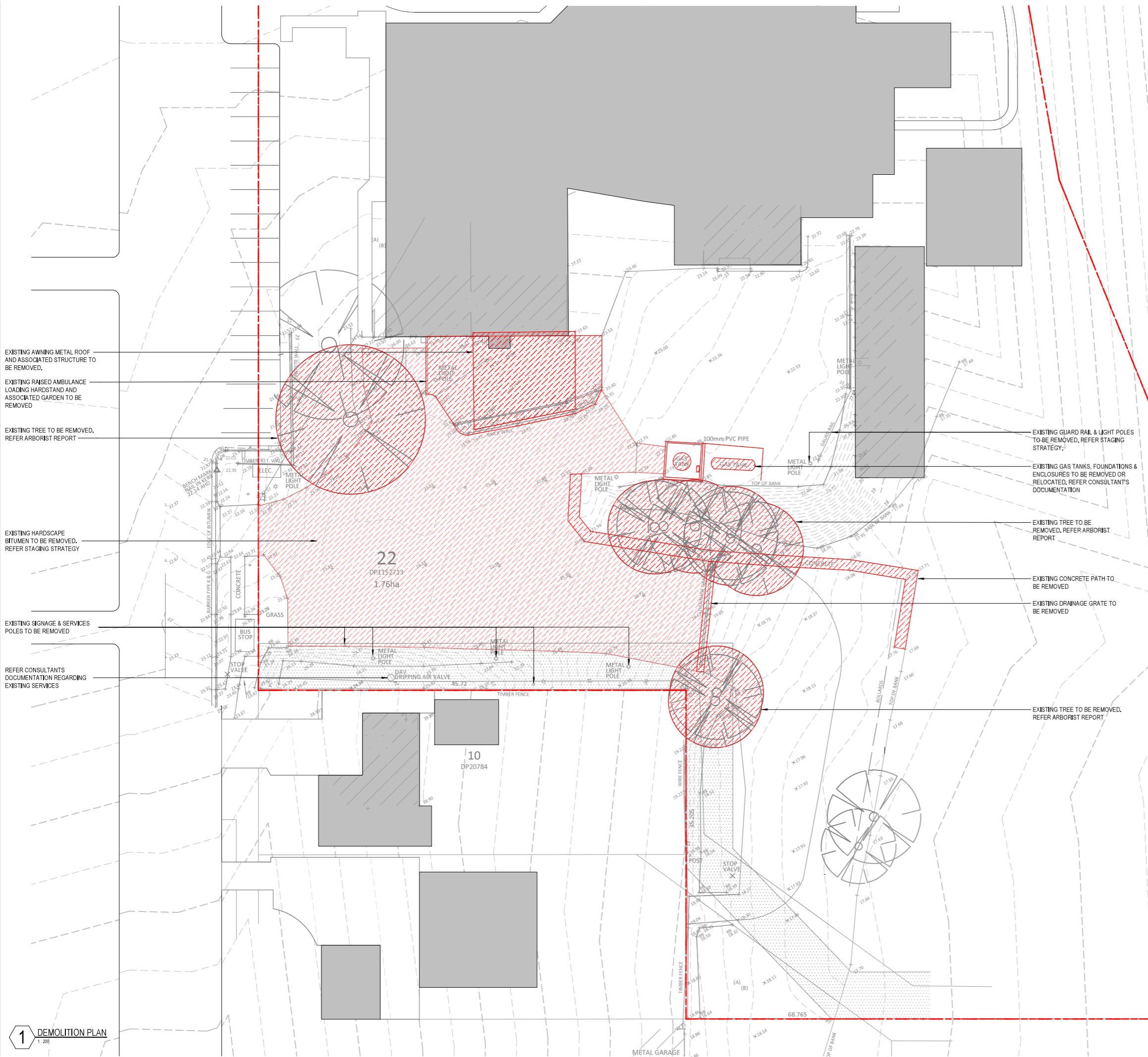
**Stage 2 – Carpark Works**

- Demolition of the Ambulance Bay awning (free standing structure and hardstand)
- Removal of redundant concrete
- Civil works in preparation for car park
- Construction and pavement of new carpark
- Line marking.
- Signage
- New Footpaths
- This work will take some 8 weeks to complete

**DEMOLITION NOTES**

1. WE ASSUME NO LIABILITY FOR THE ACCURACY OF THE EXISTING CONDITIONS, INCLUDING SURVEY DATA FOR SITE CONDITIONS, EXISTING BUILDINGS, STRUCTURES, AND FEATURES PROVIDED BY LAND SURVEYOR, ALL EXISTING LEVELS, DIMENSIONS, SERVICES, BUILT ELEMENTS AND FEATURES CONTAINED WITHIN THE DOCUMENTATION SHALL BE VERIFIED ON SITE PRIOR TO THE COMMENCEMENT OF ANY CONSTRUCTION WORKS.
2. ENSURE ADEQUATE PROVISIONS ARE IN PLACE TO DISPOSE OF ALL DEMOLISHED/DISMANTLED MATERIALS CAREFULLY FROM DEMOLITION ZONES.
3. ENSURE ADEQUATE PROTECTION IS IN PLACE TO ALL EXISTING SURFACES AND FURNISHINGS WHICH ARE TO BE RETAINED. PROTECT ANY REQUIRED ACCESS ROUTES THROUGHOUT THE BUILDING SITE.
4. REFER TO THE RELEVANT SERVICES AND FIRE ENGINEER'S DOCUMENTATION FOR TEMPORARY WORKS AND ANY SERVICES THAT NEED TO BE TEMPORARILY RETAINED OR RELOCATED. CONSTRUCTION MANAGER TO CONFIRM SUFFICIENT TEMPORARY EMERGENCY LIGHTING, FIRE SERVICES AND SIGNAGE ARE PROVIDED AS REQUIRED, REFER RELEVANT ENGINEERS' DOCUMENTS.
5. FOR CLARITY, ENTRANCE ANNOTATION IS NOT FULLY COMPREHENSIVE, ONLY NEW ENTRANCES OR ENTRANCES AFFECTED BY THE PROPOSED SCOPE OF WORK HAVE BEEN ANNOTATED.
6. ALL DEMOLITION WORKS TO BE CONFIRMED BY CONSTRUCTION MANAGER PRIOR TO WORKS TAKING PLACE.
7. SERVICES INFRASTRUCTURE: REFER TO GHD SERVICE DRAWINGS FOR SCOPE
8. LANDSCAPE DESIGN: FOR DETAILED SITE LANDSCAPE PLAN (HARD AND SOFT LANDSCAPE AND PUBLIC AREAS) REFER TO LANDSCAPE DRAWINGS
9. STRUCTURAL DESIGN: REFER TO STRUCTURAL DRAWINGS FOR DETAILED STRUCTURAL SCOPE.
10. REFER TO SERVICES ENGINEERS DOCUMENTATION FOR EXTENT OF LIVE SERVICES TO BE RETAINED/PROTECTED
11. GENERAL SITE CLEARANCE: REFER TO SERVICES AND CIVIL ENGINEERS DRAWINGS FOR IN-GROUND SERVICES AND DEMOLITION DEPTHS.

*We acknowledge the Traditional Custodians of the land on which this project is sited, and pay respects to their Elders past, present and emerging.*



EXISTING AWNING METAL ROOF AND ASSOCIATED STRUCTURE TO BE REMOVED.

EXISTING RAISED AMBULANCE LOADING HARDSTAND AND ASSOCIATED GARDEN TO BE REMOVED

EXISTING TREE TO BE REMOVED. REFER ARBORIST REPORT

EXISTING HARDSCAPE BITUMEN TO BE REMOVED. REFER STAGING STRATEGY

EXISTING SIGNAGE & SERVICES POLES TO BE REMOVED

REFER CONSULTANTS DOCUMENTATION REGARDING EXISTING SERVICES

EXISTING GUARD RAIL & LIGHT POLES TO BE REMOVED, REFER STAGING STRATEGY.

EXISTING GAS TANKS, FOUNDATIONS & ENCLOSURES TO BE REMOVED OR RELOCATED, REFER CONSULTANT'S DOCUMENTATION

EXISTING TREE TO BE REMOVED, REFER ARBORIST REPORT

EXISTING CONCRETE PATH TO BE REMOVED

EXISTING DRAINAGE GRATE TO BE REMOVED

EXISTING TREE TO BE REMOVED. REFER ARBORIST REPORT

Revision	REV	DESCRIPTION	DATE	APP.
A	SOR ISSUE		28/02/2024	
B	UPDATED SOR ISSUE		01/03/2024	

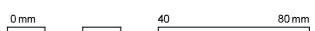
Client  
**HEALTH INFRASTRUCTURE**

Project  
**BATEMANS BAY COMMUNITY HEALTH**

Drawing  
**DEMOLITION PLAN**

A1 Scale 1 : 200  
Project No. 22 311  
Revision B  
Number SD - AR - DR - 2100

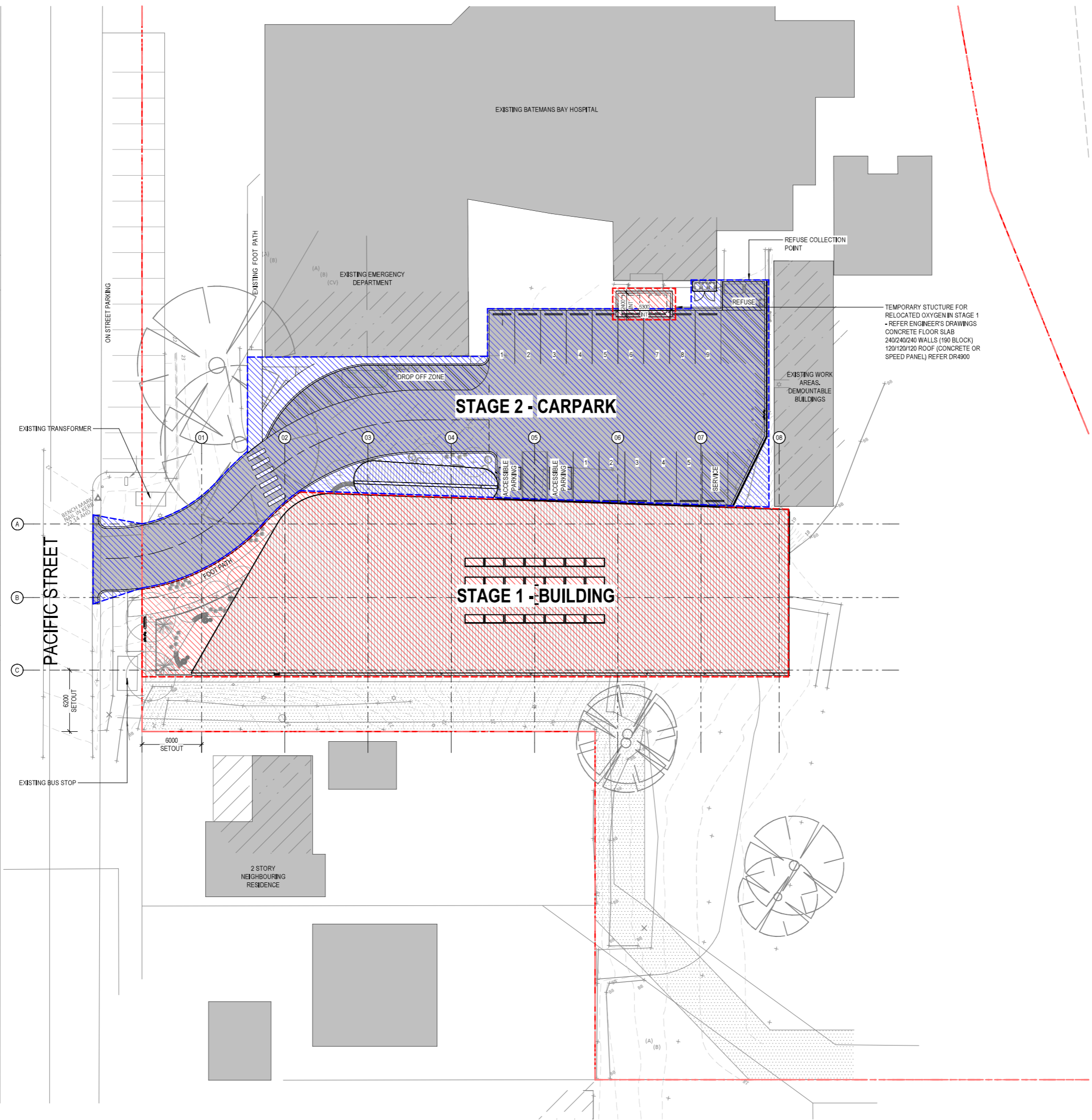
Details  
© Architectus Conrad Gargett, ACN 131 245 684 ABN 90 131 245 684  
Do not scale this drawing and verify all dimensions and levels on site.  
Nominated Architect : Lawrence Toalio NSWARB Reg. 10255,  
Nominated Architect : Ray Brown NSWARB Reg. 6359.



**PRELIMINARY**



We acknowledge the Traditional Custodians of the land on which this project is sited, and pay respects to their Elders past, present and emerging.



TEMPORARY STRUCTURE FOR RELOCATED OXYGEN IN STAGE 1  
 - REFER ENGINEER'S DRAWINGS  
 CONCRETE FLOOR SLAB  
 240/240/240 WALLS (190 BLOCK)  
 120/120/120 ROOF (CONCRETE OR SPEED PANEL) REFER DR4900

Revision	REV	DESCRIPTION	DATE	APP.
A	ISSUED FOR REVIEW		20/05/2024	
B	DD TENDER ISSUE		31/07/2024	

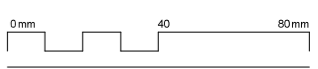
Client  
**HEALTH INFRASTRUCTURE**

Project  
**BATEMANS BAY COMMUNITY HEALTH**

Drawing  
**PROPOSED STAGING PLAN**

A1 Scale 1 : 200  
 Project No. 22 311  
 Revision B  
 Number DD - AR - DR - 1200

Details  
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 Do not scale this drawing and verify all dimensions and levels on site.  
 Nominated Architect : Lawrence Toalito NSWARB Reg. 10255,  
 Nominated Architect : Ray Brown NSWARB Reg. 6359.



FOR TENDER

## BBCH – Car Parking & Construction Logistics



## 8.0 Conclusion

---

Assessment of the proposed BBCH development scheme has confirmed that:

- ❖ there will not be any unsatisfactory traffic implications
- ❖ the proposed parking provision will be appropriate to the circumstances
- ❖ the proposed vehicle access, internal circulation and servicing arrangements will be suitable

In regard to the potential environmental impacts based on the identification of potential issues, and an assessment of the nature and extent of the impacts of the proposed development, it is determined that:

- ❖ The extent and nature of potential impacts are low and will not have significant impact on the locality, community and the environment.
- ❖ Potential impacts can be appropriately mitigated or managed to ensure that there is minimal impact on the locality, community and the environment.



# Appendix A

## Development Plans

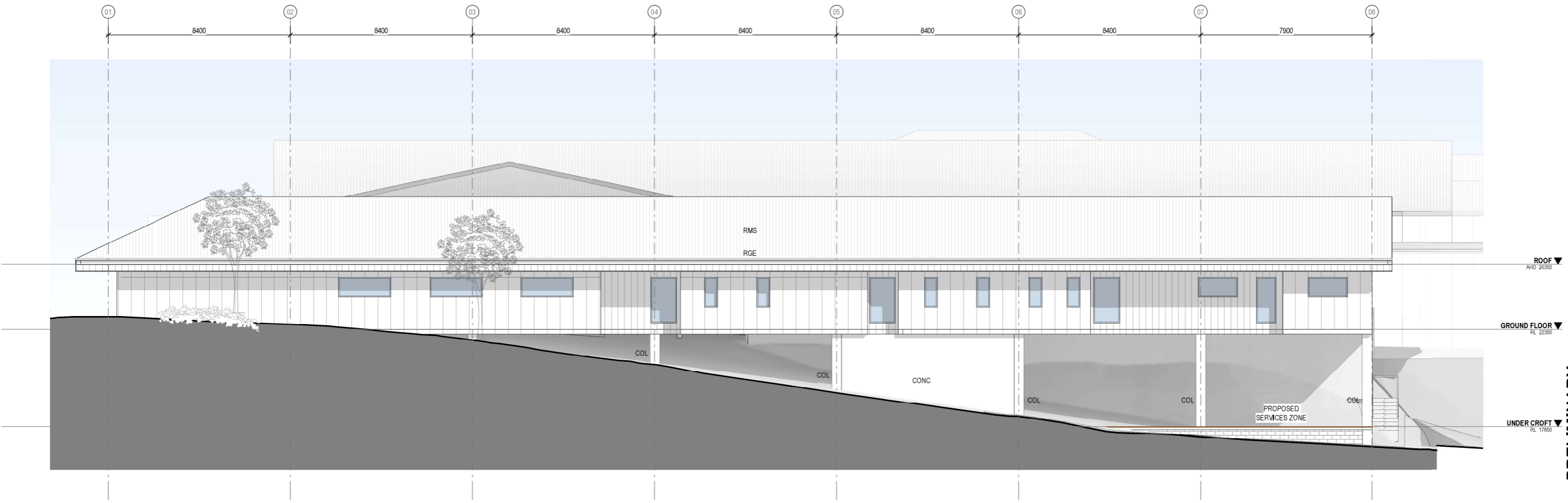
**KEYNOTE LEGEND**

ABBREV.	DESCRIPTION
BOL	BOLLARD
CHS	CIRCULAR HOLLOW SECTION
COL	COLUMN
CONC	CONCRETE
RGE	ROOF GUTTER, EAVES
RMS	ROOFING, METAL SHEET

*We acknowledge the Traditional Custodians of the land on which this project is sited, and pay respects to their Elders past, present and emerging.*



**1** ELEVATION - NORTH  
1:100



**2** ELEVATION - SOUTH  
1:100

REV	DESCRIPTION	DATE	APP.
A	COORDINATION ISSUE 01	11/12/2023	Int
B	CDR ISSUE	20/12/2023	
C	SDR ISSUE	28/02/2024	
D	UPDATED SDR ISSUE	01/03/2024	

Client  
**HEALTH INFRASTRUCTURE**

Project  
**BATEMANS BAY COMMUNITY HEALTH**

Drawing  
**ELEVATIONS - SHEET 01**

A1 Scale 1 : 100  
Project No. 22 311  
Revision D  
Number SD - AR - DR - 3001

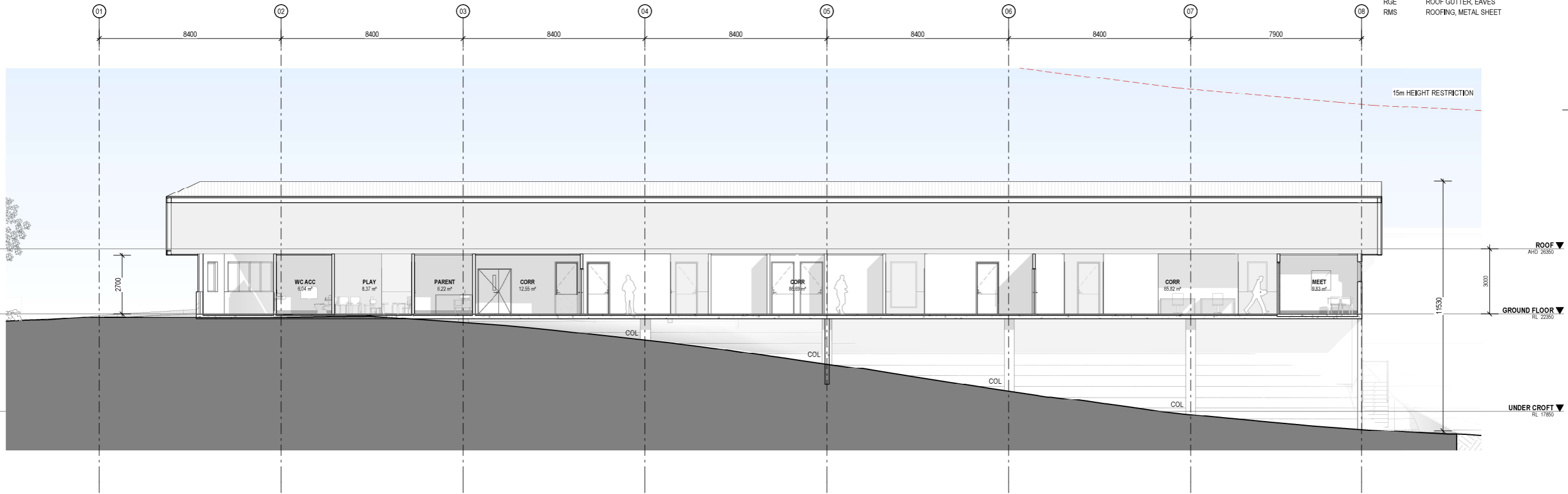
**PRELIMINARY**  
Details  
© Architectus Conrad Gargett, ACN 131 245 684 ABN 90 131 245 684  
Do not scale this drawing and verify all dimensions and levels on site.  
Nominated Architect : Lawrence Toalio NSWARB Reg. 10255,  
Nominated Architect : Ray Brown NSWARB Reg. 6359.



**KEYNOTE LEGEND**

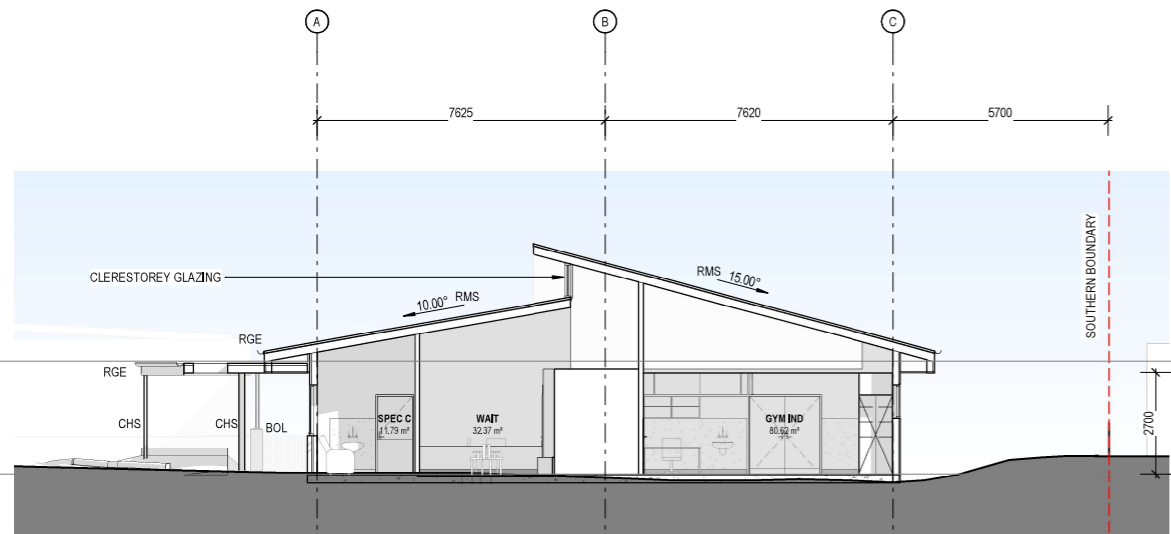
ABBREV.	DESCRIPTION
BOL	BOLLARD
CHS	CIRCULAR HOLLOW SECTION
COL	COLUMN
RGE	ROOF GUTTER, EAVES
RMS	ROOFING, METAL SHEET </td

We acknowledge the Traditional Custodians of the land on which this project is sited, and pay respects to their Elders past, present and emerging.

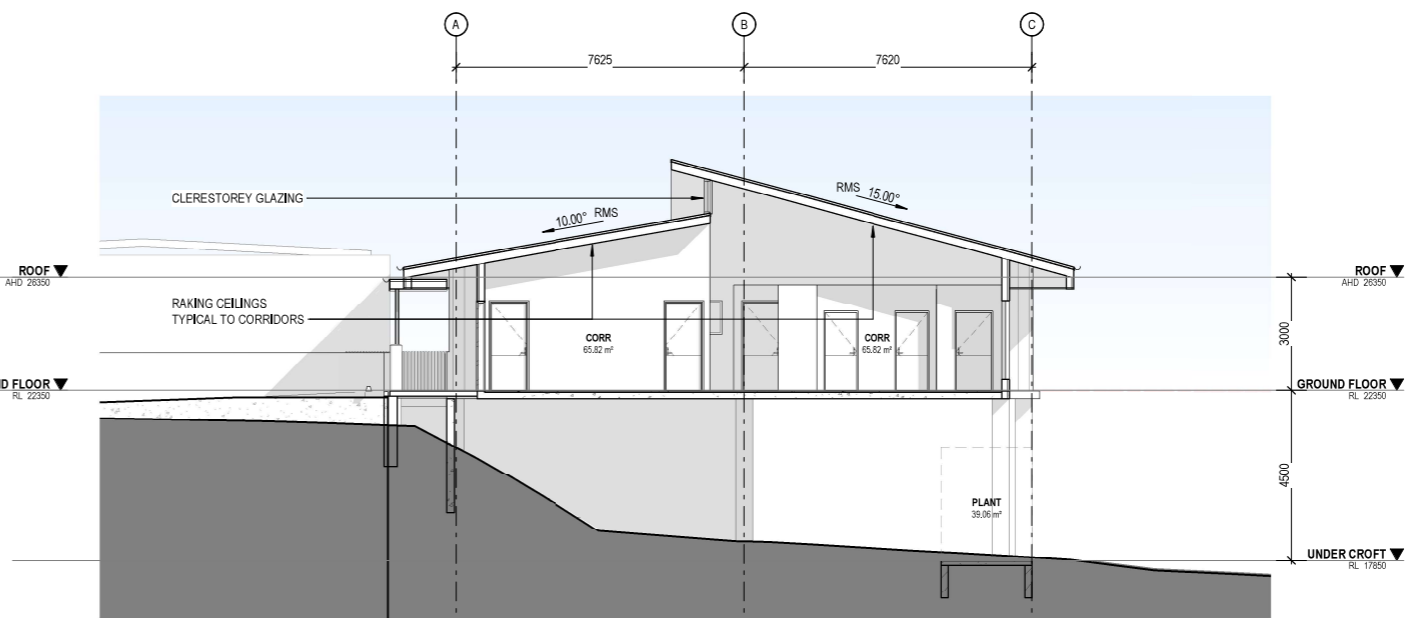


1 LONG SECTION 1  
1:100

REV	DESCRIPTION	DATE	APP.
A	COORDINATION ISSUE 01	11/12/2023	Int.
B	CDR ISSUE	20/12/2023	
C	SDR ISSUE	28/02/2024	
D	UPDATED SDR ISSUE	01/03/2024	



2 SHORT SECTION 1  
1:100



3 SHORT SECTION 5  
1:100

Client  
**HEALTH INFRASTRUCTURE**

Project  
**BATEMANS BAY COMMUNITY HEALTH**

Drawing  
**SECTIONS - SHEET 01**

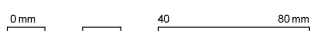
A1 Scale 1 : 100

Project No. 22 311

Revision D

Number SD - AR - DR - 3500

Details  
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Nominated Architect : Lawrence Toalio NSWARB Reg. 10255,  
Nominated Architect : Ray Brown NSWARB Reg. 6359.



**PRELIMINARY**

We acknowledge the Traditional Custodians of the land on which this project is sited, and pay respects to their Elders past, present and emerging.



Revision	DESCRIPTION	DATE	APP.
A	SDR ISSUE	28/02/2024	
B	UPDATED SDR ISSUE	01/03/2024	

Client  
**HEALTH INFRASTRUCTURE**

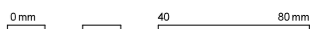
Project  
**BATEMANS BAY COMMUNITY HEALTH**

Drawing  
**GENERAL ARRANGEMENT PLAN - GROUND FLOOR**

A1 Scale 1 : 100  
Project No. 22 311  
Revision B

Number SD - AR - DR - 2200

Details  
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Nominated Architect : Lawrence Toalio NSWARB Reg. 10255,  
Nominated Architect : Ray Brown NSWARB Reg. 6359.



1 GROUND FLOOR PLAN  
1 : 100

**PRELIMINARY**

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Revision	REV	DESCRIPTION	DATE	APP.
A	SDR ISSUE		28/02/2024	
B	UPDATED SDR ISSUE		01/03/2024	

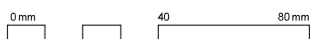
Client  
**HEALTH  
INFRASTRUCTURE**

Project  
**BATEMANS BAY  
COMMUNITY HEALTH**

Drawing  
**PROPOSED SITE PLAN**

A1 Scale 1 : 200  
Project No. 22 311  
Revision B  
Number SD - AR - DR - 1100

Details  
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Do not scale this drawing and verify all dimensions and levels on site.  
Nominated Architect : Lawrence Toakio NSWARB Reg. 10255,  
Nominated Architect : Ray Brown NSWARB Reg. 6359.



**PRELIMINARY**

# Appendix B

## Bus Services



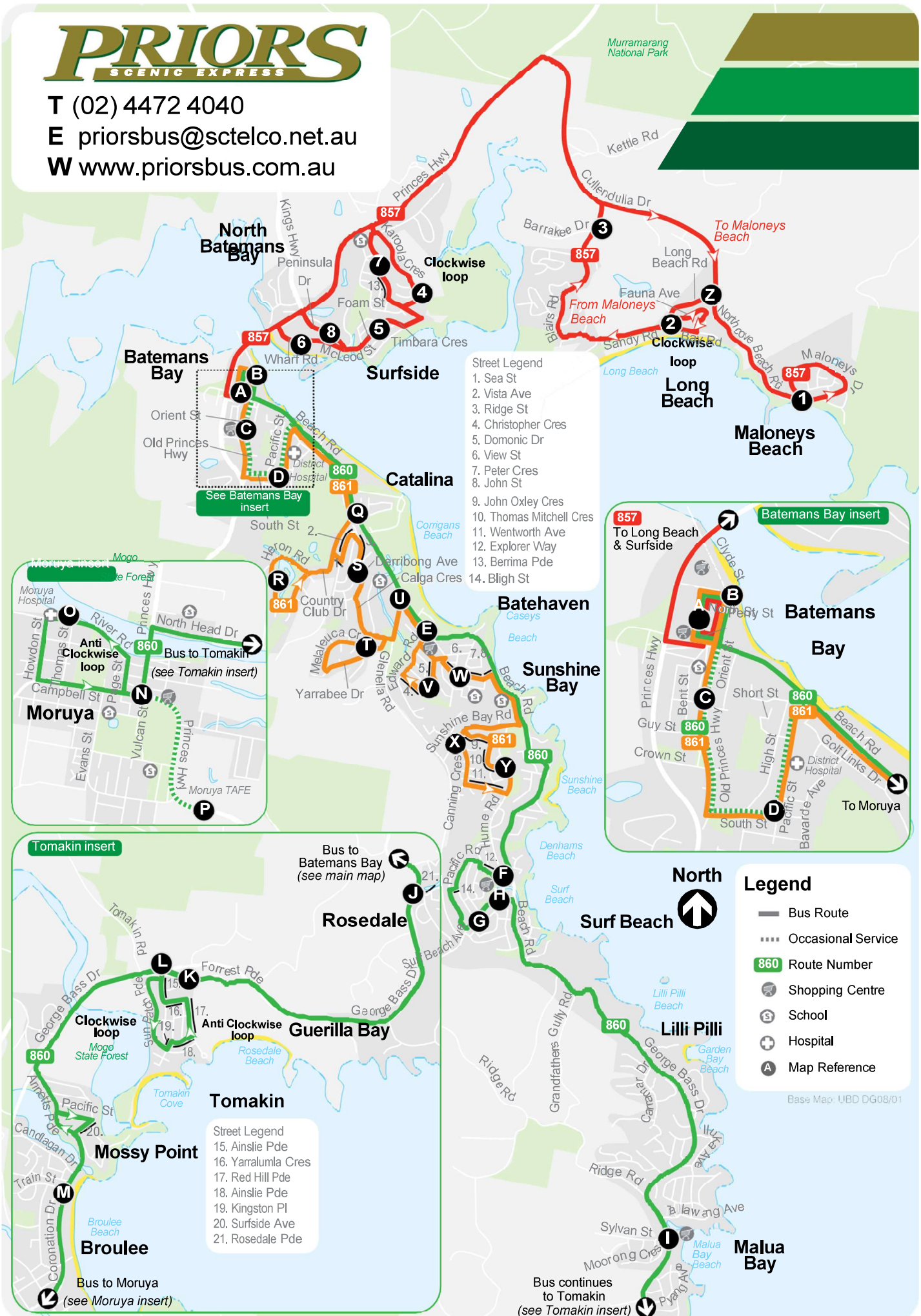
# PRIORS

SCENIC EXPRESS

T (02) 4472 4040

E priorsbus@scelco.net.au

W www.priorsbus.com.au



- Street Legend
1. Sea St
  2. Vista Ave
  3. Ridge St
  4. Christopher Cres
  5. Dominic Dr
  6. View St
  7. Peter Cres
  8. John St
  9. John Oxley Cres
  10. Thomas Mitchell Cres
  11. Wentworth Ave
  12. Explorer Way
  13. Berima Pde
  14. Bligh St

- Legend**
- Bus Route
  - ... Occasional Service
  - 860 Route Number
  - Shopping Centre
  - School
  - Hospital
  - Map Reference

Base Map: UBD DG08/01



# Route 860

## Moruya to Batemans Bay via Broulee and Surf Beach



Effective from 1 January 2023

### Monday to Friday

map ref	Route Number	860	860	860	860	860	860	860	860
		am	am	am	am	am	pm	pm	pm
P	Moruya TAFE	-	-	-	-	-	12.40	-	4.45
O	Moruya Hospital	-	8.50	-	-	11.05	12.55	-	3.30
N	Moruya (Apex Park)	7.25	9.00	-	-	11.15	1.00	-	3.40
M	Broulee & Mossy Point	7.40	9.15	9.35	10.15	11.30	1.15	1.34	3.55
L	Tomakin Bus Shelter	7.45	9.20	9.40	10.20	11.35	1.20	1.39	4.00
K	Tomakin Loop	7.47	9.22	9.42	10.22	11.37	1.22	1.41	4.02
J	Rosedale Pde	7.55	9.30	9.50	10.30	11.45	1.30	1.49	4.10
I	Malua Bay Shops	7.58	9.33	9.53	10.33	11.48	1.33	1.52	4.13
H	Surf Beach Avenue	8.03	-	9.58	10.38	11.53	-	1.57	4.18
G	Pacific Road/Eric Fenning Drive	8.04	-	9.59	10.39	11.54	-	1.58	4.19
F	Surf Beach Shops	8.05	9.38	10.00	10.40	11.55	1.38	1.59	4.20
E	Batehaven Shops	D8.20	9.43	10.05	10.45	12.00	1.43	2.04	D4.34
D	South/Pacific Street	-	-	10.08	10.48	12.03	-	2.07	-
C	Woolworths & Old Princes Hwy	-	-	10.11	10.51	12.06	-	2.10	-
A	Village Centre	8.25	9.48	10.14	10.54	12.09	1.48	2.13	4.42
B	Promenade Plaza	8.27	9.50	10.16	10.56	12.11	1.50	2.15	4.45

### Saturdays & Public Holidays

map ref	Route Number	860	860	860
		am	pm	pm
P	Moruya TAFE	-	-	-
O	Moruya Hospital	-	12.20	3.15
N	Moruya (Apex Park)	9.00	12.25	3.20
M	Broulee & Mossy Point	9.17	12.40	3.35
L	Tomakin Bus Shelter	9.22	12.45	3.40
K	Tomakin Loop	9.24	12.47	3.42
J	Rosedale Pde	9.32	12.55	3.50
I	Malua Bay Shops	9.35	12.58	3.53
H	Surf Beach Avenue	9.40	1.03	4.01
G	Pacific Road/Eric Fenning Drive	9.43	1.06	4.01
F	Surf Beach Shops	9.44	1.07	4.02
E	Batehaven Shops	9.49	1.12	4.07
D	South/Pacific Street	-	-	-
C	Woolworths & Old Princes Hwy	-	-	-
A	Village Centre	9.54	1.17	4.12
B	Promenade Plaza	9.56	1.19	4.15

#### Explanations

- D Service diverts via John St, Peter Cres, View St, Domic Dr, Christopher Cres & Edward Rd.
- No Service.
- Wheelchair-accessible service.

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# Route 860

## Batemans Bay to Moruya via Surf Beach and Broulee



Effective from 1 January 2023

### Monday to Friday

map ref	Route Number	860	860	860	860	860	860	860	860
		am	am	am	am	pm	pm	pm	pm
A	Village Centre	7.15	9.05	9.55	11.20	12.30	1.30	2.10	3.30
B	Promenade Plaza	7.20	9.10	10.00	11.25	12.35	1.35	2.15	3.35
C	Woolworths & Old Princes Hwy	-	-	-	11.27	-	1.37	-	3.37
D	South/Pacific Streets	-	-	-	11.29	-	1.39	-	3.39
E	Batehaven Shops	7.25	9.15	10.05	11.35	12.40	1.45	2.20	V3.45
F	Surf Beach Shops	7.30	9.20	10.10	11.40	12.45	1.50	2.25	3.53
G	Pacific Road/Eric Fenning Drive	-	-	-	11.41	-	1.51	-	3.56
H	Surf Beach Avenue	-	-	-	11.42	-	1.52	-	4.00
I	Malua Bay Shops	7.40	9.30	10.20	11.50	12.55	2.00	2.35	4.09
J	Rosedale Pde	7.43	9.33	10.23	11.53	12.58	2.03	2.38	4.12
K	Tomakin Loop	7.50	9.40	10.30	12.00	1.05	2.10	2.45	4.19
L	Tomakin Bus Shelter	7.54	9.44	10.34	12.04	1.09	2.14	2.49	4.23
M	Mossy Point/Broulee	7.58	9.48	10.38	12.08	1.13	2.18	2.53	4.25
N	Moruya (Apex Park)	8.13	-	10.55	12.23	-	-	3.20	B M
O	Moruya Hospital	8.18	-	11.05	12.28	-	-	3.30	B M
P	Moruya TAFE	8.23	-	-	12.40	-	-	-	-

### Saturdays & Public Holidays

map ref	Route Number	860	860	860
		am	am	pm
A	Village Centre	7.45	10.55	1.25
B	Promenade Plaza	7.50	11.00	H1.30
C	Woolworths & Old Princes Hwy	-	-	1.32
D	South/Pacific Streets	-	-	1.34
E	Batehaven Shops	7.55	11.10	V1.50
F	Surf Beach Shops	8.00	11.15	2.08
G	Pacific Road/Eric Fenning Drive	8.01	-	2.10
H	Surf Beach Avenue	8.12	-	2.10
I	Malua Bay Shops	8.20	11.20	2.17
J	Rosedale Pde	8.23	11.23	2.20
K	Tomakin Loop	8.30	11.30	2.27
L	Tomakin Bus Shelter	8.34	11.34	2.27
M	Mossy Point/Broulee	8.38	11.39	2.32
N	Moruya (Apex Park)	8.55	11.56	2.52
O	Moruya Hospital	-	12.00	2.55
P	Moruya TAFE	-	-	-

### Explanations

- B** Service continues to Moruya during school holidays.
- H** Service diverts via route 861 through Catalina.
- M** Service continues to Moruya by request.
- V** Service diverts via route 861 through Batehaven and Sunshine Bay.
- No Service.
- Wheelchair-accessible service.

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Service does not operate on Sunday, Christmas Day, and Good Friday.



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Route  
**861**

# Batemans Bay to Sunshine Bay (loop service) via Catalina and Batehaven

Please  
Hail  
Driver

**Effective from 1 January 2023**

Monday to Friday										Saturdays & Public Holidays			
map ref	Route Number	861	861	861	861	861	861	861	861	861	861	861	861
		am	am	am	pm	pm	pm	pm	pm	pm	am	am	pm
<b>A</b>	Village Centre	8.55	9.50	10.50	12.50	1.50	2.50	M3.30	4.30	5.00	–	11.25	M1.25
<b>B</b>	Promenade Plaza	9.00	9.55	10.55	12.55	1.55	2.55	M3.35	4.36	5.05	–	11.30	M1.30
<b>C</b>	Woolworths & Old Princes Hwy	–	10.00	11.00	1.00	2.00	3.00	M3.37	4.40	5.07	–	11.32	M1.32
<b>D</b>	South/Pacific Streets	–	10.02	11.02	1.02	2.02	3.02	M3.39	4.42	5.09	–	11.34	M1.34
<b>Q</b>	Country Club Drive	–	10.05	11.05	1.05	2.05	3.05	–	4.45	5.12	–	11.37	M1.37
<b>R</b>	Heron Road	–	10.06	11.06	1.06	2.06	3.06	–	4.47	5.13	–	11.38	M1.38
<b>S</b>	Vista/Ridge/Derribong/Calga	–	10.10	11.10	1.10	2.10	3.10	–	4.51	5.17	–	11.42	M1.42
<b>T</b>	Melaleuca/Yarrabee	–	10.15	11.15	1.15	2.15	3.15	–	4.55	5.21	–	11.46	M1.46
<b>U</b>	Glenella Road	–	10.17	11.17	1.17	2.17	3.17	–	4.57	5.23	–	11.48	M1.48
<b>E</b>	Batehaven Shops	9.05	10.20	11.20	1.20	–	–	M3.45	4.58	5.24	–	11.49	M1.50
<b>V</b>	Domonic Dr/Christopher Cr/Edward Rd	9.10	10.23	11.23	1.23	–	–	M3.48	5.01	5.27	–	11.52	M1.52
<b>W</b>	View/Anne/Peter Streets	9.12	10.28	11.28	1.28	–	–	M3.50	5.07	5.33	–	11.58	M1.58
<b>X</b>	Sunshine Bay Rd/Canning Cres	9.15	10.29	11.29	1.29	–	–	M3.51	5.08	5.34	8.53	12.00	M2.00
<b>Y</b>	Thomas Mitchell Crescent	9.17	10.30	11.30	1.30	–	–	M3.52	5.09	5.36	8.55	12.02	M2.02
<b>W</b>	View/Anne/Peter Streets	9.18	10.31	11.32	1.32	–	–	–	5.10	–	8.56	12.03	–
<b>V</b>	Domonic Dr/Christopher Cr/Edward Rd	9.20	10.33	11.33	1.33	–	–	–	5.11	–	8.58	12.05	–
<b>E</b>	Batehaven Shops	9.24	10.37	11.37	1.37	–	–	–	5.16	5.39	9.03	12.10	–
<b>U</b>	Glenella Road	9.25	10.41	11.41	1.41	–	–	–	5.20	–	9.07	12.14	–
<b>T</b>	Melaleuca/Yarrabee	9.28	10.43	11.43	1.43	–	–	–	5.22	–	9.09	12.16	–
<b>S</b>	Calga/Derribong/Ridge/Vista	9.33	10.48	11.48	1.48	–	–	–	5.27	–	9.14	12.21	–
<b>R</b>	Heron Road	9.37	10.52	11.52	1.52	–	–	–	5.31	–	9.18	12.25	–
<b>Q</b>	Country Club Drive	9.38	10.53	11.53	1.53	–	–	–	5.32	–	9.19	12.26	–
<b>D</b>	South/Pacific Streets	9.41	10.56	11.56	1.56	2.19	3.19	–	5.35	–	9.22	12.29	–
<b>C</b>	Orient Street South	9.45	10.58	11.58	1.58	2.23	3.23	–	5.37	–	9.24	12.31	–
<b>A</b>	Village Centre	9.47	11.03	12.03	2.03	2.30	3.30	–	5.39	5.44	9.27	12.34	–
<b>B</b>	Promenade Plaza	9.49	11.05	12.05	2.05	2.32	3.32	–	5.41	5.46	9.29	12.36	–

### Explanations

- M** Displays Route 860 to Moruya.
- No Service.
- Wheelchair-accessible service.

Service does not operate on Sunday, Christmas Day, and Good Friday.

For comprehensive information about all Priors Bus Services, grab your copy of the **Batemans Bay Bus Guide** by calling (02) 4472 4040 or visit our website [www.priorsbus.com.au](http://www.priorsbus.com.au)



## Appendix C

### RMS Study Extracts





**Transport**

**NSW**

GOVERNMENT

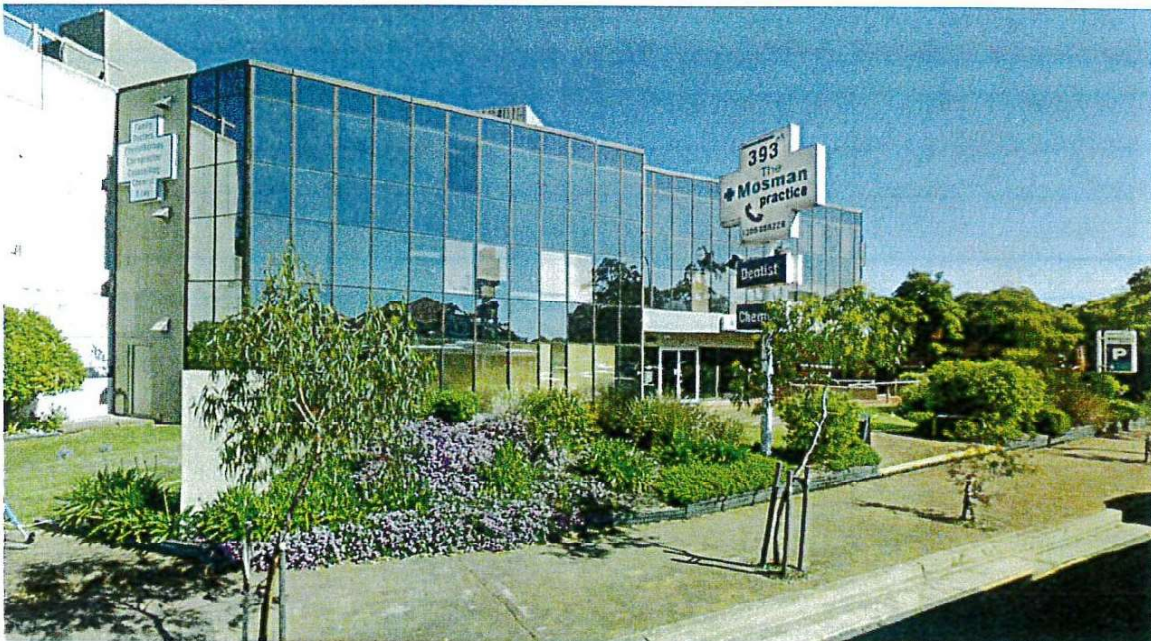
**Roads & Maritime  
Services**

**ROADS AND MARITIME SERVICES**

**TRIP GENERATION SURVEYS**

**MEDICAL CENTRES**

**ANALYSIS REPORT**



### 3.3.2 Relationship between the Accessibility Score and car travel modes.

- The survey sites differed from each other in terms of both the Accessibility Score and the travel mode splits of staff and visitors. Table 3.4 and Figure 3.18 show the travel mode splits and Accessibility Scores for comparison.

Table 3.4 Modes of travel.

	Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Site 9	Site 10	Site 11	Site 12	Site 13	Site 14	Site 15	Site 16	Site 17	Site 18	Site 19	Site 20
Driver	55%	40%	54%	57%	72%	59%	41%	59%	60%	56%	54%	46%	39%	66%	47%	69%	63%	54%	65%	71%
Passenger	25%	19%	23%	34%	24%	36%	2%	27%	28%	36%	15%	23%	35%	26%	26%	19%	29%	37%	27%	22%
Dropped off	1%	2%	7%	7%	4%	1%	1%	1%	2%	2%	11%	1%	9%	3%	0%	3%	0%	7%	0%	2%
Taxi	1%	1%	0%	0%	0%	0%	2%	1%	1%	0%	3%	1%	0%	2%	5%	3%	0%	0%	0%	0%
Bus	5%	5%	4%	0%	0%	2%	19%	2%	0%	2%	9%	5%	4%	1%	11%	2%	2%	0%	4%	6%
Train	1%	1%	0%	1%	0%	0%	6%	0%	0%	0%	0%	0%	4%	0%	0%	0%	0%	0%	0%	0%
Walk	11%	33%	12%	2%	0%	2%	26%	10%	9%	3%	9%	24%	9%	2%	11%	0%	4%	2%	4%	0%
Other*	1%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	0%	0%	0%	0%	3%	2%	0%	0%	0%
Accessibility Score	227	167	75	70	31	62	337	34	29	176	215	187	198	64	52	37	76	21	4	70

\* Other includes Tram, Cycle and Motorbike.

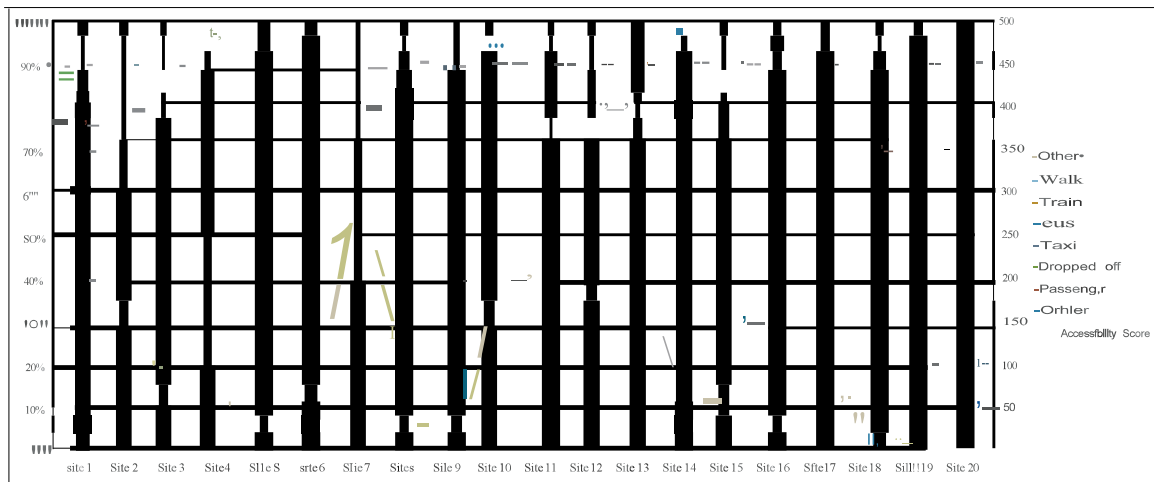


Figure 3.18 Travel modes and Accessibility Scores.

- The above data was used to analyse the travel mode relationship with the Accessibility Score.
- The graph included in Figure 3.19 overleaf shows levels of car use (per cent of car drivers plus passengers plus drop offs plus taxis) plotted as a dependant variable for various Accessibility Score values.
- It is evident from the graph below that a substantial level of correlation exists between the per cent of car travel mode and the Accessibility Score.
- It was felt that variations in car travel mode shares between the sites could be a reason for low correlation between the number of vehicular trips and the independent variables. It was therefore decided to examine the relationship between the number of person trips and the independent variables.
- The relationships between person trips and the AM & PM peak traffic on adjacent roads returned  $R^2$  values under 0.2 and for this reason the respective graphs were excluded from the following Sections of the report.

**i=F**

**Table 2.1** Details of the selected survey sites (continued on the next page).

	Sydney sites									
Site 1	Site 2	Site 3	Site 4	Site 5	Site 6	Site 7	Site 8	Site 9	Site 10	
<b>Narraf - e id -</b>	The Mosman Practice	Crows Nest Medical Practice	FMI Dock Medical Centre	Rivstone Family Medical Practice	Dural Medical Centre	Hunters Hill Medical Practice	Broadway General Practice	Sans Souci Medical Practice	Balmoral street Medical Centre	Baiwell Medical Centre
Site address	393 Military Road, Mosman NSW 2088	Suite 1a/375 Pacific Highway, Crows Nest NSW 2065	150 Great North Road, Fines Dock NSW 2046	10 Pitt Street, Rivstone NSW 2765	535 Galston Road, Dural NSW 2158	6 Ryde Road, Hunters Hill NSW 2110	Broadway Shopping Centre, 1 Bay Street Broadway, Sydney N.S.W.2007	420/410/422 Rocky Point Road, Sans Souci NSW 2219	98 Balmoral Street, Hornsby NSW 2077	Suite 6, 7/9 Banwell Avenue, Castle Hill NSW 2154
Day: 1st date of survey (S)	Mon, 01/06/15	Mon, 09/03/15	Thu, 19/03/15	Sat, 28/02/15 Mon, 02/03/15	Thu, 05/03/15 Sat, 07/03/15	Fri, 13/03/15	Wed, 04/03/15	Sat, 21/03/15 Mon-Fri, 23-27/03/15	Sun, 15/03/15 Mon, 16/03/15	Fri, 06/03/15 Sun-Tue, 8-12/03/15 Sat, 14/03/15 Wed-Thu, 25-26/03/15
Time of day: start - end	7:00-19:00	7:00-19:00	7:00-19:00	Sat 7:30-13:00 Mon 7:00-19:00	Thu 7:00-19:00 Sat 7:00-13:30	7:30-19:00	7:00-19:00	Sat 7:00-13:00 Mon-Fri 7:00-19:00	7:00-19:00	Mon-Thu 7:30-18:30 Fri 7:00-19:00 Sat-Sun 8:30-13:30
Duration (h-m) - site identifier	7:00-19:00	7:00-19:00	7:00-19:00	Sat 8:00-13:00 Mon 7:00-19:00	Thu 7:00-19:00 Sat 7:00-13:30	8:00-18:00	8:00-19:00	Sat 8:00-13:00 Mon-Fri 8:00-18:00	7:00-19:00	Mon-Tue 8:00-18:00 Fri 6:00-17:00 Sat 8:00-13:00 Sun 9:00-13:00
Land Use	Town centre Low-medium density residential, scattered commercial.	Inner suburb Low-medium density residential.	Inner suburb Low density residential.	Outer suburb Commercial/ retail and low density residential.	Outer suburb Commercial / retail and low density residential.	Inner suburb Low density residential	Town centre Commercial/ retail. Located within a shopping centre.	Inner suburb commercial / retail and low-medium residential.	Town centre Low density residential developments.	Town centre Commercial / retail and low-medium residential.
Franchise - AM peak period (weekdays)	7:00-8:00 16:15-17:15	8:00-9:00	8:15-9:15 1	10:00-11:00 15:15-16:15	7:45-8:45 16:00-17:00	8:45-09:45	9:15-10:15 12:15-13:15	multi-day multi-day	7:45-8:45 16:15-17:15	multi-day multi-day
Total SW (15 mins)	876	126	424	10	909	1069	1361	2215	400	4979
No. of footpaths	23	9	12	5	5	14	14	11	12	12
No. of doctors	15	10	13	7	8	12	16	15	6	14
No. of staff										

<sup>1</sup> For detailed information please refer to the Trip Generation Surveys Medical Centres Data Report.

11:1"

Site ID	Suburban sites					Regional sites				
	Site 11	Site 12	Site 13	Site 14	Site 15	Site 16	Site 17	Site 18	Site 19	Site 20
Name of the site	Complete Medical Centre	Dee Why Family Practice	Medical Centre Bankstown	Kable Street General Practice	Umina Family Practice	Broadmeadow Medical Centre	Cardiff	Wonigee Medical Centre	Kelso Medical [PN]	Wyong Family Practice
Site address	251 Queen Street, Campbelltown NSW 2560	7/9 Howard Avenue, Dee Why NSW 2099	Silop MM, 014, Toe Apian Way, Bankstown NSW 2200	2 Kable Street, Windsor NSW 2756	297 West Street, Umina Beach NSW 2217	154 Lambton Road, Broadmeadow NSW 2292	321 Main Road, Cardiff NSW 2285	53 Isa Road, Wonigee NSW 2540	13 Marsden Lane, Kelso NSW 2795	152-156 Pacific Highway, Tuggerah 2259
Day and date of survey	Wed, 10/06/15	Fri, 19/06/15	Thu, 25/06/15	Fri, 26/06/15	Fri, 13/00/15 Sat, 14/03/15	Wed, 25/03/15	Fri, 20/03/15 Sat, 21/03/15	Sat-Fri, 7-13/03/15	Thu, 12/03/15	Tue, 24/03/15
Operating hours	7:00-19:00	7:00-19:00	8:00-15:00	7:00-19:00	Fri 7:00-19:00 Sat 7:00-12:00	7:00-19:00	Fri 18:00 Sat 7:30-12:30	Mon 7:00-22:00 Tue-Fri 7:00-19:00 Sat 12:00-22:00 Sun 10:00-20:00	7:00-19:00	8:15-18:30
Operating hours by site type	7:00-18:00	7:00-19:00	8:30-14:30	8:00-19:00	Fri 8:00-18:00 Sat 8:00-12:00	8:00-18:00	Fri 7:00-18:00 Sat 7:30-12:30	Mon 7:00-22:00 Tue-Fri 7:00-19:00 Sat 12:00-22:00 Sun 10:00-20:00	8:00-19:00	8:00-18:00
Site type	Commercial / retail	Commercial / retail and recreational. Medium density residential.	Commercial / retail and recreational. Located within a shopping centre	Commercial / retail and low density residential.	Commercial / retail	Commercial / retail and low density residential.	Commercial / retail and low density residential.	low density residential. multi-day	Commercial / retail and low density residential.	Commercial / retail.
Operating hours by site type	10:00-11:00 16:00-17:00	11:00-12:00 15:00-16:00	8:30-9:30 13:45-14:45	8:15-9:15 15:15-16:15	11:00-12:00 15:15-16:15	7:45-8:45 16:45-17:45	07:30-08:30 12:15-13:15	multi-day	8:30-9:30 16:45-17:45	08:00-09:00 12:15-13:15
Population details										
Total site population	896	780	300	615	420	3183	7-10 310	1760 722	7366 742	300 300 11
Total GFA (m <sup>2</sup> )	407	690	300	1000	420	366	7	8 <sup>9</sup>	8	6
No. of rooms	8	15	6	15	12	13	7	8 <sup>9</sup>	8	6
No. of doctors	6	12	6	7	7	11	8	11	11	8
No. of total staff	10	20	10	11	11	18	8	11	11	8