

BUNBURY PATHOLOGY LABATORY  
LOT 200 AND 53 CLARKE STREET, BUNBURY  
PROPOSED EXTENSION  
TRAFFIC STATEMENT

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## 1. EXECUTIVE SUMMARY

1.1. Riley Consulting has been commissioned through MCG Architects to consider the traffic and transport impacts of developing a 400m<sup>2</sup> extension to an existing pathology laboratory adjacent to the Bunbury Medical Centre on Clarke Street, South Bunbury. The key findings of the traffic review are:

- The site is currently occupied by a medical centre and pathology laboratory. It is proposed to extend the existing pathology laboratory by 400m<sup>2</sup> to decant existing administration/office operations work into the expanded space and reconfigure the existing space for laboratory and collection functions. A new car park is to be constructed of the adjacent lot (53 Clarke Street) to increase car parking for the proposed development.
- Based on recognised trip generation sources the proposed building would be considered to generate minimal peak hour traffic movements and it is considered that under the *WAPC Transport Assessment Guidelines for Developments*, no formal traffic assessment is required.
- It is considered that the proposed development could require 62 bays under the City of Bunbury's LPS8 parking requirements. A total of 60 bays are to be provided on-site, indicating a shortfall of 2 bays. However, 8 bays are provided to the street frontage that are accessible and it is concluded that the car parking can be considered as sufficient for the proposed land uses.

## 2. CHECKLIST

Item	Comments/Proposals
<b>Proposed development</b>	
proposed land uses	Medical centre
existing land uses	Medical centre
context with surrounds	Existing land uses
<b>Vehicular access and parking</b>	
access arrangements	From adjacent access streets
public, private, disabled parking set down / pick up	Shortfall of 2 on-site bays to LPS8 but on-street bays to frontage are accessible.
<b>Service vehicles</b>	
access arrangements	To Constitution Street and Clarke Street
rubbish collection and emergency vehicle access	As existing
<b>Hours of operation (non-residential only)</b>	Mon-Fri 7am to 9pm Sat 7am to 2pm
<b>Traffic volumes</b>	
daily or peak traffic volumes	Less than 10 peak trips expected
type of vehicles (eg cars, trucks)	Cars and occasional ambulance
<b>Traffic management on frontage streets</b>	N/A
<b>Public transport access</b>	
nearest bus stops/train stations	Bus stop on Spencer Street
pedestrian/cycle links to bus stops/train station	Footpath to bus stop
<b>Pedestrian access/facilities</b>	
existing pedestrian facilities within the development (if any)	Acceptable
proposed pedestrian facilities within development	Refer drawings
existing pedestrian facilities on surrounding roads	Acceptable
proposals to improve pedestrian access	N/A
<b>Cycle access/facilities</b>	
existing cycle facilities within the development (if any)	Unknown
proposed cycle facilities within development	Refer to drawings
existing cycle facilities on surrounding roads	N/A
proposals to improve cycle access	N/A
<b>Site specific issues</b>	None
<b>Safety issues</b>	None

### 3. THE LOCAL ROAD NETWORK

- 3.1. The subject site is located on Lot 200 and 53 Clarke Street, Bunbury. It is bounded by Clarke Street, Spencer Street and Constitution Street, Bunbury
- 3.2. Figure 1 shows the location of the subject site and Figure 2 shows an aerial image.

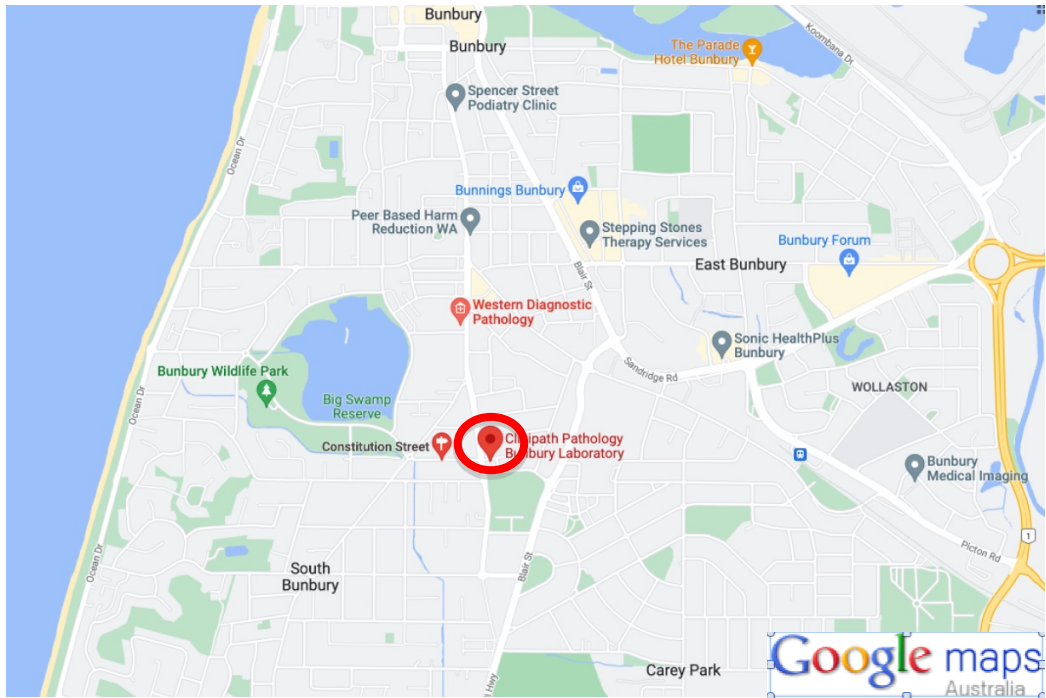


Figure 1 Subject Site Location

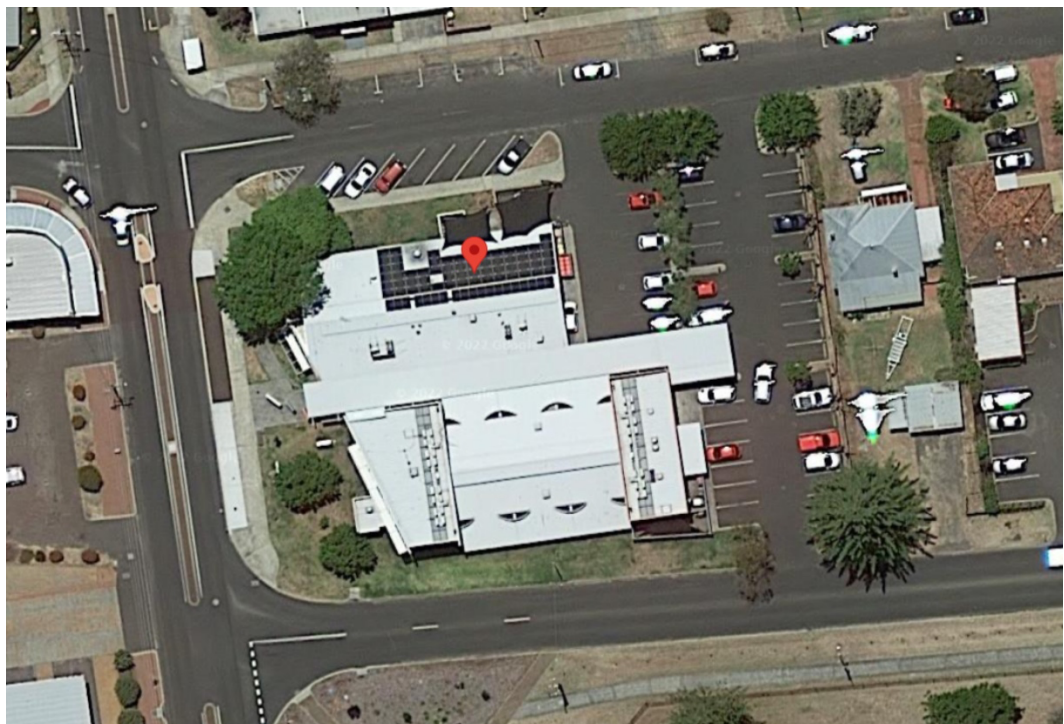


Figure 2 Aerial Imagery

### **Clarke Street**

- 3.3. Clarke Street is classified as a local access street in the MRWA *Functional Road Hierarchy* and is constructed with a single 7.6 metre pavement. It provides a local east-west connection between Spencer Street and Blair Street.
- 3.4. Clarke Street is residential in nature, but has a roundabout at its intersection with Blair Street.

### **Constitution Street**

- 3.5. Constitution Street is classified as local access street in the MRWA *Functional Road Hierarchy* and is constructed with a single 7.2 metre pavement. It is residential in nature.

### **Spencer Street**

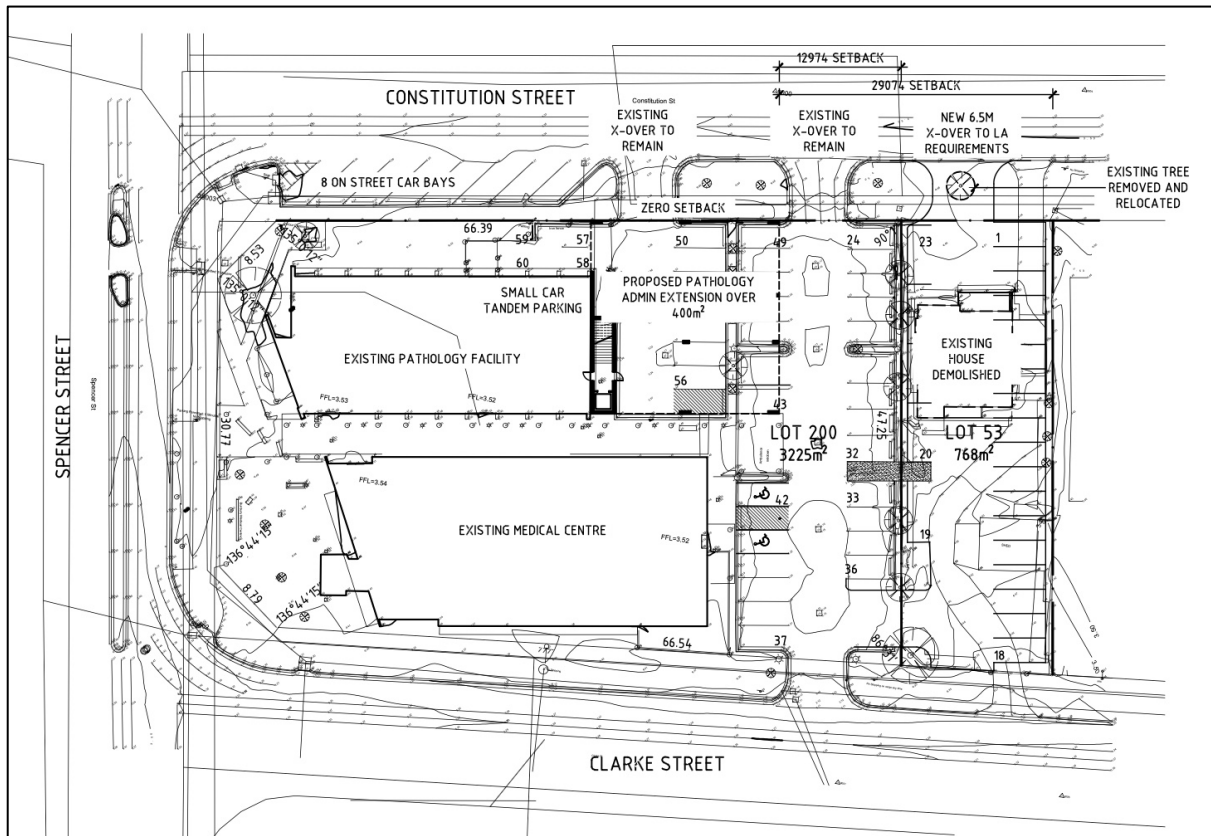
- 3.6. Spencer Street is classified as a local distributor road in the MRWA *Functional Road Hierarchy*. It is constructed with a single 11metre pavement and provides a major connection to Bunbury town centre.

## **4. EXISTING DEVELOPMENT**

- 4.1. The site is currently occupied by a medical centre and pathology laboratory.

## **5. PROPOSED DEVELOPMENT**

- 5.1. It is proposed to expand the existing pathology laboratory to add an additional 400m<sup>2</sup> floor space. However, advice from the client indicates that no additional staff will be employed by the pathology laboratory.
- 5.2. It is the intention of the operator to decant their existing administration/office operations work into the expanded space and reconfigure the existing space for their laboratory and collection functions which require additional space due to COVID compliance requirements.
- 5.3. Figure 3 shows the proposed ground floor and first floor levels.



**Figure 3 Indicative Site Concept Plan (refer to DA for detail)**

**6. DAILY TRAFFIC VOLUMES AND VEHICLE TYPES**

- 6.1. There are no specific trip generation rates for a pathology laboratory or a land use that would have a similar attraction.
- 6.2. Reference to the ITE Trip Generation manual suggests a medical - dental office building can be expected to generate 36.13 trips per day with 2.48 morning peak and 3.72 evening peak trips per 93m<sup>2</sup> floorspace (trip rate is per 1,000ft<sup>2</sup>).
- 6.3. Based on the expansion of 400m<sup>2</sup> this would suggest a daily generation of 155 trips with peak demands of 11 AM trips and 16 PM trips.
- 6.4. By comparison reference to the RTA *Guide to Traffic Generating Developments* provides a trip rate for office and commercial land uses of 10 trips per 100m<sup>2</sup> of floor area per day with 2 trips per 100m<sup>2</sup> in the peak hours. The land use description identifies health uses and therefore the trip rate could be applicable.
- 6.5. With an additional floor area of 400m<sup>2</sup> the site could be expected to generate 40 additional vehicle movements per day with 8 additional trips in the peak
- 6.6. Table 2 shows the potential traffic generation of the proposed development based on the two trip sources.

**Table 3 Traffic Generation Trip Rates**

Use	AM	PM	Daily
ITE Medical	11	16	155
RTA Office	8	8	40

- 6.7. Advice from the operator suggests that the laboratory typically has 45% of customers as referrals from the adjacent medical centre. On this basis it would be reasonable to reduce the ITE trip rates by 45%. This would suggest the new expansion could generate an additional 85 vehicle movements per day with 56 additional morning peak trips and 9 additional evening peak trips.
- 6.8. Based on the estimated number of peak hour trips generated being less than 10 in any peak, the proposed development would not require a formal traffic assessment under the WAPC guidelines.
- 6.9. As indicated in section 5 it is not intended to engage more staff at the laboratory and therefore there is a strong argument that there would be no change to current traffic movements.

## 7. TRAFFIC IMPACT

- 7.1. As identified in Section 6, the proposed development is shown to generate less than 10 peak hour trips and under the WAPC *Transport Assessment Guidelines*, no formal traffic assessment is required.

## 8. VEHICLE ACCESS

- 8.1. Figure 3 shows the site concept plan and shows access for the development will be retained at the three existing cross over to the corner site. The proposed car park on the adjacent lot (53) Will close the existing residential crossovers to Clarke Street and Constitution Street and provide a new car park cross over to Constitution Street. The proposed cross over has appropriate separation to existing cross overs.
- 8.2. The level of traffic generated is low and there are no reasons to suspect that access to the subject site would not operate in a safe and acceptable manner.

## 9. PARKING

- 9.1. There are a total of 38 parking bays are currently provided on-site. There are a further 8 angled bays along the site frontage to Constitution Street and 2 short term bays in Spencer Street (10 bays on the street frontage).
- 9.2. The proposed expansion will create a further 23 bays using the adjacent lot (53).



- 9.3. Reference to the City of Bunbury's Town Planning Scheme (LPS8) sets out parking requirements for land uses. The Scheme identifies the following parking requirements:
- Medical Centre 1 bay per 20m<sup>2</sup> NLA
  - Office 1 bay per 30m<sup>2</sup> NLA
- 9.4. The current land uses on the site are considered to require 36 bays for the medical centre and 24 bays for the existing laboratory, or a total of 60 parking bays based on medical land uses.
- 9.5. The proposed expansion of 400m<sup>2</sup> of floor area, used for medical use would be considered to require the provision of 20 bays.
- 9.6. In total the City of Bunbury has identified that 80 parking bays could be required under the Scheme based on medical land uses. However, as identified in paragraph 5.2, the new building is to be used more in-line with office land uses and this would require the provision of 13 additional bays under LPS8. Lowering the overall requirement to 73 bays.
- 9.7. It has also been identified that there is reciprocal use between the pathology laboratory and the medical centre of 45%. Therefore 45% of the parking required for the pathology uses could be deemed to be provided by the medical centre. With 24 bays required by the pathology laboratory, a 45% reduction would reduce the requirement to 13.2 bays.
- 9.8. It is considered therefore that the following car parking could be deemed to be required under the LPS8:
- Medical Centre 36 bays
  - Pathology Laboratory (45% reciprocal) 13 bays
  - Proposed expansion (office) 13 bays
- 9.9. In total it is considered that 62 bays could meet the requirements of LPS8 for the subject site.
- 9.10. Reference to the Architects plan shows that a total of 60 bays can be provided on the subject site, which would be a shortfall of just 2 bays to the LPS8 on site car parking requirement.
- 9.11. With an additional 8 angled bays on the site frontage to Constitution Street, the site has practical accessibility to 68 bays which would meet the requirements of LPS8.

## 10. PROVISION FOR SERVICE VEHICLES

- 10.1. Servicing of the site will not change from current conditions.

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## **11. HOURS OF OPERATION**

- 11.1. The pathology laboratory operates between 7am and 8pm on weekdays and 7am to 2pm on Saturdays. The hours of operation are not expected to change.

## **12. TRAFFIC MANAGEMENT OF FRONTAGE STREETS**

- 12.1. No changes to the current operation of adjacent streets is required as a result of the proposed development.

## **13. PUBLIC TRANSPORT ACCESS**

- 13.1. No change to public transport accessibility will occur as a result of the proposed development.

## **14. PEDESTRIAN ACCESS**

- 14.1. The current pedestrian accessibility to the site will be maintained.

## **15. CYCLE ACCESS**

- 15.1. The current accessibility for cycles will not change as a result of the proposed development.

## **16. SITE SPECIFIC ISSUES**

- 16.1. There are no site specific traffic issues that are raised through the assessment of the subject site.

## **17. SAFETY ISSUES**

- 17.1. There are no road safety issues that are raised through the assessment of the subject site.