

TRAFFIC IMPACT ASSESSMENT

88 – 96 Mitchell Street, Bourke

PREPARED FOR:

Bourke Aboriginal Corporation Health Service
c/- Acorn Project Advisory

REFERENCE:

0871r03v03

DATE:

19/02/2025



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Revision History


VERSION	DATE	PREPARED	REVIEWED	APPROVED	SIGNED
01	17/02/2025	Wassay Zaka	Julius Boncato	Julius Boncato	Original Signed
02	18/02/2025	Wassay Zaka	Julius Boncato	Julius Boncato	Original Signed
03	19/02/2025	Wassay Zaka	Julius Boncato	Julius Boncato	

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1. Introduction

1.1. Overview

PDC Consultants has been commissioned by Bourke Aboriginal Corporation Health Service (BACHS) to undertake a traffic impact assessment of a Development Application (DA) relating to a proposed medical centre at 88 – 96 Mitchell Street, Bourke. Specifically, the DA proposes the construction of a single-storey medical centre consisting of:

- 786m² medical centre gross floor area (GFA) incorporating 10 consulting rooms including:
 - Five consultation rooms for permanent health practitioners.
 - Five consultation rooms for visiting specialists.
- At-grade car parking providing a total of 22 spaces including:
 - 10 staff spaces for use by permanent health practitioners and visiting specialists.
 - Two visitor spaces.
 - 10 BACHS fleet spaces. Two of the senior administration staff members, the Chief Executive Officer (CEO) and Deputy CEO, are designated with two fleet vehicles.
- One designated ambulance bay.
- Two driveways including:
 - One entry-only driveway onto an unnamed laneway accessible along the southern side of the site.
 - One exit-only driveway onto Mitchell Street.

Having regard for the above, it is evident that the development is not of a scale that requires referral of the DA to Transport for NSW (TfNSW) under the provisions of the State Environmental Planning Policy (Transport & Infrastructure) 2021. However, the proposed developments seek for vehicle access to be provided onto a state road, Mitchell Street, whilst alternative vehicle access can be provided on alternative lower-order roads. Accordingly, referral and concurrence would be required from TfNSW for the proposed vehicle access arrangements.

The site is located in the Bourke Shire Council (Council) local government area and accordingly, the proposed development has been assessed in accordance with the Bourke Shire Local Environmental Plan 2012 (BLEP) and Bourke Development Control Plan 2012 (BDCP).

1.2. External Consultation

Consultation has been undertaken between the project team and Bourke Shire Council on 19 June 2024 to discuss various matters of the subject DA. A copy of the meeting notes, prepared by the project managers, Acorn Project Advisory, is included as **Appendix A** for reference. Additionally, email correspondence has been undertaken with Transport for New South Wales (TfNSW) for which preliminary comments have been provided for consideration. A copy of the email chain with TfNSW is included as **Appendix B** for reference. **Table 1** shows the relevant Council and TfNSW comments and where addressed in this report.

Table 1: Council & TfNSW Comments & Where Addressed

COMMENTS	WHERE ADDRESSED / RESPONSE
<u>BOURKE SHIRE COUNCIL</u>	
- Traffic	
o Engage TfNSW early	Refer to TfNSW comments below.
o Traffic report to be prepared for Council approval, recommended to undertake this work asap due to NSW Transport involvement	This report.
o Prefer to entry off Mitchell Street / Highway (exit only)	Refer to Section 6.1. Exit only driveway provided onto Mitchell Street.
o Entry via laneway off Tarcoon Street is supported <ul style="list-style-type: none"> Council has made a sealed laneway off Tarcoon Street 	Noted.
- General Security <ul style="list-style-type: none"> Secure carpark for BACHS vehicles overnight 	10 BACHS fleet vehicle spaces provided within the on-site car park.
- DCP parking requirements should be used as a guide only, design for what is required by end user <ul style="list-style-type: none"> TfNSW traffic reports Council noted – design should provide what is needed, not necessarily what the requirements are Employee parking provided and leftover spaces for public. Include CE from street parking on Tarcoon Street and Mitchell Street Note most patients catch the BACHS bus and don't drive 	Noted. Noted. Noted. Noted.
<u>TRANSPORT FOR NEW SOUTH WALES</u>	
1. <u>Access</u> TfNSW's primary interest is the safety and efficiency of operations of the classified (State) road and its users. It is TfNSW preference that all access (being both ingress and egress) be provided via the local road network, as new driveways create additional points of conflict on the road network and have the potential to adversely impact safety and efficiency on the classified road. The preference for local road access is also reflected in the provisions of Section 2.119(2)(a) of the <i>SEPP (Transport & Infrastructure) 2021</i> ('TISEPP') which requires Council to consider, "where practicable and safe, vehicular access to the land is provided by a road other than a classified road". Any future application should address the development's impacts on the safe and efficient operations on the classified road and the provisions of the s 2.119 of the TISEPP.	Refer to Section 6.1.3

COMMENTS	WHERE ADDRESSED / RESPONSE
<p>2. <u>Traffic Impact Assessment</u></p> <p>Any application should be accompanied by a Traffic Impact Assessment (TIA) to assess the cumulative impacts of the proposed development on the road network. The TIA should be tailored to the scope of the proposal and include the following (but not limited to):</p>	
<ul style="list-style-type: none"> - Trip generation assessment and identification of peak times (AM / PM). Consideration of background traffic should be included in this assessment. 	Refer to Section 5
<ul style="list-style-type: none"> - Identification of any potential conflict points between light and heavy vehicles using the site and what measures are to be implemented to reduce potential conflict points. 	Refer to Section 4.6
<ul style="list-style-type: none"> - Consideration and assessment of pedestrian generation and provision of safe access to the proposed development. 	<p>Majority of visitations would occur via the PUDO services offered by the operator.</p> <p>Should visitors / staff walk to the site, pedestrian access points to the building are provided onto Mitchell Street, Tarcoon Street and within the car park.</p>
<ul style="list-style-type: none"> - Details on the maximum size of the service vehicle that will service/deliver to the site with supporting swept path assessment. 	<p>Refer to Section 4.6</p> <p>As the development will rely on on-street kerbside parking to accommodate service vehicles, swept path analysis is not considered necessary to demonstrate service vehicles parking along the kerbside.</p>
<ul style="list-style-type: none"> - Commentary on any public transport options (e.g. bus service) that may service the site using existing bus stops. It is recommended that the proponent consult with relevant bus companies where necessary. 	Refer to Section 2.3
<ul style="list-style-type: none"> - Details of emergency access point and procedures. 	Refer to the Operational Management Plan / Manual to be submitted separately.
<ul style="list-style-type: none"> - Should the access to the classified road be exit only (as indicated in e-mail), provide detail around what measures will be put in place to ensure vehicles do not use as an entrance 	Refer to Section 6.1
<ul style="list-style-type: none"> - The site appears to be located in proximity to an existing school zone. Details should be included as to how mitigation measures will be undertaken to reduce conflict with pedestrians and school traffic during school hours. 	Refer to Section 5.3
<p>3. <u>Stormwater Management</u></p> <p>Details around stormwater drainage works should be submitted demonstrating that the development will not impact or damage existing TfNSW drainage infrastructure within the classified road reserve.</p>	To be addressed by the project civil engineers.
<p>4. <u>Other</u></p>	
<ul style="list-style-type: none"> - On-site parking requirements should be considered by the consent authority in line with any relevant local planning controls and should minimise parking on the classified road near any future access points. 	Refer to Section 4.1
<ul style="list-style-type: none"> - All access driveways should demonstrate a minimum Safe Intersection Sight Distance (SISD) in accordance with Part 4a – Austroads Guide to Road Design. 	<p>AS 2890.1 provides design requirements on sight distance for access driveways.</p> <p>Refer to Section 6.1</p>

1.3. Request for Additional Information Following DA Submission

On 19 December 2024, Transport for New South Wales (TfNSW) provided a referral letter (TfNSW Letter) to Bourke Shire Council regarding the proposed development. The TfNSW Letter stated that TfNSW has no objections to the proposed development provided the conditions as stated in letter are considered in Council's assessment and determination. Subsequently, on 21 January 2025, Bourke Shire Council issued a Request for Information (Council RFI) seeking further clarification on certain aspects. For reference, a copy of the TfNSW Response Letter and the Council RFI is included as **Appendix E** and **Appendix F** respectively.

Table 2 outlines the comments from both TfNSW and Council, along with responses indicating where these have been addressed in this report.

Table 2: Council & TfNSW RFI Comments & Where Addressed

COMMENTS	WHERE ADDRESSED / RESPONSE
<u>BOURKE SHIRE COUNCIL</u>	
<u>Traffic Impact Statement</u>	
The DA has been reviewed by Transport for NSW (TfNSW) and BSC. The following issues have been identified:	
Matters raised by BSC:	
A review of the Traffic Impact Statement (TIS) has been undertaken and several matters have been raised that require clarification or amendments to address:	
Staffing and parking numbers <ul style="list-style-type: none"> - Inconsistencies have been identified between the TIS and the Operational Plan regarding total staffing numbers. Based on the proposed staffing levels, an operational shortfall in car parking has been noted. - Please clarify or amend these figures and provide further justification for how the proposed car parking meets operational requirements. 	Section 4.1 and the Operational Plan has been updated to be consistent with one another. As discussed in Section 4.1, the parking assessment confirms that during any typical business day, there would be a demand for 10 spaces when there is a visiting service at the medical centre. When a 'Program Services' is held, there would be additional car parking demand for up to three spaces. However, it should be emphasised that these services are infrequently held and on an 'as required' basis. The majority of the time, the expected car parking demand would be for 10 spaces, which the medical centre provides.
Fleet vehicle operations <ul style="list-style-type: none"> - Additional information is required regarding fleet vehicle operations, including passenger numbers, passenger throughput, and the capacity to accommodate ad-hoc arrivals. - As the organisation is an established operator, it is recommended that data from existing operations be used to inform the proposed operational model. 	The fleet vehicle operations as outlined in the TIA has been based on available information provided by BACHS.
Use of Data for Projections <ul style="list-style-type: none"> - The TIS relies on 2016 census data due to concerns about the reliability of 2021 data. However, as the organisation is currently operating at another site, it is unclear why operational data from the existing site was not used to inform projections. 	Per response above.

COMMENTS	WHERE ADDRESSED / RESPONSE
<p>Visitor Parking Management</p> <ul style="list-style-type: none"> The two designated visitor parking bays are identified as accessible parking spaces. Please clarify how parking will be managed for visitors who do not hold appropriate permits to use accessible bays. 	<p>Per the amended architectural drawings included as Appendix C, the parking allocation has been revised to allow for one designated accessible space for visitors and one standard car space.</p>
<p>Matters raised by TfNSW:</p> <ul style="list-style-type: none"> Transport for NSW (TfNSW) have stated that prior to determination Council must be satisfied that service vehicles (up to 12.5m) and emergency vehicles can safely enter and exit the subject site without impeding or obstructing any existing infrastructure. Please provide amended plans with sweep paths to demonstrate that this requirement can be satisfied. 	<p>Refer to Appendix C and D</p>
<p><u>Amend Plans</u></p> <p>Please provide amended plans that address the following matters:</p> <ul style="list-style-type: none"> Ensure all dimensions are shown on the plan set, including driveway widths and gross floor area; The exit only driveway accessing Mitchell Street should be amended to a width of 4 metres, as per the requirements of TfNSW; Include sweep paths to demonstrate that service vehicles (up to 12.5m) and emergency vehicles can safely enter and exit the subject site in a forward direct without impeding or obstructing any existing infrastructure; and A distance of 3.1m from the nearest part of the development to Essential Energy's infrastructure (measured horizontally). 	<p>Refer to the amended architectural drawings included as Appendix C.</p> <p>The exit-only driveway has a maximum width of 4 metres.</p> <p>Refer to Appendix D.</p> <p>To be addressed by others.</p>
<u>TRANSPORT FOR NEW SOUTH WALES</u>	
<p>Before granting consent, Council must be satisfied that:</p> <ol style="list-style-type: none"> The development will not adversely impact any existing stormwater infrastructure within the classified road corridor. 	<p>To be addressed by others</p>
<ol style="list-style-type: none"> Service vehicles (up to 12.5m) and emergency vehicles can safely enter and exit the subject site without impeding or obstructing any existing infrastructure. 	<p>Refer to Appendix D.</p>
<ol style="list-style-type: none"> The driveway access onto Mitchell Street achieves Safe Intersection Sight Distance (SISD) for a 50km/h speed zone in accordance with Austroads Guide to Road Design – Part 4a. Any existing or future landscaping or design features must not obstruct visibility for motorists. 	<p>Section 6.1.2</p>
<p>Should Council determine the above matters are acceptable, the following conditions should be considered in Council's assessment and determination of the subject application:</p>	
<ol style="list-style-type: none"> The proposed driveway and layback kerb for the egress on Mitchell Street must not exceed 4m in width, to promote one-way, exit only vehicle movements. 	<p>The exit-only driveway has a maximum width of 4 metres.</p>
<ol style="list-style-type: none"> The proposed access point must be constructed in accordance with Council's engineering standards, match existing road levels and must be 1m clear of any existing infrastructure within the road corridor. 	<p>Noted.</p>
<ol style="list-style-type: none"> No associated works, such as landscaping or fencing, are to impede sight lines of traffic or pedestrians using existing footpath/walkway when exiting the site. The footpath/walkway must be unobstructed at all times to allow for safe pedestrian movement around the subject site. 	<p>Noted.</p>
<ol style="list-style-type: none"> Vehicle movements out of the development must be in a forward direction only. 	<p>Noted. Refer to Appendix D.</p>
<ol style="list-style-type: none"> Signage restricting two-way movement from the classified road is to be installed. To ensure the access point to Mitchell Street remains egress only, 'no entry' signage should be clearly visible to motorists and contained wholly within the property boundary and clear of the road reserve. 	<p>Noted.</p> <p>This can be appropriately conditioned as part of any future DA Consent.</p>

COMMENTS	WHERE ADDRESSED / RESPONSE
6. Prior to the commencement of construction work impacting traffic on the Kamilaroi Highway (Mitchell Street) (HW29), the proponent is to contact the TfNSW Road Access Unit at road.access@transport.nsw.gov.au to obtain a Road Occupancy Licence (ROL) prior to the closure of any lane or erection of any structures within the roadway associated with the development. The proponent is to provide the consent number in the ROL application. Please note that up to 10 working days is required for ROL applications to be assessed and processed. For further information see: https://roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html or email road.access@transport.nsw.gov.au .	Noted. This can be appropriately conditioned as part of any future DA Consent

1.4. Structure of this Report

This report documents the findings of our investigations in relation to the anticipated traffic and parking impacts of the proposed development and should be read in the context of the Statement of Environmental Effects (SEE), prepared separately. The remainder of this report is structured as follows:

- Section 2: Describes the site and existing traffic and parking conditions in the locality.
- Section 3: Describes the proposed development.
- Section 4: Assesses the parking requirements of the development.
- Section 5: Assesses the traffic impacts of the development.
- Section 6: Discusses the proposed access and internal design arrangements.
- Section 7: Presents the overall study conclusions.

1.5. References

In preparing this report, reference has been made to the following guidelines / standards:

- Bourke Shire Local Environmental Plan 2012 (BLEP).
- Bourke Shire Development Control Plan 2012 (BDGP).
- State Environmental Planning Policy (Transport and Infrastructure) 2021 (TISEPP).
- Integrated Public Transport Service Planning Guidelines, Rural and Regional NSW 2015 (Integrated Public Transport Service Planning Guidelines, Rural and Regional NSW).
- Australian Standard AS 2890.1-2004, Part 1: Off-Street Car Parking (AS 2890.1).
- Australian Standard AS 2890.2-2018, Part 2: Off-Street Commercial Facilities (AS 2890.2).
- Australian Standard AS 2890.6-2009, Part 6: Off-Street Parking for People with Disabilities (AS 2890.6).



- RMS Guide to Traffic Generating Developments 2002 (GTTGD).
- RMS Technical Direction TDT 2013/04a - Guide to Traffic Generating Developments, Updated Traffic Surveys (GTTGD Update).
- Bourke Shire Council Request for Information (DW-25-CC- DA 2025/0004) dated 21/01/2025 (Council RFI).
- TfNSW Response Letter (WST24/00284/002 | SF2024/137100) dated 19/12/2024 (TfNSW response letter).

2. Existing Conditions

2.1. Location and Site

The site is located at 88 – 96 Mitchell Street, Bourke being located approximately 1.0 kilometre east of the Bourke Town Centre. More specifically, it is located at the south-western corner of the Mitchell Street / Tarcoon Street priority-controlled intersection.

The site is rectangular in configuration with a total area of approximately 4,600 m² and is comprised of five separate lots, Lots 6 – 10 of DP 35797. The site benefits from three street frontages including:

- Mitchell Street in the north, having a length of approximately 91 metres.
- Tarcoon Street in the east, having a length of approximately 50 metres.
- An unnamed laneway in the south, having a length of 91 metres.

Further to the above, the site borders a neighbouring residential dwelling along the western boundary, and has a length of approximately 50 metres.

The site is currently vacant and primarily covered in low vegetation and trees throughout the site. The site has two vehicle crossovers, onto Mitchell Street in front of Lots 6 and 8 of DP 35797.

Figure 1 and **Figure 2** provide an appreciation of the site's location in both a local and broad context, respectively.

2.2. Road Network

The road hierarchy in the vicinity of the site is shown by **Figure 2**, with the following roads considered noteworthy:

- **Mitchell Street:** a part-local and part-classified state road. Mitchell Street forms part of two classified state roads including MR 29 and HW 7. Mitchell Street runs in an east-west direction connecting with Kamilaroi Highway in the east and Charles Street in the west. It is subject to 50 km/h speed zoning restrictions and accommodates a single lane of traffic in each direction. Near the site, unrestricted parallel parking is permitted along both kerbsides.
- **Tarcoon Street:** a local road that runs in a north-south direction between Mitchell Highway in the north and Anson Street in the south. It is subject to 50 km/h speed zoning restrictions and accommodates a single lane of traffic in each direction. Near the site, unrestricted parallel parking is permitted along both kerbsides.

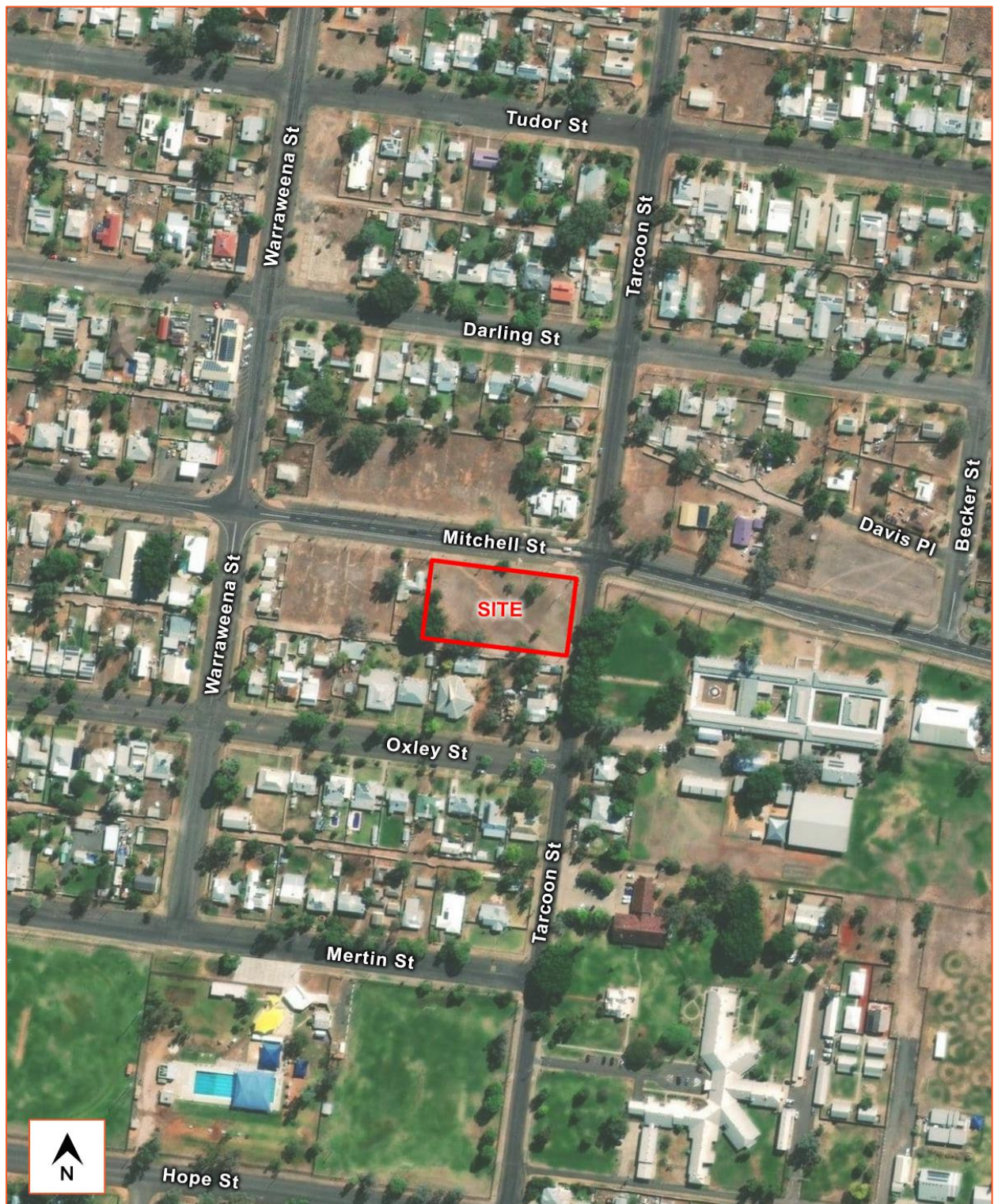


Figure 1: Site Plan

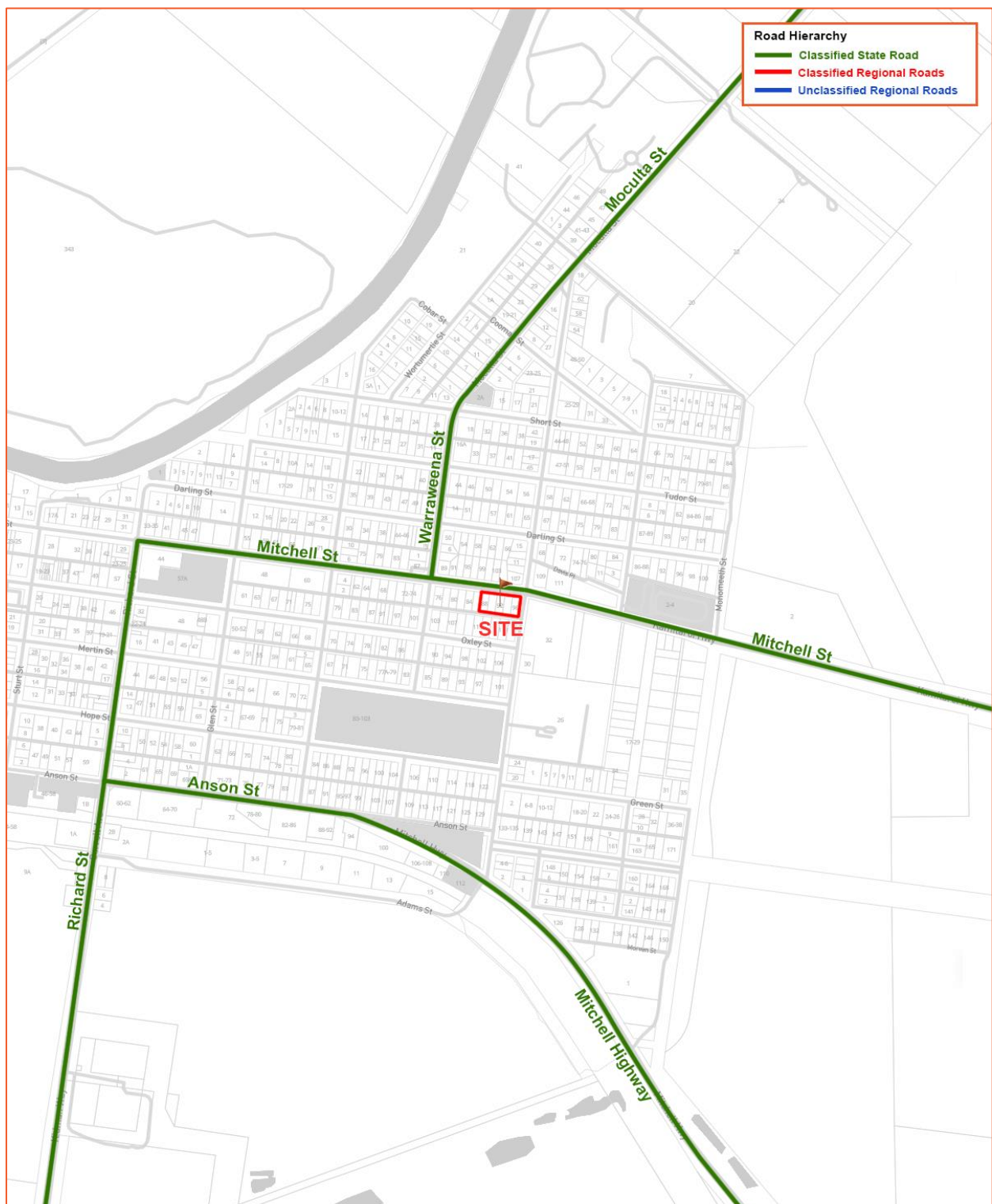


Figure 2: Location & Road Hierarchy Plan

2.3. Public & Active Transport

2.3.1. Coach Services

The Integrated Public Transport Service Planning Guidelines, Rural and Regional NSW, states that the walking catchment for rural and regional areas for coach stops include all areas within an 800-metres of a coach stop. It can be seen from **Figure 3** that the site falls within a coach stop, approximately 790 metres away along Oxley Street. The coach stop is serviced by two coaches including the 512 and 524 routes. Accordingly, staff and visitors have access to these services for journeys to and from the site. **Table 3** shows the notable town and villages that are accessible along the coach route.

Table 3: Bus Services

ROUTE NO.	ROUTE (TO / FROM)	ROUTE DESCRIPTION	FREQUENCY
512 and 524	Bourke Coach Stop to Dubbo	Via Byrock, Coolabah, Girilambone, Nyngan, Nevertire, Warren, Trangie and Narromine	Pre-booking required

2.3.2. On-Demand Bus Service

“Wilba the Empower Bus¹” is an on-demand bus service that operates within Bourke and surrounding towns and villages which fills a transportation gap in its servicing area and allows locals, with no access to private vehicle travel, to travel throughout Bourke. The service operates under a pre-booking system using the phone app or by calling the operator and operates during the following days and times:

- Mondays and Wednesdays: 8 am – 5:30 pm.
- Tuesdays, Thursdays and Fridays: 8 am – 7:30 pm.
- Saturdays and Sundays: Closed.

Local staff and visitors would be able to utilise this on-demand bus service for journeys to and from the site.

2.3.3. Cycle Network

The site has excellent access to the local bicycle network with an on-road cycle path provided along Mitchell Street. This located north of the site and provides connections to the broader cycle network throughout Bourke.

2.4. Bourke Existing Travel Mode Share

To gain an appreciation of existing travel mode shares within the Bourke township, a review of available Australian Bureau of Statistics (ABS) 2016 Census Data was undertaken. **Table 4** summarises the travel mode split data of Bourke.

¹ <https://wilba.com.au/>

Table 4: Bourke Existing Travel Mode Share – 2016 ABS Census Data

TRAVEL MODE SHARE	PERCENTAGE (%)
Car, as Driver	59%
Car, as Passenger	11%
Truck	2%
Bicycle	2%
Other	3%
Walked Only	19%
Worked at Home	3%
Method of Travel to Work Not Stated	1%
TOTAL	100%

Notes:

Based on Place of Usual Residence.

2021 ABS Census Data not considered due to impacts (i.e. lockdowns) of Covid-10 pandemic on workplace arrangements.

Excludes persons that did not go to work on the day of the Census Night.

2.5. Existing Traffic Generation

As discussed in Section 2.1 of this report, the site is a vacant land and does not generate any traffic.

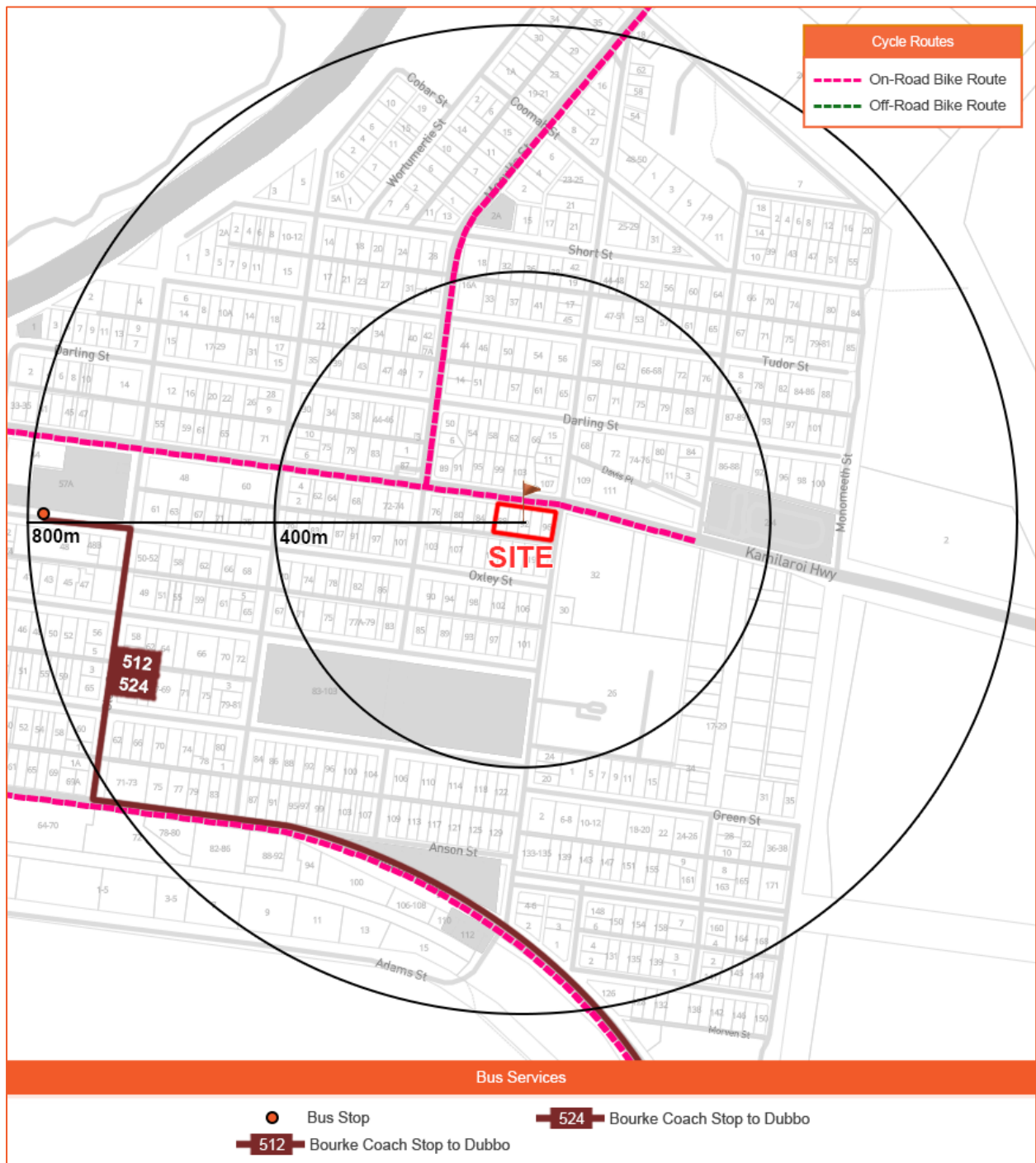


Figure 3: Public & Active Transport Services

3. Proposed Development

A detailed description of the proposed development for which approval is now sought, is outlined in the SEE prepared separately. In summary, the DA proposes the construction of a one-storey medical centre incorporating:

- 786m² medical centre GFA incorporating 10 consulting rooms including:
 - Five consultation rooms for permanent health practitioners.
 - Five consultation rooms for visiting specialists.
- At-grade car parking providing a total of 22 spaces including:
 - 10 staff spaces for use by permanent health practitioners and visiting specialists.
 - Two visitor spaces.
 - 10 BACHS fleet spaces. Two of the senior administration staff members, the CEO and Deputy CEO, are designated with two fleet vehicles.
- One designated ambulance bay.
- Two driveways including:
 - One entry-only driveway onto an unnamed laneway accessible along the southern side of the site.
 - One exit-only driveway onto Mitchell Street.

The parking and traffic implications arising from the proposed development are discussed in Sections 4 and 5 respectively. A copy of the relevant architectural drawings, prepared by DunnHillam Architecture and Urban Design, are also included in **Appendix A**.

4. Parking Requirements

4.1. Car Parking

The BDCP specifies the minimum car parking rates for medical centres. **Table 5** shows the minimum car parking requirements for the proposed development.

Table 5: Car Parking Requirements Under the BDCP

TYPE	NO.		MIN. DCP CAR PARKING RATE	MIN. DCP REQUIREMENT
Medical Centre	GFA	786 m ²	1.0 space / 25 m ² GFA or 3.0 spaces / practitioner + 1.0 space / employee, whichever is greater	32 (based on GFA)
	NO. Full time Practitioners	2 ¹		
	NO. Employees	10 ²		
	NO. Visiting Specialists	3		

¹: Two general practitioners.

²: No. administrative employees (i.e. non-health professionals) on-site at any one time. Two nurses, assisting the general practitioners, are included in this categorisation.

³: Maximum number of visiting specialists, on-site at any one time. Infrequent demand.

From **Table 5**, it is evident that the proposed development is required to provide a minimum of 32 car spaces under the DCP. Notwithstanding, it should be noted that the proposed development will operate differently to other medical centres and emphasising that the operator, BACHS, offers transportation services to visitors, for journeys to and from the site. Accordingly, it is considered appropriate to undertake a parking assessment based on the operational characteristics of the proposed development. In this regard, a first principles car parking assessment has been undertaken of the expected parking demand, based on the number of staff on-site at any one time and consideration of 'car, as driver' mode splits from **Table 4**. **Table 6** summarises the number of permanent staff and visiting services that will be on-site at any one time.

Table 6: Summary of On-Site Personnel – Permanent and Visiting Services

PERSONNEL	NO. STAFF	NOTEWORTHY COMMENTARY
PERMANENT STAFF		
Reception / Administration	8	Maximum of 16 personnel employed. However, only eight on-site at any one time
General Practitioner	2	Full-time employees
Nurses	2	Full-time employees
Aboriginal Health Worker Services	4	Full-time employees
Program Services	0 – 6	On an 'as required' basis and infrequent services offered..
ON-SITE PERMANENT STAFF SUB-TOTAL:	16 – 22	
VISITING SERVICES		
Specialist Services	2	2 days, every 2 – 3 months

PERSONNEL	NO. STAFF	NOTEWORTHY COMMENTARY
Audiology	1	2 days, every 2 – 3 months
Dietetics	1	Weekly
Dental	3	2 days, every 2 – 3 months
Podiatry	1	2 days, every 2 – 3 months
ON-SITE VISITING SERVICES SUB-TOTAL:	1 – 3	It is expected that these services would be staggered between one another i.e. one visiting services (e.g. dental or podiatry) will be on-site at any one time noting that the bookable consulting room would only accommodate one service.

With regard to the staff numbers outlined in **Table 6**, **Table 7** shows the expected staff car parking demand once the 'car, as driver' travel mode split is taken into consideration. It should be noted that personnel from visiting services will most likely be driving to the site as they would be typically operating under a 'fly-in, fly-out' nature and will be travelling to and from a township with a regional airport. Accordingly, the 'car, as driver' travel mode split has not been applied to the visiting services.

Table 7: Staff Car Parking Demand Based on Operational Requirements & Proposed Provision

STAFF TYPE	NO. STAFF	CAR, AS DRIVER MODE SPLIT	EXPECTED STAFF CAR PARKING DEMAND	PROPOSED PROVISION
Permanent	16 – 22	59%	9 – 12 ²	10
Visiting Services	1 – 3	-	1 ¹	
TOTAL:			10 – 13	10

¹: As discussed in Table 6, it is expected that visiting specialists would be travelling to and from the site using one car.

²: An additional demand of three car spaces (12 total) if a 'Program Services' is held at the medical centre.

From **Table 7**, it is evident that the proposed development will generate a staff car parking demand of 10 – 13 car spaces. In response, the proposed development will provide 10 car spaces designated for staff. This is considered acceptable, given the circumstances, for the following reasons:

- The 'first principles' car parking assessment has been based on current operational information of the existing medical centre provided by the client.
- Visiting services are infrequent and when no such services are held at the medical centre, the car spaces designated for visiting staff may be utilised by permanent staff.
- It is expected that for visiting services that will have more than one staff travelling to the site (i.e. specialist services and dental), these staff members will be employed by the same company / firm. Accordingly, it is highly likely that these visiting health professionals would be travelling to the site in one vehicle (e.g. visiting dental health professionals will arrive to a regional airport together and will carpool to travel to the site).
- As mentioned earlier in this report, two of the senior administration staff members, the CEO and Deputy CEO, are designated with two fleet vehicles. Accordingly, the car parking demand generated by these two personnel would be accommodated by the designated fleet vehicle parking that will be discussed later in this report. And

so, two vacant spaces that can be utilised by other staff members as the CEO and Deputy CEO would be parking their vehicles in two of the designated fleet vehicle spaces.

- With regards to 'Program Services', it is emphasised that these services are infrequent offerings by the medical centre and depending on the nature of the service, may generate varying demand for car parking. During any typical business day when there are no 'Program Services' held, the demand for car parking is 10 spaces (nine permanent staff spaces + one visiting staff space). Should a 'Program Services' be held, it is considered acceptable to rely on available on-street parking noting the infrequency of such services held by medical centre. Accommodating an additional three car spaces would require loss of on-site landscaping, that may impact existing trees which are being retained.

Having regard for the above, the proposed staff car parking provision is considered acceptable.

With regard to the remaining car parking demands of the proposed development:

- 10 fleet vehicle parking spaces will be provided. Two of the senior administration staff members, the CEO and Deputy CEO, are designated with two fleet vehicles and accordingly, the car parking demand by the CEO and Deputy CEO are accommodated within the fleet car spaces.
- Two visitor parking spaces will be provided.

As previously mentioned in this section, the majority of visitors utilise the pick-up and drop-off (PUDO) services offered by BACHS, utilising the fleet vehicles available. There is minimal demand for on-site visitor parking. Nevertheless, the proposed development will still provide two designated visitor spaces within the at-grade car park. In the very infrequent event that there is a high demand for visitor parking, it is noted that ample on-street parking is available along Tarcoon Street and Mitchell Street. Regarding the latter, whilst on-street is available along Mitchell Street, best endeavours will be made by the client to advise visitors to park along Tarcoon Street. Information will be made available on the client's website.

In summary, the proposed development will provide a total of 22 car spaces including:

- 10 staff spaces for use by permanent health practitioners and visiting specialists.
- Two visitor spaces.
- 10 BACHS fleet spaces. Two of the senior administration staff members, the CEO and Deputy CEO, are designated with two fleet vehicles.

The total car parking provision is considered acceptable.

4.2. Accessible Car Parking

Liaison with the project access consultant has confirmed that the proposed development is required to provide two accessible car parking spaces. In response, the proposed development provides two accessible parking spaces including one space designated for staff and the other for visitors within the at-grade car park and is an acceptable level of provision.

4.3. Ambulance Parking

The proposed development will provide one ambulance bay located within the at-grade car park. Swept path analysis has been undertaken of a standard ambulance vehicle. The results included as **Appendix D** confirm satisfactory parking movements to and from the ambulance bay and importantly, all site entry and exit movements will occur in a forward direction.

The proposed ambulance bay parking provision and arrangements is acceptable.

4.4. Bicycle Parking

The BDCP does not provide any bicycle parking rates for medical centres. Accordingly, the proposed development neither requires nor provides any bicycle parking spaces and is acceptable.

4.5. Motorcycle Parking

The BDCP does not provide any motorcycle parking rates for medical centres. Accordingly, the proposed development neither requires nor provides any motorcycle parking spaces and is acceptable.

4.6. Service Vehicle Parking & Waste Collection

The BDCP does not stipulate a service vehicle parking rate for any developments. Nevertheless, based on information provided by the client, occasional supplies deliveries will be required. Given the proposed use and moderate scale of the development it is considered that any infrequent servicing demands be accommodated on-street within the available kerbside parking along Tarcoon Street and Mitchell Street. Convenient pedestrian access points are provided along both street frontages to facilitate efficient movement of goods to and from development. Alternatively, a service vehicle up to a 12.5-metre Heavy Rigid Vehicle (HRV) can enter the site and temporarily stand in the aisle outside business hours for waste collection and out of hours delivery. Swept path analysis has been undertaken using a HRV as defined under AS 2890.2. The results, included as Appendix D, confirm satisfactory access can be achieved by an HRV and importantly, all entry and exit movements will occur in a forward direction.

The proposed service vehicle arrangements are considered acceptable.

5. Traffic Impacts

5.1. Proposed Traffic Generation

Given the operational characteristics of the proposed development, it was not considered appropriate to strictly apply the applicable medical centre traffic generation rates under the GTTGD noting that the majority of visitors would utilise the PUDO services offered by the client and utilising the fleet vehicles. Accordingly, a first principles approach has been considered in assessing the typical 7 – 9 am (AM) and 4 – 6 pm (PM) peak period traffic generation of the proposed development. The first principles approach considers the typical arrival and departure times of staff during the AM and PM respectively, the utilisation of the fleet vehicles and number of ‘runs’ each driver will do throughout the course of a day.

The following assumptions have been considered:

- All 10 staff car spaces and two visitor spaces will be occupied in a single hour during the AM peak.
- All 10 staff car spaces and two visitor spaces will be vacated in a single hour during the PM peak.
- Based on information provided by the client, on a busy day, each fleet vehicle would complete in the order of 10 – 12 runs per day (5 – 6 pick-up runs and 5 – 6 drop-off runs). This equates to approximately one arrival or one departure per hour.

With regard to the above, the projected traffic generation of the proposed development is expected to be as follows:

- 22 vehicle trips / hour (22 in / 0 out) during the AM peak.
- 22 vehicle trips / hour (0 in / 22 out) during the PM peak.

The above generation is a net increase above existing conditions, noting that the existing site is vacant and does not generate any traffic.

5.2. Traffic Distribution & Impacts

The proposed development will result in a net increase in traffic generation of 22 vehicle trips / hour during the weekday AM and PM peak periods. This equates to only one additional vehicle trip every two -three minutes which will have a negligible impact on the performance of the external road network or key intersections in the locality and accordingly, no external improvements will be required to facilitate the development.

It should be emphasised that the above traffic generation is considered to be a conservative assessment as this considers a ‘busy day’ when higher utilisation of the fleet vehicles is required. On a typical day, the use of the PUDO services would be lower resulting in lower peak period traffic generation.

Furthermore, computer modelling techniques available to analyse intersection performances are not sensitive to such small changes in traffic volumes and hence, such an assessment is not considered to be required. The traffic impacts of the proposed development are therefore considered acceptable.

5.3. Interaction of Development Traffic & Existing School Traffic During School Hours

The subject site is within proximity of a '40 km / hour School Zone' (the school zone) associated with Bourke High School, located immediately west of the site, on the eastern side of Tarcoon Street.

The hours of operation of the proposed development generally coincide with the operations of the school zone. During this period, there will be heightened pedestrian and vehicle movements associated with the PUDO operation of school students particularly around the site. The following commentary is considered noteworthy on the interaction between the traffic generated by the proposed development and existing school traffic during the operations of the school zone:

- As with any redevelopment near a school, there will be an uplift of vehicle trips that will interact with school pedestrians and vehicles.
- With the school zone in operation, the immediate vicinity of the site will be subject to 40 km/h speed zoning restrictions creating a low-speed environment that will assist drivers with reacting to any issues that may occur on the road.
- For exiting drivers leaving the site onto Mitchell Street, it is noted that both vehicles travelling along the road and pedestrians travelling along the footpath have right-of-way. Exiting drivers are to stop within the site until there is a clear gap in both vehicle and pedestrian traffic before joining the traffic stream along Mitchell Street. To enforce this, 'Stop' signs may be installed at the exit-only driveway onto Mitchell Street, facing exiting drivers.
- Trip generation of the subject site is relatively low in comparison to that of the school and the existing road network and accordingly, no material impacts would be experienced by users of the school.

6. Design Aspects

6.1. Access

6.1.1. Design Overview

With 22 car parking spaces classified as User Class 1A (primarily staff and fleet vehicle parking associated with the proposed medical centre), the proposed development requires a Category 1 driveway of width 3.0 metres to 5.5 metres under Table 3.1 of AS 2890.1. In response, the proposed development will provide two separate driveways including:

- A 9.1-metre-wide (between kerbs) entry-only driveway onto the unnamed laneway.
- A 4.0-metre-wide (between kerbs) exit-only driveway onto Mitchell Street.

The proposed arrangements have also been assessed using swept path analysis which confirms compliance with AS 2890.1, and that the proposed access arrangements will operate safely and efficiently. The results of this analysis are included in **Appendix B** for reference.

6.1.2. Sight Distance Requirements

Section 3.2.2 of Austroads Guide to Road Design – Part 4a outline the Safe Intersection Sight Distance (SISD) on the major road at any intersection and is as follows:

$$SISD = \frac{D_T \times V}{3.6} + \frac{V^2}{254 \times (d + 0.01 \times a)}$$

Table 8 outlines the definitions of the parameters in the above formula and what values have been adopted.

Table 8: ASD Parameters and Adopted Values (Cars)

PARAMETER	DEFINITION	ADOPTED VALUES		SOURCE
		EASTBOUND	WESTBOUND	
D_T	Decision Time (sec)	5.5 seconds	5.5 seconds	Observation time (3 sec) + reaction time (sec) – As per AGRD Part 3 (Austroads 2016a) for a guide to values
V	Operating (85 th percentile) speed (km/h)	60 km/h	60 km/h	Taken to be the 'design speed', being the posted speed limit plus 10 km/h, per Section 3.1 of AGRD03.
d	Coefficient of Deceleration	0.36	0.36	Per Table 5.3 of AGRD03.
a	Longitudinal grade in %	0.0033%	0.0033%	Average grade of Mitchell Street across site frontage measured using survey result prepared by Western Survey Ptd Ltd dated 31/07/2024.

Application of the adopted values in **Table 8** into the previously mentioned formula results in the following minimum SISD along Mitchell Street:

- To the east: 131 metres.
- To the west: 131 metres.

Figure 4 illustrates the sight distances achieved at the at the proposed exit-only driveway onto Mitchell Street.

Noting the straight alignment of Mitchell Street and its relatively flat grade, with no notable horizontal or vertical curves, at either side of the exit-only driveway, the sight distances achieved at the access driveway are in excess of 131 metres. The sight distance arrangements at the exit-only driveway are acceptable.



Figure 4: Sight Distance Requirements at Access Driveways Under Austroads Guide to Road Design – Part 4a

6.1.3. Consideration of Clause 2.119 of the SEPP (Transport & Infrastructure) 2021

As the proposed development fronts a classified road (Mitchell Street) and a driveway is sought onto it, the relevant requirements of Clause 2.119 of the TISEPP are applicable. **Table 9** outlines the requirements of Clause 2.119 of the TISEPP and corresponding responses.

Table 9: Clause 2.119 of the TISEPP & Responses

CLAUSE 2.119 OF THE TISEPP	RESPONSE
2.119 Development with frontage to classified road (1) The objectives of this section are – (a) to ensure that new development does not compromise the effective and ongoing operation and function of classified roads, and (b) to prevent or reduce the potential impact of traffic noise and vehicle emission on development adjacent to classified roads. (2) The consent authority must not grant consent to development on land that has a frontage to a classified road unless it is satisfied that— (a) where practicable and safe, vehicular access to the land is provided by a road other than the classified road, and (b) the safety, efficiency and ongoing operation of the classified road will not be adversely affected by the development as a result of – (i) the design of the vehicular access to the land, or (ii) the emission of smoke or dust from the development, or (iii) the nature, volume or frequency of vehicles using the classified road to gain access to the land, and	– – <p>Whilst the proposed development will provide access onto the unnamed laneway, south of the site, an exit-only driveway is proposed onto the classified road, Mitchell Street.</p> <p>The exit-only driveway offers the site a convenient egress point directly onto a main road rather than be required to circulate local streets whereby neighbouring residents would be subject to the associated traffic noise.</p> <p>With the Mitchell Street driveway only accommodate exit-only movements, there will be no vehicle queuing along Mitchell Street and any potential queues are contained within the site only. Further, all pedestrians and vehicles already travelling along Mitchell Street have right-of-way over exiting traffic. Accordingly, exiting drivers will be required to wait for a suitable gap in traffic before leaving the site.</p> <p>The proposed driveway onto Mitchell Street is designed to accommodate exit movements only. All entry movements to the site will occur via the unnamed laneway.</p> <p>This configuration will ensure that all vehicular traffic along Mitchell Street will be unaffected by the new exit-only driveway and will continue to have the right-of-way over exiting vehicles. Exiting drivers will be required to wait for a suitable gap in traffic before leaving the site.</p> <p>This matter is to be addressed by others.</p> <p>As discussed earlier in this report, the proposed development is expected to generate 22 vehicle trips / hour during the AM and PM peaks based on a first principles approach.</p>

CLAUSE 2.119 OF THE TISEPP	RESPONSE
(c) The development is of a type that is not sensitive to traffic noise or vehicle emissions, or is appropriately located and designed, or includes measures, to ameliorate potential traffic noise or vehicle emissions within the site of the development arising from the adjacent classified road.	<p>All entry movements will occur via the unnamed laneway and all exit movements will occur via Mitchell Street.</p> <p>Noting the regional nature of the Bourke township, existing traffic volumes along Mitchell Street / Kamilaroi Highway are expected to minimal – moderate and the increase of 22 vehicle trips / hour during the AM and PM peaks would not have a detrimental impact on the safety, efficiency and ongoing operation of the classified road network.</p> <p>The development is not considered to be a type that is sensitive to traffic or vehicle emissions. Notwithstanding, reference should be made to other consultant reports relating to mitigation measures (if proposed) to reduce the impact of traffic noise or vehicle emissions on the proposed development.</p>

6.2. Internal Design

The proposed internal parking arrangements comply with the relevant requirements of AS 2890.1, AS 2890.2 and AS 2890.6, with the following design aspects considered noteworthy:

6.2.1. Parking Modules

- All staff car parking spaces are provided in accordance with the User Class 1A requirements of AS 2890.1, having a minimum space width of 2.6 metres and length of 5.4 metres, with an aisle width of 6.1 metres.
- The accessible car parking spaces are provided with a minimum space width of 2.6 metres and length of 5.4 metres, with a minimum aisle width of 6.1 metres. Additionally, this space is located immediately adjacent to a 2.6-metre-wide and 5.4-metre-long shared area, thereby satisfying the requirements of AS 2890.6.
- The ambulance bay has a minimum space width of 4.0 metres and length of 6.5 metres. Swept path analysis has been undertaken of a standard ambulance vehicle. The results included as **Appendix D** confirm satisfactory parking movements to and from the ambulance bay and importantly, all site entry and exit movements will occur in a forward direction.
- Eight of the 10 BACHS fleet vehicle spaces are provided in accordance with the User Class 1A requirements of AS 2890.1, having a minimum space width of 2.6 metres and length of 5.4 metres, with an aisle width of 6.1 metres.
- Two of the 10 BACHS fleet vehicle spaces are provided with wider spaces, having a minimum space width of 3.9 metres and length of 5.4 metres, with an aisle width of 6.1 metres. These spaces are designed to accommodate the larger commuter vans that are owned by the operator.
- All walls / columns are located outside of the space design envelope, as required under Figure 5.2 of AS 2890.1.

6.2.2. Head Heights

- No overhead structures are proposed within the at-grade car park and accordingly, the head clearance requirements under Clause 5.3.1 of AS 2890.1 and Clause 2.4 of AS 2890.6 are achieved.

6.2.3. Other Design Aspects

- A 2.5 metre by 2.0 metre visual splay is provided on both sides exit-only driveway onto Mitchell Street, at the property boundary, in accordance with Figure 3.4 of AS 2890.2.

In summary, the internal parking arrangements have been designed in accordance with AS 2890.1 and AS 2890.6. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

7. Conclusions

In summary:

- PDC Consultants has been commissioned by Bourke Aboriginal Corporation Health Service to undertake a traffic impact assessment of a DA relating to a proposed medical centre at 88 – 96 Mitchell Street, Bourke. Specifically, the DA proposes the construction of warehouse development consisting of:
 - 786m² medical centre GFA incorporating 10 consulting rooms.
 - At-grade car parking providing a total of 22 spaces including:
 - 10 staff spaces for use by permanent health practitioners and visiting specialists.
 - Two visitor spaces.
 - 10 BACHS fleet spaces. Two of the senior administration staff members, the CEO and Deputy CEO, are designated with two fleet vehicles.
 - One designated ambulance bay.
 - Two driveways including:
 - One entry-only driveway onto an unnamed laneway accessible along the southern side of the site.
 - One exit-only driveway onto Mitchell Street.
- The traffic assessment, based on a first principles approach, confirms that the development will generate a total of 22 vehicle trips / hour (above existing conditions) during the weekday AM and PM peaks. This equates to only one additional vehicle trip every two to three minutes which will have a negligible impact on the performance of the external road network or key intersections in the locality and accordingly, no external improvements will be required to facilitate the development. The traffic impacts of the proposed development are therefore considered acceptable.
- The car parking assessment, based on the operational characteristics of the proposed development, has been undertaken and confirms a minimum of 10 – 13 car spaces will be required for staff and 10 car spaces will be required for the BACHS fleet vehicles. In response, a total of 22 car spaces will be provided including 10 staff spaces, two visitor spaces and 10 BACHS fleet spaces. The proposed car parking provision will meet the operational needs of the proposed development and is acceptable.
- Further discussion has been provided on the acceptability of 10 designated staff spaces (nine permanent staff spaces plus one visiting staff space) in Section 4.1.
- The proposed access and internal parking arrangements comply with the relevant requirements of AS 2890.1, and AS 2890.6. Any minor amendments considered necessary (if any) can be dealt with prior to the release of a Construction Certificate.

It is therefore concluded that the proposed development is supportable on traffic planning grounds.



Appendix A

Bourke Council Meeting – 19/06/2024

BACHS, Dunn Hillam and Acorn

- Update on project progress and funding
- Recap on design options
- Traffic
 - o Engage TfNSW early
 - o Traffic report to be prepared for Council approval, recommended to undertake this work asap due to NSW Transport involvement
 - o Prefer no entry off Mitchell Street/Highway (exit only)
 - o Entry via laneway off Tarcoon Street is supported
 - Council will upgrade/seal laneway
 - Council will proceed with laneway works once DA has been lodged
- General security
 - o Courtyard fenced to keep children in rather than keep public out, should be a landscaped solution (no tall solid fences)
 - o Secure carpark for BACHS vehicles overnight
- Parking
 - o DCP parking requirements should be used as a guide only, design for what is required by end user
 - o TfNSW traffic reports
 - o Council noted – design should provide what is needed, not necessarily what the requirements are.
 - o Employee parking provided and leftover spaces for public. Include CE from street parking on Tarcoon Street and Mitchell Street
 - o Note most patients catch the BACHS bus and don't drive
- Check agreement re reduced/removal of tip fees and laneway works contribution from Council
- Joint Regional Planning Panel (JRPP) – panel meets as needed. Note – may take several weeks to coordinate a meeting of the panel.
 - o Mayor and Deputy Mayor of Bourke sit on panel
 - o Contacts for DA: Caroline Crane (CC) and Dwayne Willoughby (DW)
 - All documents reviewed and approved prior to submitting via portal. CC and DW will support and provide contact details for consultant planners (Premise – based in Bathurst, Orange and Dubbo).

Next Steps

- Schedule next community consultation session – tentatively for August 2024 – dates to be advised.
- Confirm above feedback with BACHS and agreement to proceed with changes to scheme design
- Progress traffic plan and engagement with TfNSW



Appendix B

Ben Midgley

From: Julius Boncato <jboncato@pdccconsultants.com.au>
Sent: Thursday, 3 October 2024 2:53 PM
To: Development West
Cc: Brendan Croft; Jeremy Yip; Wassay Zaka
Subject: RE: 88 - 96 Mitchell St, Bourke - Proposed Healthcare/Medical Centre

Hi Brendan,

Thank you very much for your comments below on our proposed development.

Since receiving TfNSW's comments, we have further developed the drawings and have prepared a draft Traffic Impact Assessment (TIA) report in line with the preliminary feedback provided. Would TfNSW be open to reviewing our latest documentation (architectural drawings and draft TIA report) for further feedback and whether the below comments have been addressed?

Kind Regards,

Julius Boncato
Senior Traffic Engineer



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From: Development West <development.west@transport.nsw.gov.au>
Sent: Friday, 9 August 2024 4:35 PM
To: Julius Boncato <jboncato@pdccconsultants.com.au>
Subject: RE: 88 - 96 Mitchell St, Bourke - Proposed Healthcare/Medical Centre

Good afternoon Julius,

I refer to your email received 18 July 2024 requesting Transport for NSW (TfNSW) review and provide preliminary comments on a proposed medical facility providing primary health care services for the local Aboriginal community in Bourke. The email contained a preliminary site plan and conceptual floor plan of the proposal and notes that initial discussions have been held with Council.

It is understood that the prospective development fronts a classified (State) road, the Kamilaroi Highway (HW29), known locally as 'Mitchell Street'. Concept plans indicate provision of two driveways including an access via the local road network (rear laneway access) and another to the classified road. Council is the roads authority for the Kamilaroi Highway and all other roads in the Bourke Local Government Area however any access to the classified road would require concurrence from TfNSW under s.138(2) of the *Roads Act 1993* prior to Council consent.

Following a preliminary review of the information contained in your email, TfNSW provides the following comments / recommendations that should be addressed in a future application:

1. Access

TfNSW's primary interest is the safety and efficiency of operations of the classified (State) road and its users. It is TfNSW preference that all access (being both ingress and egress) be provided via the local road network, as new driveways create additional points of conflict on the road network and have the potential to adversely impact safety and efficiency on the classified road. The preference for local road access is also reflected in the provisions of Section 2.119(2)(a) of the *SEPP (Transport & Infrastructure) 2021* ('TISEPP') which requires Council to consider, "where practicable and safe, vehicular access to the land is provided by a road other than a classified road". Any future application should address the development's impacts on the safe and efficient operations on the classified road and the provisions of the s 2.119 of the TISEPP.

2. Traffic Impact Assessment

Any application should be accompanied by a Traffic Impact Assessment (TIA) to assess the cumulative impacts of the proposed development on the road network. The TIA should be tailored to the scope of the proposal and include the following (but not limited to):

- Trip generation assessment and identification of peak times (AM / PM). Consideration of background traffic should be included in this assessment.
- Identification of any potential conflict points between light and heavy vehicles using the site and what measures are to be implemented to reduce potential conflict points.
- Consideration and assessment of pedestrian generation and provision of safe access to the proposed development.
- Details on the maximum size of the service vehicle that will service/deliver to the site with supporting swept path assessment.
- Commentary on any public transport options (e.g. bus service) that may service the site using existing bus stops. It is recommended that the proponent consult with relevant bus companies where necessary.
- Details of emergency access point and procedures.
- Should the access to the classified road be exit only (as indicated in e-mail), provide detail around what measures will be put in place to ensure vehicles do not use as an entrance.
- The site appears to be located in proximity to an existing school zone. Details should be included as to how mitigation measures will be undertaken to reduce conflict with pedestrians and school traffic during school hours.

3. Stormwater Management

Details around stormwater drainage works should be submitted demonstrating that the development will not impact or damage existing TfNSW drainage infrastructure within the classified road reserve.

4. Other

- On-site parking requirements should be considered by the consent authority in line with any relevant local planning controls and should minimise parking on the classified road near any future access points.
- All access driveways should demonstrate a minimum Safe Intersection Sight Distance (SISD) in accordance with *Part 4a – Austroads Guide to Road Design*.

Please note that due to the limited information provided to date, this advice is preliminary in nature. The contents of this email aims to provide guidance for a future proposal and is not binding upon TfNSW and advice is subject to change following formal assessment of a referral from the consent authority (Council) should a development application be submitted.

If you have any questions or queries, do not hesitate to contact me directly via email or call using the contact details below.

Kind regards,

Brendan Croft

Development Services Case Officer
Community and Place
Regional and Outer Metropolitan - West

Transport for NSW

transport.nsw.gov.au

| P 0422 936 702 | E brendan.croft@transport.nsw.gov.au

I work flexibly. Unless it suits you, I don't expect you to read or respond to my emails outside of your normal business hours.



OFFICIAL

From: Julius Boncato <jboncato@pdccconsultants.com.au>
Sent: Thursday, July 18, 2024 1:00 PM
To: Development West <development.west@transport.nsw.gov.au>
Cc: Jeremy Yip <jeremy@dunnhillam.com.au>; Nailah Masagos <nailah@dunnhillam.com.au>; Jeremy Oakes <jeremy.oakes@acorn-projects.com.au>; Wassay Zaka <Wassay@pdccconsultants.com.au>
Subject: 88 - 96 Mitchell St, Bourke - Proposed Healthcare/Medical Centre

You don't often get email from jboncato@pdccconsultants.com.au. [Learn why this is important](#)

CAUTION: This email is sent from an external source. Do not click any links or open attachments unless you recognise the sender and know the content is safe.

Hi Transport,

By way of introduction, we are the traffic consultants working on the proposed healthcare/medical centre at 88 - 96 Mitchell Street, Bourke (the Proposal). The development will be operated by the Bourke Aboriginal Corporation Health Service (BACHS) and is an Aboriginal Community Controlled Health Service (ACCHS) providing primary health care services initiated and operated by the local Aboriginal community to deliver holistic, comprehensive, and culturally appropriate health care to the community.

For reference, please find attached a preliminary site and ground plan with the latter showing the indicative yield of consulting rooms. Key design aspects in a traffic perspective of the proposed development include:

- Two vehicle access points including:
 - o Access onto Mitchell Street.
 - o Access onto a future laneway (5m wide). The laneway will be delivered by Council and details are currently being sought on the proposed arrangements (e.g. intended traffic flow, carriageway/kerb widths etc).
- On-site car park to accommodate the following:
 - o Visitor and staff car parking.
 - o BACHS fleet vehicles that provide pick-up / drop-off services to visitors from nearby towns and areas.
 - o Ambulance / emergency vehicle parking.

It is noted that the site plan shows 10 car spaces however, this is conceptual only and subject to change. A comprehensive car parking assessment will be undertaken to confirm the parking demand with architectural drawings to be revised accordingly.

The project team had undertaken initial discussions with Council regarding the concept scheme. Council had provided comments on the proposed access onto Mitchell Street and advised their preference would be to have the access serve as exit-only. However, ultimately, any access onto Mitchell St would require concurrence from TfNSW.

We are reaching out to Transport to review and provide preliminary commentary on the Proposal noting our site fronts a classified state road (Mitchell Street) as well as seeking to provide vehicle access onto Mitchell Street (relevant requirements under the SEPP T&I is applicable to the Proposal). Any feedback will be considered when preparing the Traffic & Parking Report for DA lodgement.

If requested by Transport, we are open to attending a video conference (Microsoft Teams or similar) to go through the development scheme.

Feel free to reach out if you have any questions and looking forward to hearing from you.

Kind Regards,

Julius Boncato
Senior Traffic Engineer



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Appendix C

- Legend**
- Existing trees to be retained
9 in total
refer Arborist report
 - Removed trees
6 in total
refer Arborist report
 - Proposed trees
40 in total
refer Landscape documentation

Rev	Date	By	Notes
1	31.10.24	RL	Preliminary DA
2	14.11.24	GY	Final DA
3	13.01.25	GY	TfNSW + EsE
4	29.01.25	GY	TfNSW
5	6.02.25	GY	DA RFI
6	17.02.25	GY	PDC Markup

- Notes**
- all dimensions in mm.
 - do not scale from drawing.
 - this drawing has been prepared for Development Approval purposes only and is not to be used for tender or construction.
 - clarification to be sought from the architect in the event of any discrepancies in the documentation or if further information is required.

Consultants	
Structural	Cantilever 02 9565 4292
Services, Civil, Acoustic, ESD	JHA Engineers 02 9437 1000
Landscape	Taylor/Brammer 02 9387 8855
BCA, Access, Fire Safety	DC Partnership 02 8399 3707
Quantity Surveyor	Genus 0428 614 184
Arborist	treeIQ 0404 424 264
Traffic	PDC Consultants 02 7900 6514
Waste	Tandem Solutions 0412 036 781
Planner	_planning 0437 259 581
Project Manager	Acorn Project Advisory 0435 868 912



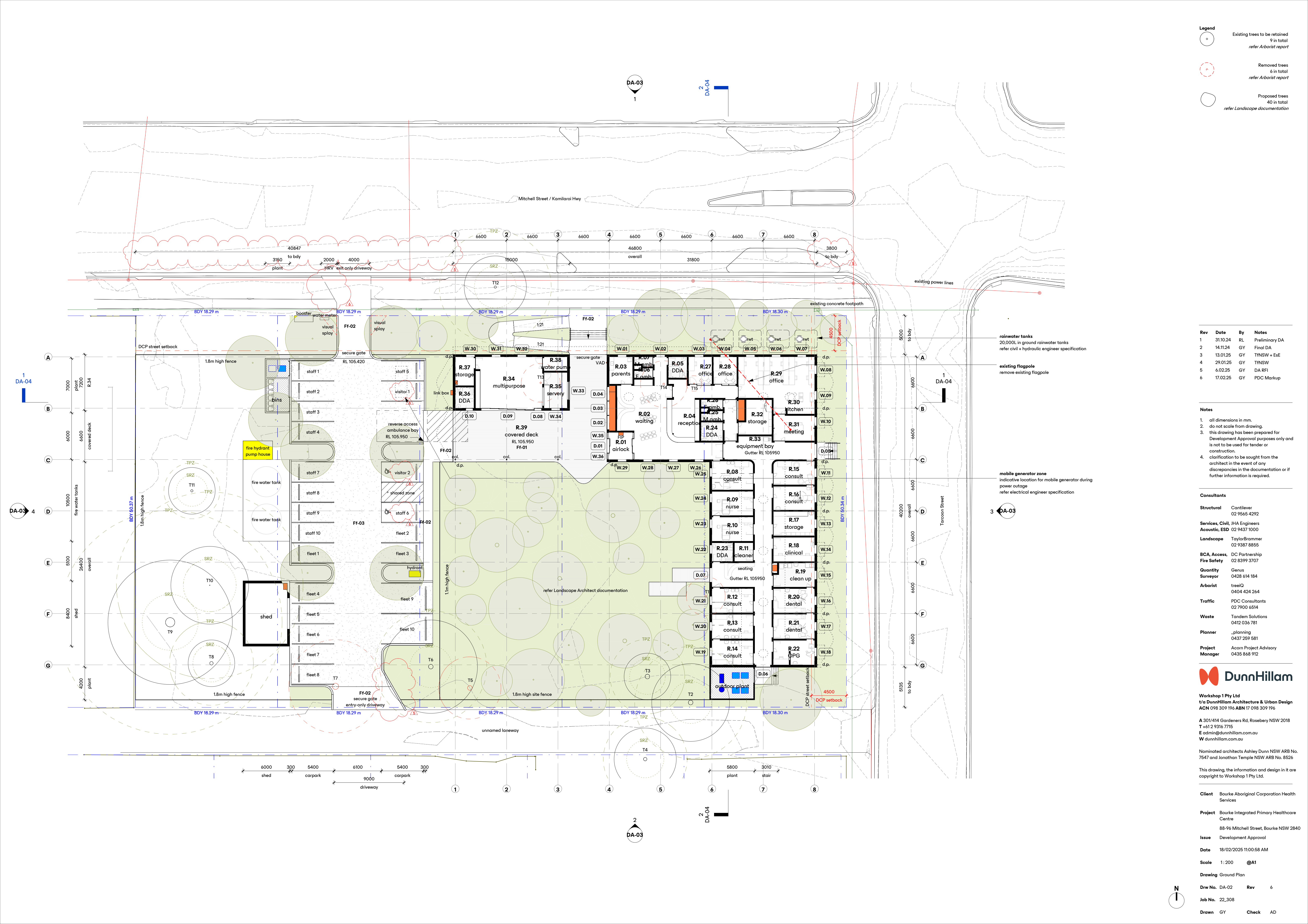
Workshop 1 Pty Ltd
t/a DunnHillam Architecture & Urban Design
ACN 098 309 196 ABN 17 098 309 196

A 301/414 Gardeners Rd, Rosebery NSW 2018
T +61 2 9316 7715
E admin@dunnhillam.com.au
W dunnhillam.com.au

Nominated architects Ashley Dunn NSW ARB No. 7547 and Jonathan Temple NSW ARB No. 8526

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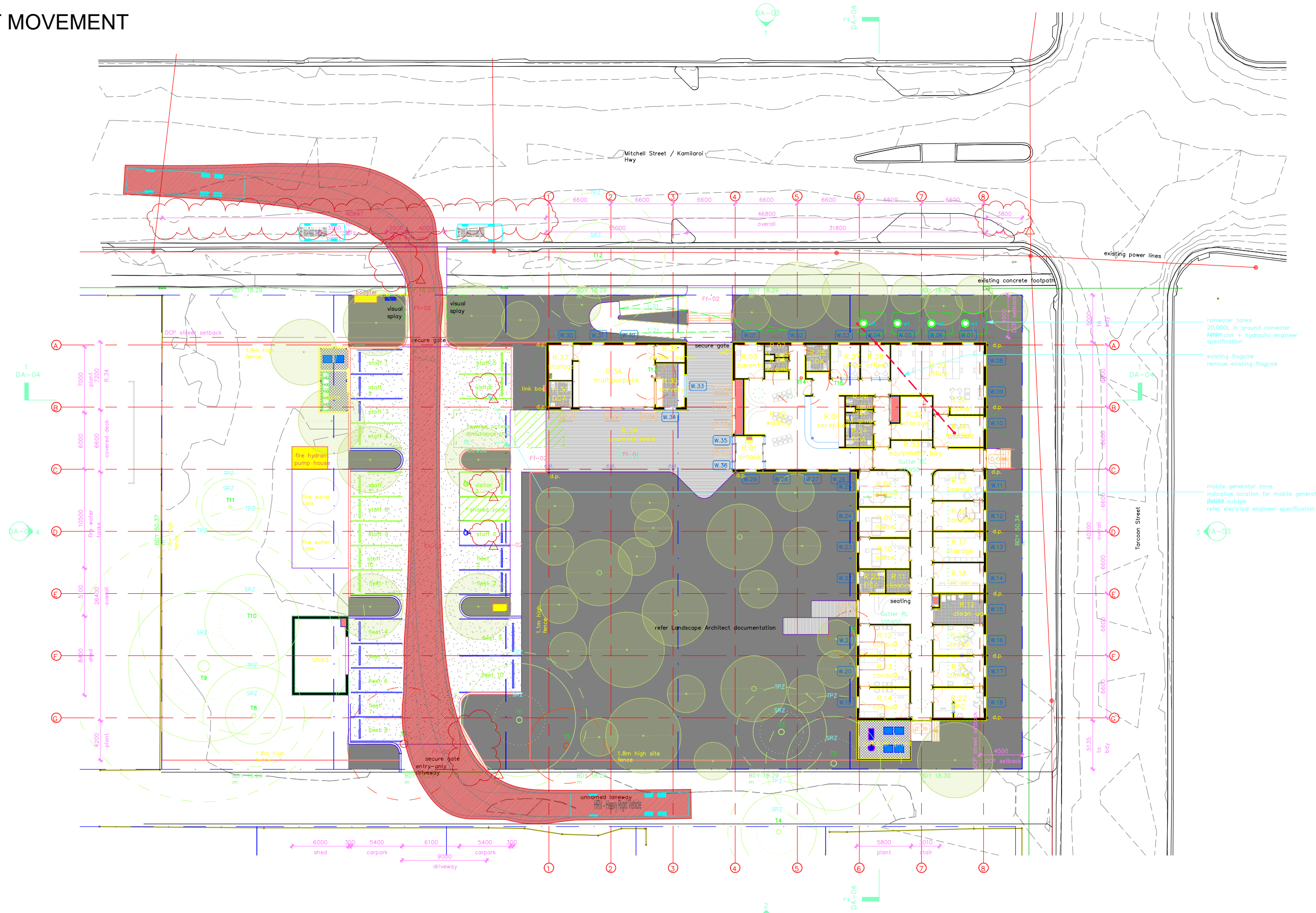
Client	Bourke Aboriginal Corporation Health Services
Project	Bourke Integrated Primary Healthcare Centre 88-96 Mitchell Street, Bourke NSW 2840
Issue	Development Approval
Date	18/02/2025 11:00:58 AM
Scale	1:200 @A1
Drawing	Ground Plan
Drw No.	DA-02
Rev	6
Job No.	22_308
Drawn	GY
Check	AD





Appendix D

ENTRY AND EXIT MOVEMENT



Drawing Prepared By



North



Swept Path Key

- Vehicle Wheel Path
- Vehicle Body Envelope
- 300mm Vehicle Clearance

Project
88 - 96 MITCHELL STREET, BOURKE

Project No
0871

Drawing Title
GROUND FLOOR PLAN
HEAVY RIGID VEHICLE SWEEP PATH ANALYSIS
ENTRY AND EXIT MOVEMENT

Sheet Status
NOT FOR CONSTRUCTION

Drawing No.
001
Revision No.
-
Drawn By
WZ
Date
18/02/2025

Scale
1:400 @ A3
0m 4 8 12 16

[illegible]

EXIT MOVEMENT

EXIT MOVEMENT

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DA-04

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- - - - - Vehicle Wheel Path
 — Vehicle Body Envelope
 — 300mm Vehicle Clearance

Project No	0871
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Sheet Status
NOT FOR CONSTRUCTION

Scale
1:250 @ A3

0m 2 4 6 8



Appendix E

19 December 2024

TfNSW reference: WST24/00284/002 | SF2024/137100

Your reference: DA2025/0004 | CNR-76079

General Manager
Bourke Shire Council
By Email: bourkeshire@bourke.nsw.gov.au

Attention: Carolyn Crain

DA2025/0004 –Healthcare/Medical Centre– Lot: 10 DP35797 – 88-96 Mitchell Street, Bourke

Dear Carolyn,

Transport for NSW (TfNSW) is responding to the abovementioned development application (DA) referred on 28 November 2024 via the ePlanning Portal.

TfNSW has reviewed the information and has **no objections** to the proposed development **provided the conditions in Attachment 1** are considered in Council's assessment and determination.

TfNSW notes that in determining the application under Part 4 of the Environmental Planning & Assessment Act 1979 it is the consent authority's responsibility to consider the environmental impacts of any road works that are ancillary to the development (such as removal of trees, relocation of utilities, stormwater management, etc). Depending on the nature of the works, the Council may require the developer to submit a further environmental assessment for any ancillary road works.

On Council's determination of this matter, please forward a copy of the Notice of Determination to TfNSW. If you have any questions, please contact Brendan Croft, Development Services Case Officer, on 1300 019 680 or email development.west@transport.nsw.gov.au.

Yours faithfully,

A handwritten signature in black ink, appearing to read "Lachy Jones".

Lachy Jones
A/Team Leader Development Services (West)
Transport Planning
Planning, Integration and Passenger

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DA2025/0004 –Healthcare/Medical Centre– Lot: 10 DP35797 – 88-96 Mitchell Street, Bourke

This attachment relates to TfNSW's response dated 19 December 2024 reference WST24/00284/002.

Context

TfNSW provides the following context:

- The DA proposes the construction and use of a new community healthcare premises / clinic building with 22 car parking spaces and ancillary site works, including tree removal, minor earthworks, landscaping and utility connections.
- The affected classified (State) road is the Kamilaroi Highway (HW29), known locally as 'Mitchell Street'.
- Council is seeking TfNSW advice prior to determining the subject development application as future road works associated with the development (including connection to existing stormwater pit) require Council to seek TfNSW concurrence before granting approval, pursuant to s.138(2) of the *Roads Act 1993*.

TfNSW Recommendations

TfNSW's primary interests are in the road network, traffic, and broader transport issues. In particular, the efficiency and safety of the classified road network, the security of property assets and the integration of land use and transport.

Before granting consent, Council must be satisfied that:

1. The development will not adversely impact any existing stormwater infrastructure within the classified road corridor.
2. Service vehicles (up to 12.5m) and emergency vehicles can safely enter and exit the subject site without impeding or obstructing any existing infrastructure.
3. The driveway access onto Mitchell Street achieves Safe Intersection Sight Distance (SISD) for a 50km/h speed zone in accordance with *Austroads Guide to Road Design – Part 4a*. Any existing or future landscaping or design features must not obstruct visibility for motorists.

Should Council determine the above matters are acceptable, the following conditions should be considered in Council's assessment and determination of the subject application:

1. The proposed driveway and layback kerb for the egress on Mitchell Street must not exceed 4m in width, to promote one-way, exit only vehicle movements.
2. The proposed access point must be constructed in accordance with Council's engineering standards, match existing road levels and must be 1m clear of any existing infrastructure within the road corridor.

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3. No associated works, such as landscaping or fencing, are to impede sight lines of traffic or pedestrians using existing footpath/walkway when exiting the site. The footpath/walkway must be unobstructed at all times to allow for safe pedestrian movement around the subject site.
4. Vehicle movements out of the development must be in a forward direction only.
5. Signage restricting two-way movement from the classified road is to be installed. To ensure the access point to Mitchell Street remains egress only, 'no entry' signage should be clearly visible to motorists and contained wholly within the property boundary and clear of the road reserve.
6. Prior to the commencement of construction work impacting traffic on the Kamilaroi Highway (Mitchell Street) (HW29), the proponent is to contact the TfNSW Road Access Unit at road.access@transport.nsw.gov.au to obtain a Road Occupancy Licence (ROL) prior to the closure of any lane or erection of any structures within the roadway associated with the development. The proponent is to provide the consent number in the ROL application. Please note that up to 10 working days is required for ROL applications to be assessed and processed. For further information see: <https://roads-waterways.transport.nsw.gov.au/business-industry/road-occupancy-licence/index.html> or email road.access@transport.nsw.gov.au.

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Appendix F



29 Mitchell St, Bourke, N.S.W. 2840
P.O. Box 21, Bourke, N.S.W. 2840
Telephone (02) 6830 8000
Email: bourkeshire@bourke.nsw.gov.au
Web: <http://www.bourke.nsw.gov.au>

Our reference

DW-25-CC- DA 2025/0004

21 January 2025

**Mr Oliver Klein
23 Truman Avenue
CROMER NSW 2099**

Via email: oliverklein1968@gmail.com

Dear Oliver

**Re: DA 2025/0004 – Construction of Community Health Service Facility
88-96 Mitchell Street, Bourke**

Thank you for your submission of the aforementioned development application (DA) with Bourke Shire Council (BSC).

BSC has conducted a preliminary review of the DA. In accordance with Section 36 of the *Environmental Planning and Assessment Regulation 2021* (the EP&A Regulation), additional information is required to address the matters outlined below.

Essential Energy

The DA was notified to Essential Energy in accordance with Section 2.48 of *State Environmental Planning Policy (Transport and Infrastructure) 2021* (the Transport and Infrastructure SEPP).

Essential Energy has provided the following comments:

- As the plans provided do not show the distances from Essential Energy's infrastructure and the development, there may be a safety risk. A distance of 3.1m from the nearest part of the development to Essential Energy's infrastructure (measured horizontally) is required to ensure that there is no safety risk.

A clearance of 3.1m from the Overhead 22Kv Network along Tarcoon Street.
A clearance of 2.1m from the Overhead Low Voltage Network along Tarcoon Street.

Please provide amended plans that demonstrate the proposed development is consistent with the clearance distance required by Essential Energy.

Traffic Impact Statement

The DA has been reviewed by Transport for NSW (TfNSW) and BSC. The following issues have been identified:

Matters raised by BSC:

A review of the Traffic Impact Statement (TIS) has been undertaken and several matters have been raised that require clarification or amendments to address:

Staffing and parking numbers

- Inconsistencies have been identified between the TIS and the Operational Plan regarding total staffing numbers. Based on the proposed staffing levels, an operational shortfall in car parking has been noted.
- Please clarify or amend these figures and provide further justification for how the proposed car parking meets operational requirements.

Fleet vehicle operations

- Additional information is required regarding fleet vehicle operations, including passenger numbers, passenger throughput, and the capacity to accommodate ad-hoc arrivals.
- As the organisation is an established operator, it is recommended that data from existing operations be used to inform the proposed operational model.

Use of Data for Projections

- The TIS relies on 2016 census data due to concerns about the reliability of 2021 data. However, as the organisation is currently operating at another site, it is unclear why operational data from the existing site was not used to inform projections.

Visitor Parking Management

- The two designated visitor parking bays are identified as accessible parking spaces. Please clarify how parking will be managed for visitors who do not hold appropriate permits to use accessible bays.

Please review and respond to the above comments and, where necessary, provide amendments to the supporting documentation.

Matters raised by TfNSW:

Transport for NSW (TfNSW) have stated that prior to determination Council must be satisfied that service vehicles (up to 12.5m) and emergency vehicles can safely enter and exit the subject site without impeding or obstructing any existing infrastructure. Please provide amended plans with sweep paths to demonstrate that this requirement can be satisfied.

Amend Plans

Please provide amended plans that address the following matters:

- Ensure all dimensions are shown on the plan set, including driveway widths and gross floor area;
- The exit only driveway accessing Mitchell Street should be amended to a width of 4 metres, as per the requirements of TfNSW;
- Include sweep paths to demonstrate that service vehicles (up to 12.5m) and emergency vehicles can safely enter and exit the subject site in a forward direct without impeding or obstructing any existing infrastructure; and
- A distance of 3.1m from the nearest part of the development to Essential Energy's infrastructure (measured horizontally).

The information listed above must be provided within 28 days of this request being uploaded to the NSW Planning Portal. The number of days in the assessment period that have elapsed are: 60.

If applicable, the assessment period will cease to run from the date on which this request for further information is uploaded to the NSW Planning Portal and the date on which the additional information is provided.

In the event you have further questions, please do not hesitate to contact Council on 6830 8000.

Yours faithfully



Dwayne Willoughby

MANAGER, PLANNING, REGULATORY & ENVIRONMENTAL SERVICES

PDC CONSULTANTS
+61 2 7900 6514 | pdcconsultants.com.au

