
APPENDIX 2

Internal Referrals

**MINUTES OF THE TRAFFIC COMMITTEE
MEETING HELD IN COUNCIL CHAMBERS,
36 LINSLEY STREET ON TUESDAY 21 NOVEMBER 2017
COMMENCING AT 9.30AM**

PRESENT

Joe Sulicich (RMS), Ann Crossing (State Member for Barwon Representative), Maurice Bell (Cobar Shire Council), Adrienne Pierini (Cobar Shire Council), Brett Hallcroft (Cobar Shire Council), Garry Ryman (Cobar Shire Council), Carly Hunter (Cobar Shire Council) and Brytt Moore (Cobar Shire Council).

VOTING MEMBERS

Joe Sulicich (RMS), Ann Crossing (State Member for Barwon Representative), Maurice Bell (Cobar Shire Council).

APOLOGIES

John Bennett (NSW police).

REPORT 1 - CONFIRMATION OF MINUTES

01TC.11.2017 **RECOMMENDATION:** That the minutes of the Local Traffic Committee meeting held on Tuesday 22 August 2017 be confirmed as a true and correct record of the proceedings of that meeting.

Joe Sulicich/Maurice Bell

CARRIED

MATTERS ARISING FROM THE MINUTES

02TC.08.2017 Status Report Item 49 –An email come through to Maurice regarding advertising in Rest Areas which advises it cannot happen. A suggestion was made for Council to explore the use information bays to advertise.

Voting Unanimous

CARRIED

REPORT 2 – STATUS REPORT

03TC.11.2017 **RECOMMENDATION:** That the information contained in the Status Report be received and noted. Items 1, 3, 39, 42, 44, 45, 51 and 52 will continue to be ongoing, with item to be updated. Items 41, 43, 49 and 50 to be removed.

Voting Unanimous

CARRIED

REPORT 3 – TRAFFIC COUNTERS

04TC.11.2017 **RECOMMENDATION:** Information received, noted and forwarded on to police.

Voting Unanimous

CARRIED

REPORT 4 – PROPOSED MULTIPURPOSE HEALTH SERVICE, COBAR

05TC.11.2017 **RECOMMENDATION:** Garry Ryman requested that the Traffic Committee look at the proposal for the Multipurpose Health Service. It was decided that this request is outside the scope of the Traffic Committee and Council staff will need to assess the proposal against appropriate documents and provide feedback to Garry Ryman.

REPORT 5 – DISABILITY PARKING REQUEST IN MARSHALL STREET, COBAR

06TC.11.2017 **RECOMMENDATION:** Information received, noted and no further suggestions made. Council to seek funding for the disability pavement markings.

GENERAL BUSINESS

NO GENERAL BUSINESS

NEXT MEETING

The date for the next Traffic Committee meeting will be Tuesday 20 February 2017.

THERE BEING NO FURTHER BUSINESS THE MEETING CLOSED AT 10.35 AM.
--

M E M O R A N D U M

FROM: Stephen Poulter, Manager Planning and Environment
TO: GARRY RYMAN, DIRECTOR PLANNING AND ENVIRONMENT
RE: Submission in relation to Development Application 2017/LD-53
FILE: 2017/LD-53
DATE: 12 December 2017

I make reference to a request on 17 November 2017 seeking comments in response to Development Application 2017/LD-53 seeking consent to construct a Health Service Facility and undertake alterations and additions to an existing aged care facility.

This memorandum provides comments in relation to:

- Clause 94 of the Environmental Planning and Assessment Regulation 2000 considerations
- Waste management and on-site traffic movements for Councils front and side lifting waste trucks
- Food Act compliance
- Liquid trade waste management

Clause 94 of the Environmental Planning and Assessment Regulation 2000 considerations

This Clause of the regulations requires a consent authority to take into consideration whether it would be appropriate to require the existing building to be brought into total or partial conformity with the Building Code of Australia, where either of the following situations are present:

- i) The proposed building work, together with any other building work completed or authorised within the previous 3 years, represents more than half the total volume of the building, or
- ii) The measures contained in the building are inadequate to protect persons using the building, and to facilitate their egress from the building, in the event of fire, or to restrict the spread of fire from the building to other buildings nearby.

Please note that the matters prescribed by Clause 94 are prescribed for the purpose of Section 79C of the Environmental Planning and Assessment Act 1979.

An inspection of the existing building was undertaken on the 11th of December 2017 to ascertain the level of compliance of the existing building against the 2016 edition of the Building Code of Australia.

During the inspection of the existing building the following matters were identified:

1. The fire hose reels contained in cabinets were not fed through the guide, which would negate effective deployment of the fire hose reel in a fire emergency and is not compliant with AS 2441-2005. .
2. The installed automatic fire detection and alarm system fails to comply with the current edition of AS 1670.1-2015 with respect to at least the following matters:
 - a. The white manual call points are not labelled with the word 'emergency' as per cl.3.15.
 - b. The existing zone block plan does not comply with the current requirements detailed in the 2015 edition of AS 1670.1 and will need to be upgraded as part of the proposed works.
 - c. The Fire Brigade Panel will need to be upgraded with respect to the new parts of the building.
 - d. The location of the mimic panels and manual call points should be re-assessed to determine whether their current locations are appropriate given the proposed additions to the existing building, particularly in relation to modified egress points.
3. The supplied proposed floor plans do not match some areas of the existing floor layout, particularly at the end of the north-eastern wing of the facility.
4. The public corridor in the north-eastern wing fails to comply with D1.6 regarding minimum widths of the corridor in a Class 9c facility. It is noted that this area was originally approved as 9a facility, and therefore would comply, however this should be factored into the Clause 94 considerations.
5. The portable fire extinguisher located in the north-eastern corridor adjacent to the fire hose reel cabinet is not sign-posted as per AS 2444-2001.
6. The Telstra MDF box located in the wall that bounds the main entrance corridor to a SOU in the north eastern corridor does not appear to be fire rated despite it being in a fire rated wall.
7. The dual self-closing fire doors linking the main entrance corridor to the low care lounge area failed to completely self-close upon release.
8. Some of the existing fire hose reels are located greater than four metres to an exit. Additionally the new work will lengthen this distance. Consideration shall be given as to whether additional fire hose reels are installed, existing systems are relocated or fire hose reels are removed to be consistent with E1.4 of the BCA.
9. The latches installed to the exit doors in the facility kitchen currently do not comply with D2.21 of the BCA.
10. The emergency plan for this facility will need to be updated to be consistent with AS 3745-2010.
11. The coolroom in the facility kitchen will need be upgraded to comply with G1.2 of the BCA with respect to internally operable lighting and an alarm/bell, as lighting is currently only operable from the outside and the bell is broken.
12. The current unisex accessible facilities fail to comply with AS 1428.1-2009. There should be consideration on the upgrade of these facilities to comply with current requirements.
13. The main switchboard is located in a remote location within a courtyard centrally located in the facility. The location of this switchboard should be identified with signage at the principle building entrance consistent with AS 3000.
14. The sprinkler block plan located behind the booster assembly will need to be upgraded to be consistent with new works.
15. A hydraulic analysis should be undertaken to establish the performance of the installed fire sprinkler system and on-site hydrant system as there are doubts as to whether the minimum flows and pressures are achieved for these systems. To date, the hydrant system has not been commissioned and certified. The sprinkler system failed hydraulic performance tests in October and most recent tests have established a barely compliant hydraulic result.

Additional Information Needed

The applicant shall supply amended floor plans that are consistent with the existing floor layout of the aged care facility.

Recommended Condition for Clause 94 Upgrades

Pursuant to Clause 94 of the Environmental Planning and Assessment Regulations 2000, the consent authority has determined it necessary to impose the following conditions requiring the partial upgrade of the existing building subject of this Development Application. The following upgrades shall be complied with:

- i) Compliance shall be achieved with EP1.1 of the Building Code of Australia with respect to the existing fire hose reel system.
- ii) Compliance shall be achieved with EP1.2 of the Building Code of Australia shall be achieved with EP1.2 of the Building Code of Australia with respect to the existing portable fire extinguishers.
- iii) Compliance shall be achieved with EP1.3 of the Building Code of Australia with respect to the existing on-site attack fire hydrant system.
- iv) Compliance shall be achieved with NSW EP1.4 of the Building Code of Australia with respect to the existing automatic fire suppression system.
- v) Compliance shall be achieved with DP1 and DP6 of the Building Code of Australia with respect to the width of public corridors in a Class 9c facility.
- vi) Any services or doorways that penetrate fire rated and smoke walls within the existing building shall comply with CP8 and CP3 of the Building Code of Australia.
- vii) All door hardware used to facilitate the opening of an exit door shall be upgraded to comply with DP4 of the Building Code of Australia.
- viii) The existing emergency plan for this existing facility shall be upgraded to coincide with the new works and shall comply with AS 3745-2010.
- ix) The coolroom shall be upgraded to comply with GP1.3 of the Building Code of Australia.
- x) The existing unisex accessible sanitary facilities shall be upgraded to comply with DP1 of the Building Code of Australia.
- xi) The remote location of the existing main switchboard shall be identified in a manner to permit appropriate fire brigade intervention as per EP1.6 of the Building Code of Australia.

Waste management and on-site traffic movements for Councils front and side lifting waste trucks

This development comprises of four stages essentially where waste will be generated and will need to be managed. These stages are:

- Civil works and clearing of land/vegetation
- Partial demolition of parts of the Lilliane Brady Village
- Construction of the new works
- Operation of both facilities.

As part of the assessment of this proposal, consideration of waste management practices has been undertaken.

The provided Statement of Environmental Effects (SOEE) provides very limited information on the topic of waste management. This information basically states that a dedicated waste

storage area will be provided on the site, truck movements on the site have been designed for a medium rigid vehicle and all waste will be disposed of at an appropriately licensed facility.

Additional Information Needed

It is considered that the information supplied regarding waste management is very limited and additional information should be requested regarding the following:

- Development and provision of a waste management plan for this development. This waste management plan should include all four basic stages of this development including civil/site preparation, demolition works, construction works and operation of the facilities.
- It would be expected that the management of waste at both sites will comply with the NSW Health policy titled "Clinical and Related Waste Management for Health Services" with published date 14 August 2017.
- All likely waste generated from all facilities and the staff accommodation areas should be considered.
- The 3rd swept path has considered a medium rigid vehicle as the front loading waste vehicle that will be collecting waste at the new facility. The current front loading and side lifting vehicles that service the Cobar hospital exceed the length of a MRV and are closer in dimensions to a heavy rigid vehicle. Accordingly the swept paths should be re-designed taking into consideration this matter.
- Whilst it is assumed that the clinical/other special wastes will be held in the internal waste storage room, the application should include details of what waste will be stored inside and outside of the new facility. Details should also be provided on the type of MGB likely to be used in the internal waste storage room to ensure that it is compatible with current waste removal truck infrastructure.

Where additional information is sought, it would be appreciated that this information be given to me to undertake an assessment of this information.

Should you have any questions, please do not hesitate to contact me.

Stephen Poulter
Manager Planning and Environment

2017/LD-00051

FN

109835

mail CSC

From: Stephen Taylor
Sent: Friday, 15 December 2017 4:01 PM
To: Garry Ryman
Cc: mail CSC
Subject: Hospital
Attachments: Hospital.doc

Garry

Soft copy. Hard copy on your desk

regards



Stephen Taylor

Director of Engineering Services

Cobar Shire Council | 36 Linsley Street (PO Box 223) | Cobar NSW 2835

P: (02) 6836 5888 | F: (02) 6836 5889 | M: 0477 770 512

E: stephen.taylor@cobar.nsw.gov.au W: www.cobar.nsw.gov.au

IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Cobar Shire Council is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of the Cobar Shire Council. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient. Before printing, please consider the environment.

MEMORANDUM

TO: Garry Ryman, Director of Planning and Environmental Services

FROM: Stephen Taylor, Director of Engineering Services

RE: New Health Service Facility and Alteration/Additions to Existing Aged Care Facility

FILE NO: 2017/LD-00051

DATE: 7 December 2017

Traffic and Parking

- **Road impacts**

Woodiwiss Ave is a Category 1 (Collector) Road in Council's road hierarchy. The latest traffic count (September 2017) indicated an AADT of 2,262 with 14.8% commercial vehicles. The kerb to kerb width of the road is approximately 10.5 metres.

The road is straight for approximately 400 metres with a slight bend 100 metres north of the proposed health service facility entrance and a crest and bend 300 metres south of the entrance. As a result visibility of vehicles turning into the entrance could be restricted for other road users. If there are vehicles parked on the side of the road there is a risk of vehicle accidents occurring with vehicles turning into the facility and through traffic. To minimize this risk a dedicated turning lane may need to be created which would require an area of the existing 'on street' parking area to be turned into no parking.

This would reduce the amenity value of the residential area. Three submitters who live opposite the proposed health facility have raised this as a concern and I consider their concerns are valid. Realignment of the existing kerb and gutter may need to be considered to provide local residents some 'on street' outside the existing carriageway may need to be considered.

The additions to the aged care facility on Nullamut Street should have little effect on that street or the intersection with Woodiwiss Ave as there will be no significant changes to traffic volumes.

- **Property access**

The proposed main vehicle entrance to the facility has a splayed entrance from the property boundary to the kerb and gutter which will allow larger vehicles to enter the facility grounds. However it is noted that this splay extends beyond the property side boundary to encroach on the neighbouring property frontage. This is not acceptable as this may restrict future development on the neighbouring property. Although at

this stage this property is owned by the applicant this may not always be the case. Therefore reconsideration of the splay and/or property boundary adjustment needs to be undertaken.

The applicant has identified that the existing footpath is raised above the above the existing kerb and will need to be reconstructed at a lower level to allow for construction of the vehicle entrance. This may require the entire footpath in front of the health facility being replaced to ensure that a suitable footpath is available for pedestrians. A detailed proposal of this reconstruction will need to be submitted for approval prior to the work being undertaken.

- **On property vehicle access**

The proposed waste facilities (skip bins) are located at the rear of the proposed facility. They are aligned at an approx. 45 degree angle to access driveway. A large refuse vehicle will be required to undertake a multiple point turn to align itself with the bins to enable them to be emptied. Further consideration needs to be undertaken in regards to the heavy vehicle access as the rear turning area appears to be designed for 2-3 axle vehicles and is not adequate for larger vehicles such as refuse trucks.

- **Car parking**

The use of Dubbo DCP by the consultant Parking & Traffic Consultants is acceptable, however it is noted that these guidelines indicate that 37 parking spaces should be provided. This can be reduced by 2 as ambulances will not be parked on site as the existing ambulance station is in close proximity.

The proposal only includes 33 spaces with a comment that additional peak parking can be readily accommodated on-street. In view of the comments above in 'road impacts' this is not acceptable. In my view the additional car parks can and should be provided by the addition of 2 carparks adjacent to car parks at the rear of the facility (i.e. next to car park no 21).

Additional carparks are being provided for the aged car facility in association with extensions being undertaken to this building. These carparks will be adequate to cope with any increased parking demand at this facility.

- **Conclusion**

In my view the applicant consultants needs to undertake further consideration of the traffic management issues on and around the site, as the current proposal does not adequately deal with all this issues.

Development Servicing Charges

Due to proposed increase in use of Council water and sewerage infrastructure, the proponent is liable to pay levied development charges pursuant to Section 64 of the Local Government Act 1993.

The levied charges are calculated using the following documents:

- Cobar Shire Councils Development Servicing Plans for Water Supply and Sewerage 2013; and
- Water Directorate's Section 64 Determinations of Equivalent Tenements Guidelines 2017
- Cobar Shire Councils 2017-2018 Fees and Charges (levied amount is subject to CPI increases each financial year and the value is conditioned in a developer consent at the rate current at the time of DA determination)

Equivalent Tenement Calculations for Development Proposal

Development	Unit	Sub-Category	Water ET	Sewer ET
Hospital				
Commercial User - Accommodation (Medical Care)	Bed	Hospital	0.9 x 10 = 9.0	1.43 x 10 = 14.3
	Room	Medical Centre	0.4 x 10 = 4.0	0.63 x 10 = 6.3
Residential User – Multi-Residential lots	Bed	Units – 1 bedroom	0.4 x 4 = 1.6	0.5 x 4 = 2.0
Aged Care Facilities Extension				
Commercial User - Accommodation (Permanent)	Bed	Nursing Home/Special Care Home	0.5 x 10 = 5.0	0.75 x 10 = 7.5
TOTAL ET's			19.6	30.1
TOTAL ET's less existing vacant lot entitlement			18.6	29.1

Equivalent Tenement Developer Charges

Levied Amounts under CSC's Development Servicing Plans for Water Supply and Sewerage 2013 and the 2017-2018 CSC Fees and Charges

Water Supply (Per ET) = \$1,269.67

Sewerage (Per ET) = \$ 1,005.16

For this proposal the following charges are applicable:

Water Supply

(Water Supply per ET Rate) x Total Water ET Rate

$$\$1,269.67 \times 18.6 = \$23,615.86$$

Sewerage

(Sewerage input per ET Rate) x Total Sewer ET Rate

$$\$1005.16 \times 29.1 = \$29,250.16$$

The Combined Total Water Supply and Sewerage Charges payable for this development is \$52,866.02

Storm Water

The storm water runoff from the increased impervious area will be collected by a proposed pipe network and discharge into an existing storm water manhole in the aged care facility grounds. This storm water manhole connects to a pipe network that discharges into Council's storm water disposal area (The Newey). The pipe network has the capacity to take the additional storm water. Therefore the proposed development will have no adverse effects in regards to storm water.

Stephen Taylor

DIRECTOR OF ENGINEERING SERVICES

Garry Ryman

From: Garry Ryman
Sent: Wednesday, 11 April 2018 10:12 AM
To: Stephen Taylor
Cc: Manex
Subject: Traffic Matters- MP Health Facility
Attachments: CHR layout page 3.pdf

Stephen,

The attached Figure provided by Maurice last week is a similar approach as the child care centre photos you provided me on Monday. Also Maurice raised the issue of Woodiwiss/Lerida being part of the road train route.

We need to progress this application and take a position to put forward to Health Infrastructure. The position taken by HI remains unchanged in that its interpretation of Austroad Guide is that a turning lane is not required.

Please refer to original SEE - Traffic and Parking Assessment, HI letter dated 5/03/2018 and HI letter 4/04/2018.

I do not believe it is possible to recognise/accept maintaining traffic flow to the south along Woodiwiss while a vehicle turns right into the new facility by merely restricting parking to enable vehicles to continue travelling in the parking lane unless it has the required width and is properly line marked.

The provision of a turning lane in-conjunction with having no stopping on both sides of Woodiwiss appears to be achievable provided that moving the centreline of the road does not mess up the swept paths (to an extent of not being able to be accommodated by an adjustment to design of the vehicle access) of trucks entering and leaving the site.

The other matter identified with a turning lane is the loss of potential for overflow parking in Woodiwiss between Wittagoona and Belagoy. HI current position is that on street parking is available to supplement demands not catered for by the 21 public car parking spaces provided on site. If the above section of Woodiwiss is taken out of the on- street parking pool then available on street parking is limited to Belagoy, Wittagoona, Nullamutt and Woodiwiss to the north of Nullamutt. The problem with this is that the existing pedestrian links to these areas are unsatisfactory and will require upgrading.

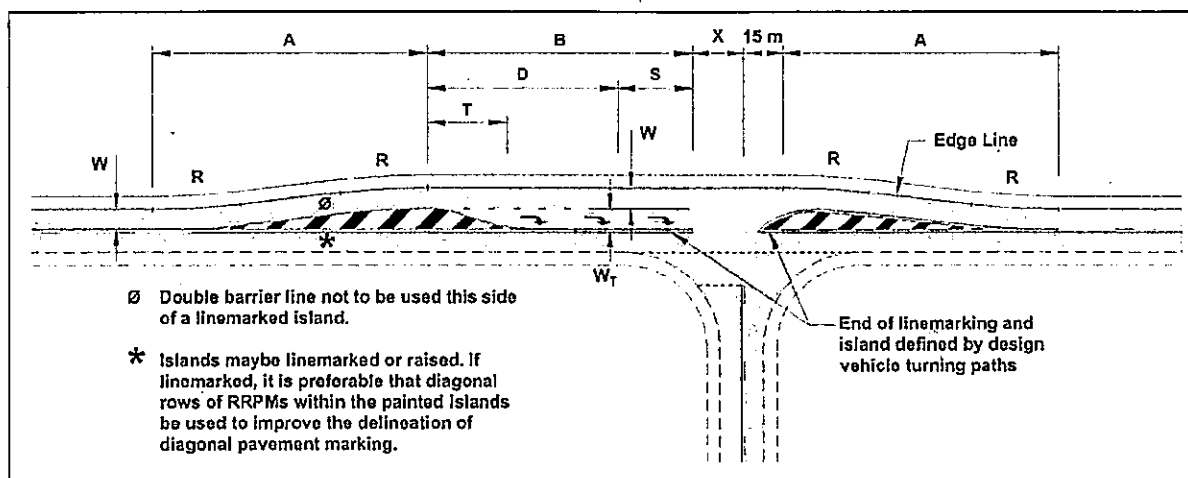
The better solution for Council is for HI to provide sufficient on parking on site without a need to rely on on-street to justify its development proposal.

Is it possible to form an opinion from an engineering perspective for discussion at MANEX this afternoon.

Regards
Garry

Garry Ryman
Director
Planning & Environmental Services Department Cobar Shire Council | 36 Linsley Street | PO Box 223 | Cobar NSW 2835
P: (02) 6836 5888 | F: (02) 6836 3964 | E: garry.ryman@cobar.nsw.gov.au | W: www.cobar.nsw.gov.au

IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Cobar Shire Council is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of the Cobar Shire Council. If you receive this e-mail in error, please immediately delete it from



Notes:

1. An alternative to the double white line on the offside edge of the right-turn slot is a 1.0 m painted median. The 1.0 m median is particularly useful when the major road is on a tight horizontal curve and oncoming vehicles track across the centreline. Provision of this median will require the dimension 'A' to be increased.
2. A raised concrete median on the minor road may be used with this treatment to minimise 'corner cutting', particularly for higher turning volumes.
3. The dimensions of the treatment are defined below and values of A, D, R and T are shown in Table 7.2:

W = Nominal through lane width (m) (including widening for curves). For a new intersection on an existing road, the width is to be in accordance with the current link strategy.

W_t = Nominal width of turn lane (m), including widening for curves based on the design turning vehicle. Desirable minimum = W, absolute minimum = 3.0 m.

B = Total length of auxiliary lane including taper, diverge/deceleration and storage (m).

D = Diverge/deceleration length including taper. Adjust for grade using the 'correction to grade' factor (Section 5)

T = Physical taper length (m) and is given by:

$$T = \frac{0.33VW_t}{3.6}$$

S = Storage length (m) should be the greater of:

1. the length of one design turning vehicle or
2. (calculated car spaces - 1) x 8 m (*Guide to Traffic Management – Part 3: Traffic Studies and Analysis* (Austroads 2009h), or use computer program e.g. aaSIDRA).

V = Design speed of major road approach (km/h).

X = Distance based on design vehicle turning path, typically 10–15 m

Source: Based on QDMR (2006).

Figure 7.7: Channelised right turn (CHR) on a two-lane rural road

7.5.4 Rural Right-Left Staggered T

Basic two-lane two-way road

This layout should be designed to ensure that:

- the stagger distance between the minor legs is large enough to discourage drivers from 'taking a short-cut on the wrong side of the traffic islands (e.g. at least 15 m to 25 m depending on the site characteristics)
- the island treatments in the minor roads are long enough to also discourage wrong way movements
- sufficient width is provided on the major road within the intersection to enable through vehicles to pass slowly to the left of vehicles waiting to turn right (e.g. 12 m), a similar principle to the BAR treatment.

Garry Ryman

From: Stephen Taylor
Sent: Thursday, 12 April 2018 11:19 AM
To: Garry Ryman
Cc: Manex; Maurice Bell; mail CSC
Subject: RE: Traffic Matters- MP Health Facility

Garry

Having considered all the issues with vehicles turning into the new facility and the existing traffic on Woodwiss Ave - including the fact that this road is a road train route I think it essential that a right turning lane as shown on the photos I provided to you is installed.

This can be achieved within the existing road formation with revised road marking and elimination of on street parking in the vicinity of the new facility.

Heavy vehicles entering or leaving the facility can still follow existing proposed vehicle sweep paths as the turning bay is there to service light vehicles entering the hospital grounds while still allowing other vehicles continue travelling south on Woodwiss Ave.

The plans Maurice has provided show the dimensions of the required a the length of the 'no parking area' can be finalised when plans for the road marking are prepared.

The installation of 'no parking' will affect the overflow parking as you have noted, however I believe this was a problem anyway as heavy vehicle sweep paths were likely to require a reduction in parking in this area.

The applicant needs to consider the options of providing sufficient on site parking.

regards

Stephen Taylor
Director of Engineering Services
Cobar Shire Council | 36 Linsley Street (PO Box 223) | Cobar NSW 2835
P: (02) 6836 5888 | F: (02) 6836 3964 | M: 0477 770 512
E: stephen.taylor@cobar.nsw.gov.au W: www.cobar.nsw.gov.au

IMPORTANT NOTICE: This e-mail and any attachment to it are intended only to be read or used by the named addressee. It is confidential and may contain legally privileged information. No confidentiality or privilege is waived or lost by any mistaken transmission to you. Cobar Shire Council is not responsible for any unauthorised alterations to this e-mail or attachment to it. Views expressed in this message are those of the individual sender, and are not necessarily the views of the Cobar Shire Council. If you receive this e-mail in error, please immediately delete it from your system and notify the sender. You must not disclose, copy or use any part of this e-mail if you are not the intended recipient. Before printing, please consider the environment.

-----Original Message-----

From: Garry Ryman
Sent: Wednesday, 11 April 2018 10:12 AM
To: Stephen Taylor
Cc: Manex