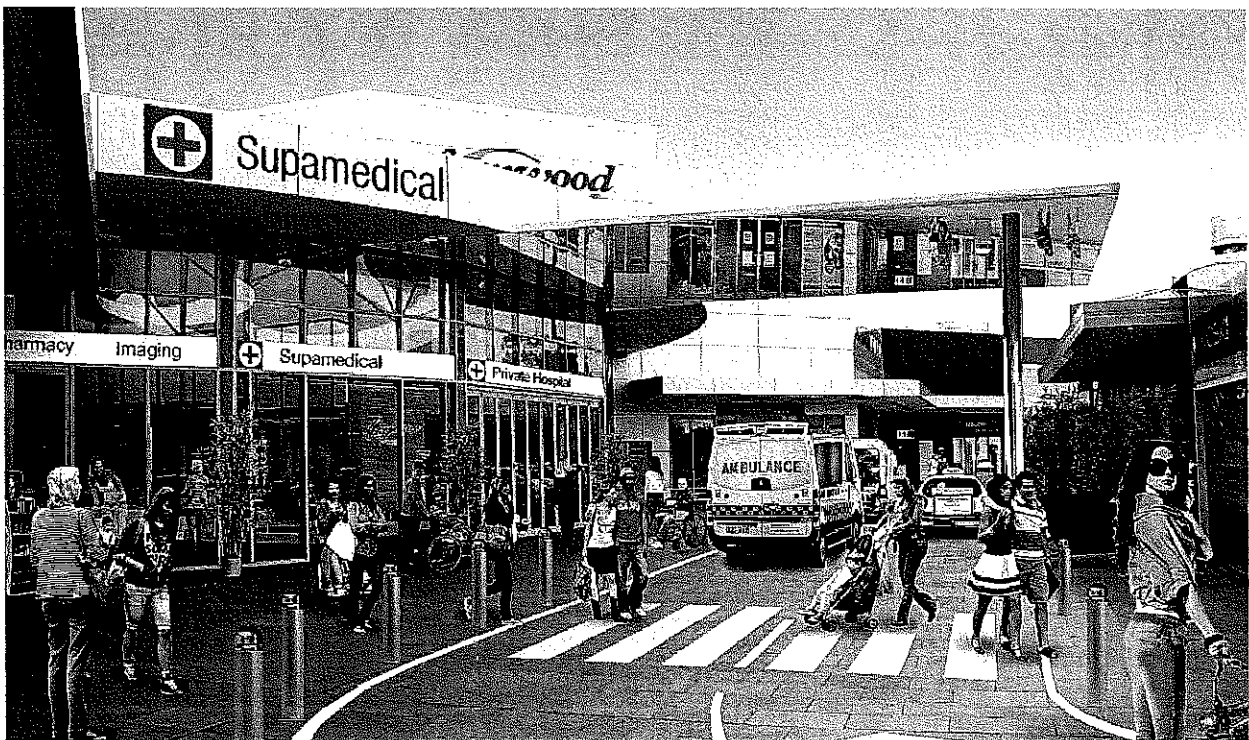


# Greenway Supamedical

1183-1187 The Horsley Drive, Wetherill Park

Health Services Facility

Statement of Environmental Effects



**ae** design partnership  
architecture + environment

November 2013

## TABLE OF CONTENTS

I. INTRODUCTION:	3
1.1 Preliminary Assessment:	4
2. CONTEXT:	5
2.1 Location:	5
2.2 The Site:	5
3. ENVIRONMENTAL PLANNING INSTRUMENTS:	7
3.1 Overview:	7
3.2 State Planning Controls:	7
3.3 Local Planning Controls:	7
4. ASSESSMENT OF EXISTING CHARACTER:	8
4.1 Land Uses:	8
4.2 Built Form:	8
4.3 Public Transport:	11
4.4 Vehicle Access:	11
5. DEVELOPMENT PROPOSAL:	13
5.1 Overview:	13
5.2 Proposal:	13
5.3 Design:	18
5.5 Pedestrian Circulation:	19
5.6 Accessibility:	20
5.7 Access:	21
5.7.1 Site Circulation:	21
5.7.2 Parking:	21
5.7.3 Traffic Generation:	24
5.7.4 Servicing:	24
5.7.5 Conclusion:	25
5.8 Waste Management:	26
5.8.1 Construction Waste:	26
5.8.2 Ongoing Waste Management:	27
5.9 Stormwater:	28
5.10 Landscape:	28

5.11 Acoustic: .....	30
5.11.1 Conclusion: .....	31
6. ENVIRONMENTAL PLANNING ASSESSMENT:.....	32
6.1 Fairfield City Council 2013 Local Environment Plan: .....	32
6.2 Fairfield City Council Development Control Plan: .....	34
6.3 State Environmental Planning Policy (SEPP) Infrastructure (2007):.....	39
7. SUITABILITY:.....	40
8. CONCLUSION: .....	41

## 1. INTRODUCTION:

This Statement of Environmental Effect has been prepared for the vacant units 7 and 8 at 1187 Horsley Drive, Wetherill Park, Fairfield City Council. The application relates to the existing and operational Greenway Supacenta retail and commercial complex that this development is located in.

The lot and deposited plan number for the site:

LOT	DEPOSITED PLAN
1	1136897

The consultants engaged for this proposal include:

REFERENCE	DESCRIPTION	PREPARED BY
DA 01 – 26	Architectural Drawings	POC+P Architects
LA 01 – 04	Landscape Drawings	Nicholas Bray Landscapes
Report 1	Statement of Environmental Effects	ae Design Partnership
Report 2	Design Statement	POC+P Architects
Report 3	Access Assessment	Morris Goding Accessibility Consultants
Report 4	Acoustic Assessment	Acoustic Logic
Report 5	Traffic and Parking Assessment	Terraffic Pty Ltd
Report 6	Waste Management	Frassetto Design

This proposal for a Health Services Facility will form an application that is pursuant of the Fairfield City Council Local Environment Plan 2013. To illustrate this, the following information will be provided:

- A detailed analysis of the site context, including identification of the site, characteristics of the existing and surrounding development including local context.
- Identification of the planning context, including existing relevant planning controls.
- Detailed description of the proposed development.
- A comprehensive comparison for the development and the Local Environment Plan and Development Control Plan.
- Identification and analysis of key development issues associated with the relevant planning controls.
- Assessment of matters listed for consideration under Section 79C of the Environmental Planning and Assessment Act 1979.

## 1.1 Preliminary Assessment:

The preliminary assessment of the Development Application (398.1, Wetherill Park/2013 at Lot 1 DP 1136897, 1183-1187 The Horsley Drive, Wetherill Park) by council raised several issues. These issues have been addressed in this updated Statement of Environmental Effects.

The proposed development incorporates hospital beds and a sleep clinic, as correctly identified in the letter, which therefore incorporates patients that are not 'out patients'.

However, a medical centre is inclusive under the umbrella definition of a Health Services Facility that incorporates medical centres, community service facilities, health consulting rooms, patient transport facilities, and hospitals. The overarching definition of Health Service Facilities, is to be applied, under which outgoing and overnight patients are both acceptable. This land use is permissible under the B5, Business Development zone.

The Health Services Facility definition, which incorporates hospitals, also includes ancillary facilities such as the proposed pharmacy, hydrotherapy, day surgery, café kiosks, gift and flower shop, sleep clinic, and private hospital. Under this definition these facilities are permitted within the zone.

In addition to this, the permissibility of the 'meeting and board room' component of the development has been queried as a seminar and conference room that is not permitted in the B5 zone. However, this meeting and board room will be utilised exclusively for the Supamedical staff for staff meetings and board meetings, as is suggested in its name, and does not meet the definition of a function centre in the FCCLEP as the letter implied.

Concerns for the CIV have been addressed by Altus Page Kirkland within an updated cost report.

The discrepancy in floor areas has been addressed in the amended plans and the SEE. For clarification, the ground floor of the proposal will utilise 4,951m<sup>2</sup>, the mezzanine floor will utilise 2,018m<sup>2</sup>, and the first floor will utilise 2,783m<sup>2</sup>. The internal layout of the building will be determined when tenancies are confirmed and the use of the spaces is applied for in a future development application or complying development application.

The car parking plans have been amended to incorporate and reflect the demand for parking that this proposal will generate. As noted in the SEE, section 5.7.2, and the Terraffic Report.

Vehicle circulation has been improved through the use of traffic calming devices refer to the updated traffic report provided by Terraffic Pty Ltd.

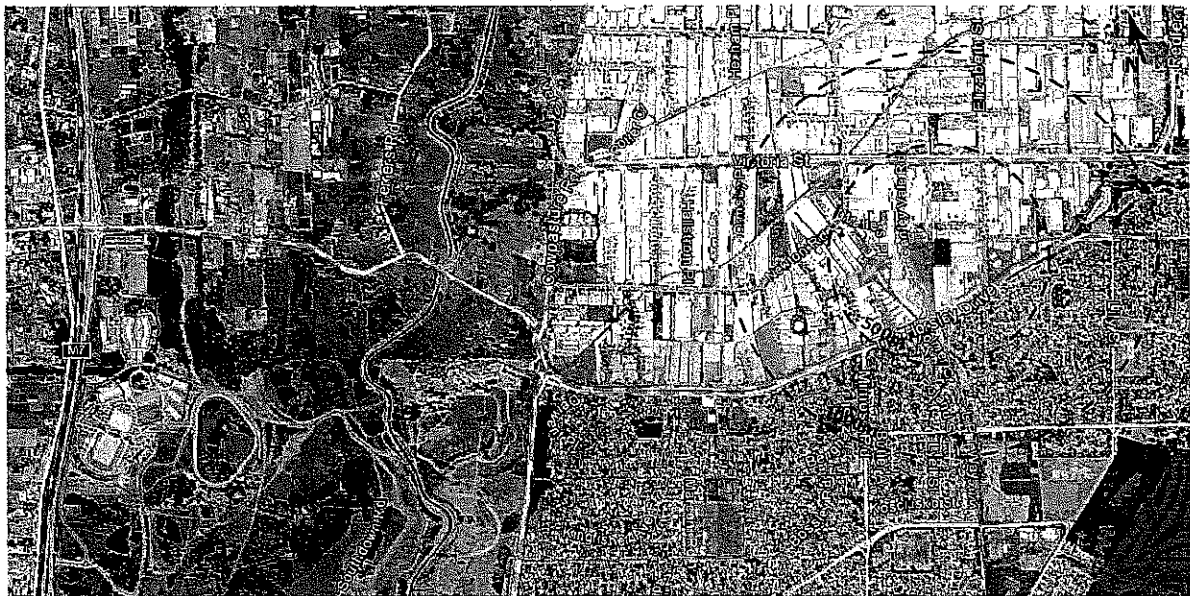
Noise from ambulance sirens is not considered a concern as the health service facility will only receive patient transport vehicles, which will not require siren use. The services that this development will provide are occupational, rather than medical emergencies that will be taken to the Fairfield Hospital. The need for ambulances cannot be predicted, but it is unlikely that the Health Services Facility will be receiving ambulances more than once a fortnight (Workcare Medical, 2013).

## 2. CONTEXT:

### 2.1 Location:

The site is located in the Fairfield City Council Local Government Area, within the major retail centre of Greenway Supacenta, at 1187 Horsley Drive, Wetherill Park. The Greenway Supacenta is in the bounds of the Wetherill Park Industrial Estate that is the largest industrial complex in the southern hemisphere as a hub for manufacturing in Greater Western Sydney. It sits strategically between the major population and urban growth areas in the north west and south west of Sydney.

The proposed development will occur in units 7 and 8 of the Greenway Supacenta that will convert 7,734 square metres of existing bulky goods retail floorspace to a Health Services Facility. This does not include the existing Fernwood Gymnasium and terrace. It is subject to the main arterial road Horsley Drive to the south, Elizabeth Street to the east, and Canley Valley Road to the west. The area is characterised by a 'General Industrial Zone' and 'Business Development' zone along Horsley Drive, with the Greenway Supacenta predominantly used for bulky goods retail. However, the site is also directly across Horsley Drive from a large exclusively 'Low Density Residential' housing area that will service the proposed Health Services Facility. The site is also within an accessible distance of shopping, education, religious and special



sports facilities, as noted in Figure 1 below.

**FIGURE 1: LOCAL CONTEXT OF THE DEVELOPMENT SITE**

### 2.2 The Site:

The Health Services Facility will be located in units 7 and 8 of the Greenway Supacenta, where the Fernwood Gymnasium currently operates on the first floor of unit 7. This site is approximately 175 metres in length and from 150 to 100 metres in depth, with an entrance lobby 25 metres in width. The

development will refit these units, excluding the gym that will continue to run, with no changes to the external structure of the existing Greenway Supacenta buildings apart from the construction of the porte cochée, as outlined in Section 4 of this report. The site within the Greenway Supacenta and Greenway Plaza complex can be seen below in Figure 2.

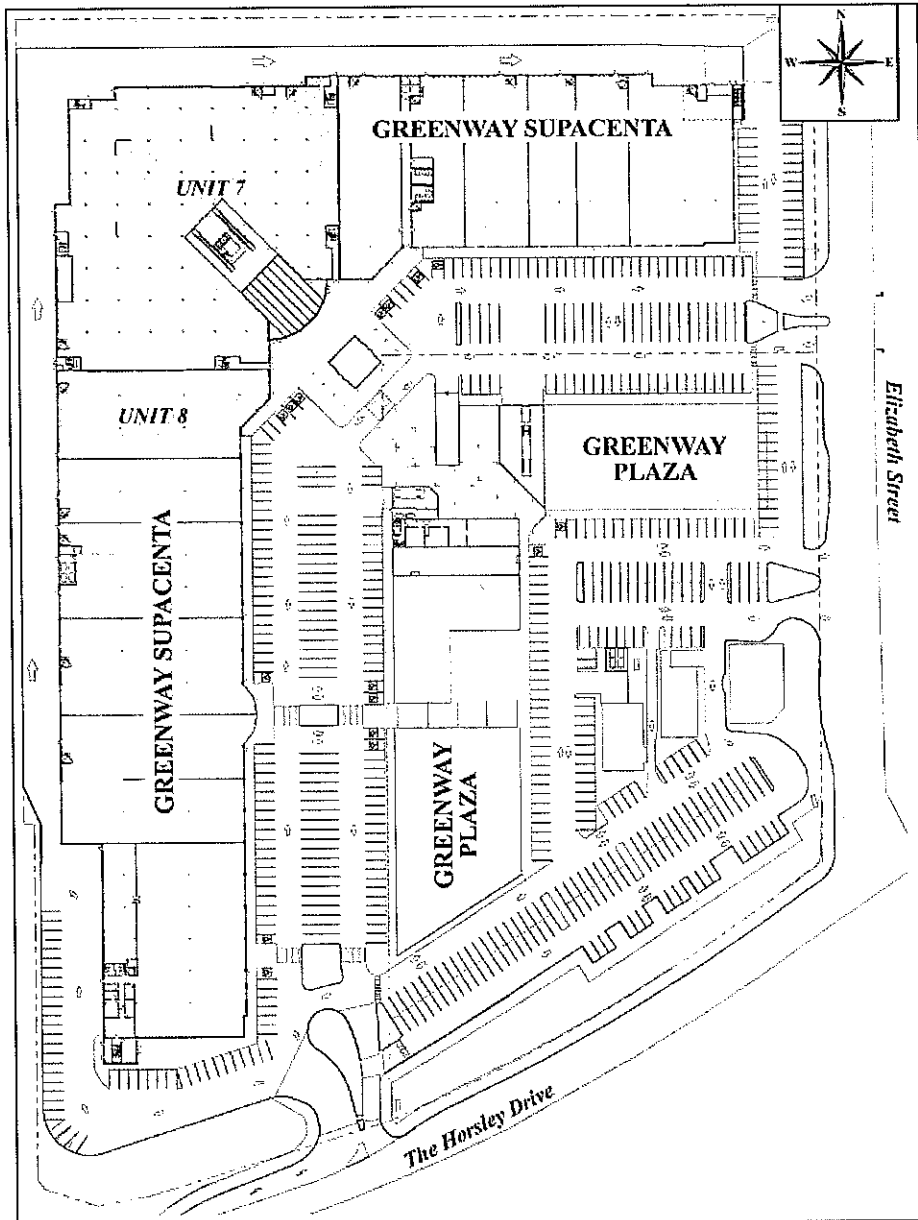


FIGURE 2: THE DEVELOPMENT SITE

### 3. ENVIRONMENTAL PLANNING INSTRUMENTS:

#### 3.1 Overview:

This section outlines the relevant state and local planning controls applicable to this development. The proposed Health Services Facility will form an application pursuant of the Fairfield City Council 2013 Local Environment Plan and Development Control Plan. This will be lodged under part 4 (division 2) of the Environmental Planning and Assessment Act (1979).

#### 3.2 State Planning Controls:

- State Environmental Planning Policy (SEPP) Infrastructure (2007) discussed in section 6 of this SEE.

#### 3.3 Local Planning Controls:

- Fairfield City Council Local Environment Plan 2013.
- Fairfield City Council Development Control Plan 2013.

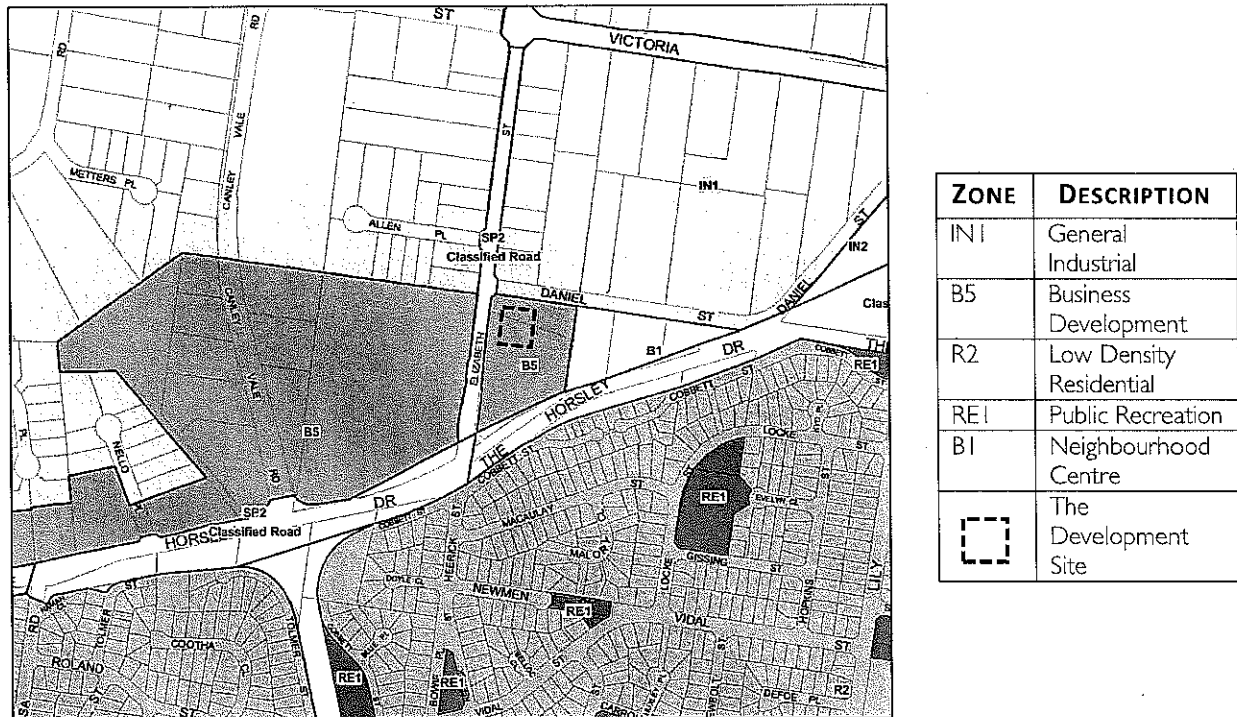
A detailed assessment of these planning controls is included within section of this report in accordance with the EP&A Act (1979).



## 4. ASSESSMENT OF EXISTING CHARACTER:

### 4.1 Land Uses:

As illustrated in Figure 1, and Figure 3 below, the development site for the proposed Health Services Facility is located within a B5, Business Development Zone, under the Fairfield City Council Local Environment Plan (2013). It is adjacent to a substantial IN1, General Industrial, complex and across Horsley Road from a large R2, Low Density Residential, area.



**FIGURE 3: LAND ZONING SURROUNDING THE DEVELOPMENT SITE, FAIRFIELD CITY COUNCIL LEP 2013.**

### 4.2 Built Form:

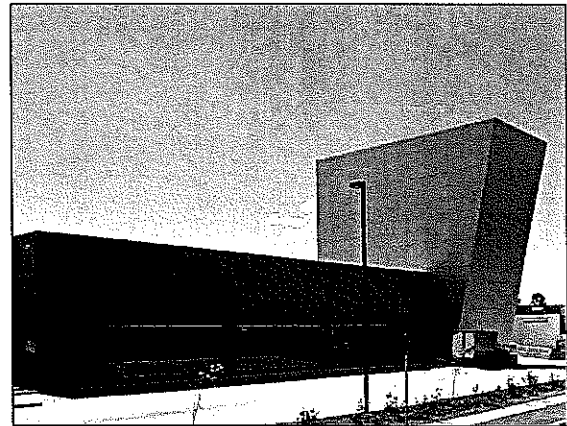
The existing retail and commercial buildings that comprise the Greenway Supacenta and Greenway Plaza are characterised as:

- Predominantly two to three storeys in height with a four storey North Tower fronting Elizabeth Street and a South Tower fronting Horsley Drive, as illustrated in Figures 4 and 5 below.
- Both Greenway Supacenta and Greenway Plaza are 'L' shaped developments.
  - Greenway Supacenta consists of 14 units aligned with the south and west boundaries of the site, as can be seen in Figure 2.
  - The Greenway Plaza is to the north east of the Greenway Supacenta and is comprised of two buildings also forming an 'L' shape, as can be seen in Figure 2.
- The buildings have smooth rendered finishes in a white, grey, red and maroon colour scheme.
- All the buildings on site have a flat roof structure.

- This site was developed in 2007, which makes it a contemporary development in the surrounding industrial complex of Wetherill Park.



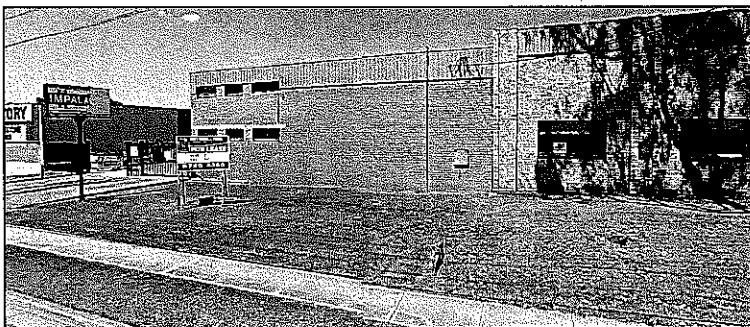
**FIGURE 4: THE SOUTH TOWER FRONTING HORSLEY DRIVE AND ADJOINING GREENWAY SUPACENTA DEVELOPMENT.**



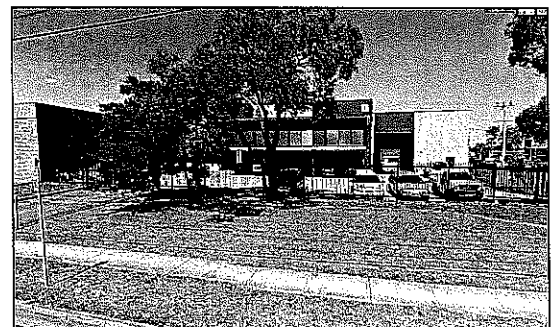
**FIGURE 5: THE NORTH TOWER FRONTING ELIZABETH STREET AND ADJOINING GREENWAY SUPACENTA DEVELOPMENT.**

The Wetherill Park development area including the proposed Health Services Facility site, as illustrated in Figures 6 to 11 below; is characterised by:

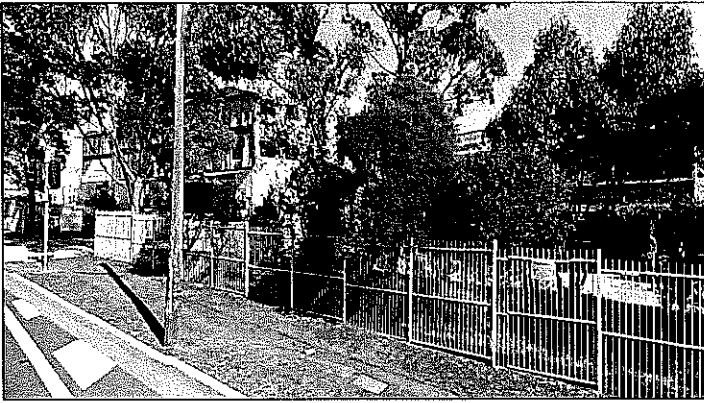
- Simple box style buildings with minimal windows due to the warehouse, bulky goods, and industrial nature of the complex
- Sparse vegetation within the site that predominantly occurs in the boundaries, with native mature tree planting along the nature strip to visually shield the developments.
- A mixture of materials and finishes, predominantly constructed with brick and corrugated iron panels or rooves.
- A consistent flat roof structure.



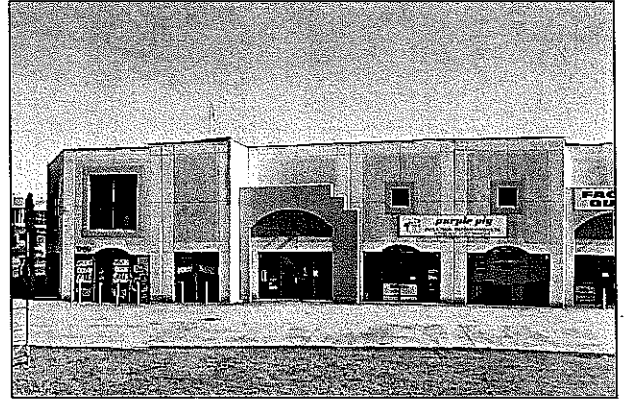
**FIGURE 6: DEVELOPMENT AT 25 ELIZABETH STREET, TO THE NORTH OF THE DEVELOPMENT SITE**



**FIGURE 7: DEVELOPMENT AT 12 ELIZABETH STREET, TO THE NORTH OF THE DEVELOPMENT SITE.**



**FIGURE 8: DEVELOPMENT AT 1259 HORSLEY DRIVE, TO THE WEST OF THE DEVELOPMENT SITE.**



**FIGURE 9: DEVELOPMENT AT 1269 HORSLEY DRIVE, TO THE WEST OF THE DEVELOPMENT SITE.**



**FIGURE 10: DEVELOPMENT AT 1034 CANLEY VALLEY ROAD, TO THE WEST OF THE DEVELOPMENT SITE.**



**FIGURE 11: DEVELOPMENT AT 1195 CANLEY VALLEY ROAD, TO THE WEST OF THE DEVELOPMENT SITE.**

### 4.3 Public Transport:

The proposal is located within the existing Greenway Supacentra and Greenway Plaza retail and commercial complex that is highly accessible via public transport. A series of bus routes run directly to, or within close proximity (less than 500 metres) of the development site as noted in Figure 12 below. These bus services run at least every 15 minutes to transport interchanges at Blacktown and Fairfield where there is access to rail stations, or key local destinations such as Prairiewood and Horsley Park shops, and key centres such as Parramatta and Liverpool. The T-80 that links Liverpool to Parramatta, running through the existing residential centre of Bossley Park to the development site via Canley Vale Road, is a T-Way rapid bus transit route for express transfer between these destinations.

**FIGURE 12: PUBLIC TRANSPORT ACCESS TO AND FROM THE SITE**

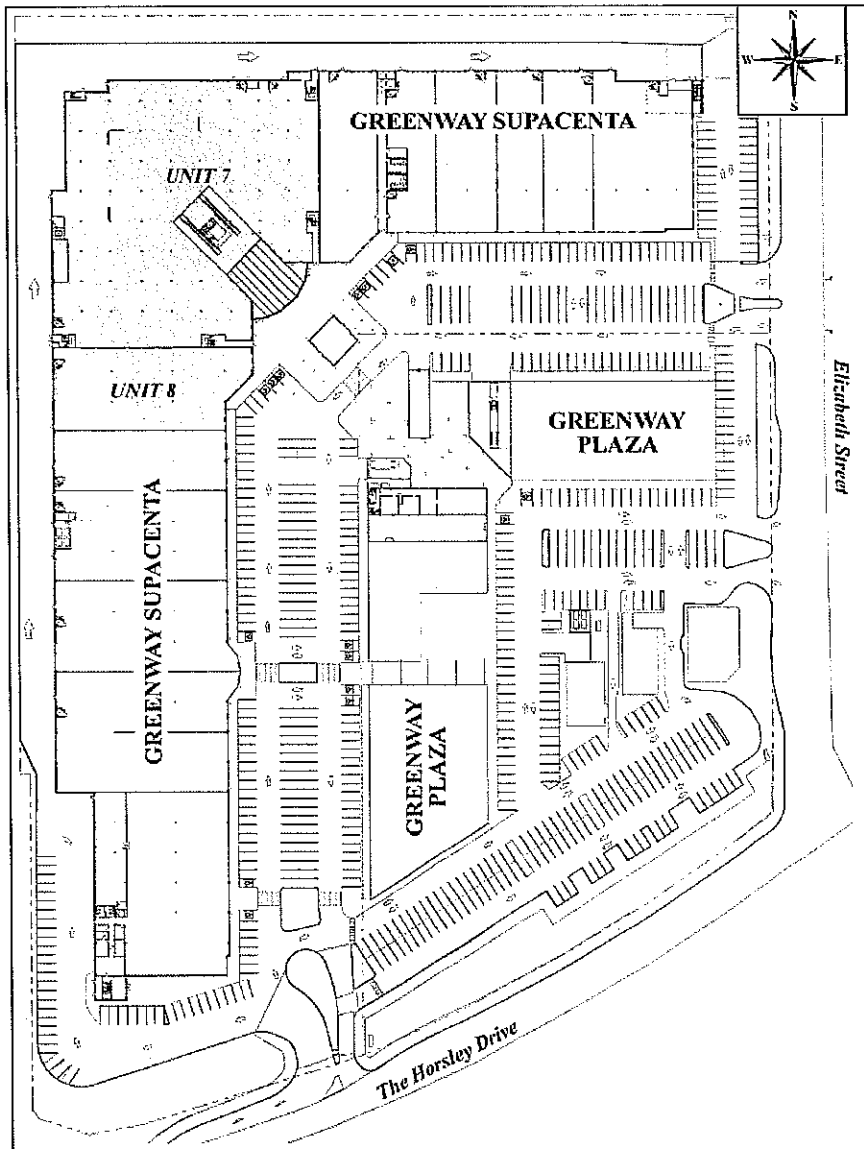


### 4.4 Vehicle Access:

The proposed Health Services Facility site is also highly accessible by private car. The development is located within a comprehensive existing road network, with the M7 motorway that runs in a north south direction located 4 kilometres to the west of the site, which connects to the arterial Horsley Drive that borders the Greenway Plaza and Greenway Supacentra site to the south, as illustrated in Figure 12 above.

Direct access to the site occurs through 4 separate locations from Elizabeth Street and Horsley Drive, as illustrated in Figure 13 below:

- An entry and exit driveway off Horsley Drive that is approximately 150 metres west of Elizabeth Street. This driveway serves the Greenway Supacentra car park and the one way service road that runs along the boundary of the complex to Elizabeth Street.
- An entry and exit driveway off Elizabeth Street that is approximately 70 metres north of Horsley Drive. This driveway serves the Greenway Plaza car park.
- A second entry and exit off Elizabeth Street that is approximately 140 metres north of Horsley Drive. This driveway generally serves the Greenway Supacentra car park.
- An exit only driveway off Elizabeth Street located at the northern boundary that is approximately 220 metres north of Horsley Drive. This driveway exclusively serves the service road that is approximately 9 metres wide and can accommodate 19m long semitrailers (Terrafic Pty Ltd 2013).



**FIGURE 13: VEHICLE ACCESS TO THE SITE**

## 5. DEVELOPMENT PROPOSAL:

### 5.1 Overview:

The proposed Health Services Facility is located within the Greenway Supacentra, a bulky goods retail centre that houses major tenants like Office Works, The Good Guys, Spotlight, the Motor Registry, and Fernwood Gymnasium. This proposal is for the internal fit-out of the currently vacant two storey units 7 and 8, known as the hinge, for a comprehensive one-stop Health Services Facility. There will be no changes to the external structure.

The proposed Health Services Facility will be providing a highly accessible community resource that will deliver 24 hour service. Which will incorporate;

- 44 private medical centre beds
- A reception lobby and lounge area,
- Allied Health Centre,
- Pathology,
- Physiotherapy chiropractor,
- Hydrotherapy,
- Medical imaging,
- General practice
- Dental clinic,
- Day surgery
- Consulting rooms
- Café kiosks,
- Terrace Sensory and Wellbeing Garden
- Pharmacy.

The development also has substantial access to retail, commercial, industrial, and residential areas that will service the Health Services Facility, as noted in Figure 1.

### 5.2 Proposal:

The proposed development of a Health Services Facility in units 7 and 8 of 1183 to 1187 Horsley Drive, will see this currently vacant area of the Greenway Supacentra be refitted for an important Health Services Facility that will service the needs of the current and future Fairfield LGA.

This occurs through a two storey development that does not alter the existing Greenway Supacentra building. All demolition work will be contained within the internal area of units 7 and 8, which are vacant except for tenancy by Fernwood Gymnasium. It will involve removing plasterboard partitions, bulkheads, and cutting new openings in existing walls, as noted in the architectural demolition plan Drawings 23 and 24. All construction vehicles will access the site via the loading and service road at the rear of the development site.

This refitting for the proposed Health Services Facility development will create a one-stop health facility that will provide the following uses:

#### Ground Floor:

- Pharmacy

- Pathology
- Medical Imaging
- Day Surgery
- Allied Health
- Health and Wellness Café
- Gifts Flower Shop
- Lobby Lounge Wait Reception
- Hydro Pool Chemical Store
- Consultants Rooms
- Physio Chiropractor
- GP Clinic
- Dental Clinic
- Hypoxia Hyperbaric
- Male and Female WC
- Disabled WC
- Garbage Room
- Contaminated Waste

Mezzanine:

- Medical Suites
- Foyer
- Reception
- Board or Meeting Room
- Admin, Records
- Unisex, Disabled WC
- Storage
- HVAC Plant Room

First Floor:

- Allied Health Speech Pathologist
- Sleep Clinic
- Private Hospital 44 Rooms
- External Terrace, Garden for Wellbeing

The different components the Health Services Facility will operate seven days a week, but with varied hours of operation and peak hours between these facilities. These hours of operation range from 24 hours to 10 hours, as illustrated in the table below.

GROUND FLOOR	USE	AREA (M <sup>2</sup> )	STAFFING LEVELS	HOURS OPERATION	PEAK TIMES
1	Pharmacy	210	5	8am-12am	3pm- 6pm
2	Pathology	153	3	7am-6pm	7am- 9am & 3pm-6pm
3	Medical Imaging	680	7	8am-6pm	3pm - 6pm
4	Day Surgery	972	20	7am - 6pm	7am - 10am
5	Allied Health 5 Doctors	201	6	8am - 6pm	By Appointment 15-20 patients per/hour
6	Health/ Wellness/ Café	47	3	8am - 6pm	8am - 10am
7	Gifts Flower shop	50	1	8am-6pm	8am - 10am & 6pm-8pm
8	Lobby lounge Wait reception	324	0	24 hours	8am - 10am & 3pm - 6pm
10	Hydro Pool/ Chemical Store	458	4	8am-10pm	4pm - 10pm
11	Consulting rooms 7 doctors / 7 rooms	408	8	8am - 6pm	By Appointment 15-20 patients per/hour
12	Physio/Chiropractor 9 doctors / 9 rooms	265	10	8am- 8pm	4pm - 8pm
13	General Practice Clinic 6 doctors / 6 rooms	305	10	8am-8pm	4pm - 8pm
14	Dental Clinic 4 doctors / 4 rooms	377	9	8am-6pm	3pm - 6pm
15	Hypoxia/ hyperbaric	342	4	8am-8pm	4pm - 8pm
16	Male / Female WC	59	N/A	N/A	N/A
17	Disabled WC	5	N/A	N/A	N/A
18	Garbage room	35	N/A	N/A	N/A
19	Contaminated waste	35	N/A	N/A	N/A
20	Chemical Store for Hydrotherapy Pool	25	N/A	N/A	N/A
	<b>Total Area</b>	<b>4,951</b>			
	Circulation	501	N/A	N/A	N/A



MEZZANINE	USE	AREA (m <sup>2</sup> )	STAFFING LEVELS	HOURS OPERATION	PEAK TIMES
1	Medical suites	1,180	9	8am - 6pm	By Appointment 15-20 patients per/hour
2	Foyer	70	0	8am - 6pm	N/A
3	Reception	48	2	8am - 6pm	Courier
4	Board Room/ Meeting	226	0	N/A	N/A
5	Admin Meeting / E-records Staff	225	2	8am - 6pm	N/A
6	Unisex / Disabled WC	23	0	N/A	N/A
7	Storage	246	0	N/A	N/A
	<b>Total Area</b>	<b>2,018</b>			
	Circulation	302	N/A	N/A	N/A
	HVAC Plant Room	32	N/A	N/A	N/A

FIRST FLOOR	USE	AREA (m <sup>2</sup> )	STAFFING LEVELS	HOURS OPERATION	PEAK TIMES
1	Allied Health Speech 5 doctors / 5 rooms	222	6	8am - 6pm	4pm - 6pm
2	Sleep Clinic	180	2	7pm - 7am	7pm - 7am
3	Private Hospital Including:	2,381	22	24 hours	4pm - 8pm
	Room 1, Room 2, and Board Room	118	N/A	N/A	N/A
	Lounge 1	102	N/A	N/A	N/A
	Lounge 2 / Library Lounge	84	N/A	N/A	N/A
	Admin and Records	52	N/A	N/A	N/A
	NUM and Reception	40	N/A	N/A	N/A
	Nurse Station 1	40	N/A	N/A	N/A
	Nurse Station 2	44	N/A	N/A	N/A
	Store Rooms	10	N/A	N/A	N/A
	Cool Room	15	N/A	N/A	N/A
	Store / Kitchen	68	N/A	N/A	N/A
	Staff Room	50	N/A	N/A	N/A
	Male / Female WC and Staff Change Rooms	65	N/A	N/A	N/A
	Disabled Toilet	5	N/A	N/A	N/A
	Cleaner Store and Cleaner Utility	28	N/A	N/A	N/A
	Dirty Utility, Disposal, Utility,	55	N/A	N/A	N/A

	Store, and Cleaner Room				
	Private Hospital Rooms x 44	1,049	N/A	N/A	N/A
	Circulation	556	N/A	N/A	N/A
	<b>Total Area</b>	<b>2,783</b>			
	Fernwood Tenancy	988	N/A	N/A	N/A
	External Terrace for Wellbeing, Sensory Garden	870	N/A	N/A	N/A
	Circulation	219	N/A	N/A	N/A

Thus there will be a maximum of 134 staff, both health care professionals, office administration and general employees, operating at the Health Services Facility at one time.

### 5.3 Design:

The Greenway Supacentra Healthcare Complex will be the only hospital facility (public or private) servicing the immediate area (POC+P Architects 2013, p.1).

*"The proposal for Greenway Supacentre Healthcare Complex is to construct an innovative high quality mixed use Health Services Facility on the site. The development will comprise 3 levels above ground"* ((POC+P Architects 2013, p.1):

- A ground floor space of 4,951sqm
  - Panoramic lift
  - Stairs
  - Escalators
  - Large lobby space
  - Two tenancies
  - GP clinic of 9 consulting rooms.
  - Dental clinic of 4 rooms for surgical procedures, and 4 consulting rooms.
  - Physio and chiropractic suite of 5 patients accommodated by 1 health care professional.
  - Hypoxia and hyperbaric clinic.
  - Consulting rooms of 9 rooms for consulting specialists.
  - Allied Health of 6 rooms
  - Pathology lab.
  - Pharmacy.
  - Medical imaging.
  - Day surgery for a range of medical procedures.
  - Reception and waiting area, located centrally in the ground floor atrium.
  - An undercover shared way for ambulance, drop off and pick up zone, and taxi zone in front of the existing entry to the building.
  - Large unoccupied area for loading docks and a service area that is accessible via the service access road.
- First floor of:
  - 988m<sup>2</sup> of an existing tenancy Fernwood Gymnasium, which will be maintained and operational.
  - 3,002sqm of unoccupied area for:
    - Private hospital of 44 single patient rooms
    - Sleep clinic, operating only between 1 to 2 days a week.
    - Allied Health with 6 consulting rooms.
    - Foyer and circulation area.
  - 870m<sup>2</sup> of external terrace for the Sensory and Wellness Garden.
- The construction of a mezzanine floor space of 2,018sqm:
  - Located in the north east corner of the building; it will be linked to existing stairs and new lift stops.
  - Medical suites of 9 rooms.
  - Conference and training area of 226m<sup>2</sup> with split capacity between 60 classroom seating and 70 auditorium style seating to brief staff, hold board meetings, and provide in house

training and university student mentoring for health research and education purposes, as an ancillary use under the FCCLEP *Hospitals* definition .

- Administration and management records and staff change and support area.
- HVAC plant rooms.

*"Overall the site is very attractive for the intended medical proposal. There will be considerable synergies between the medical and services already provided at the bulky- goods site"* (POC+P Architects 2013, p.3).

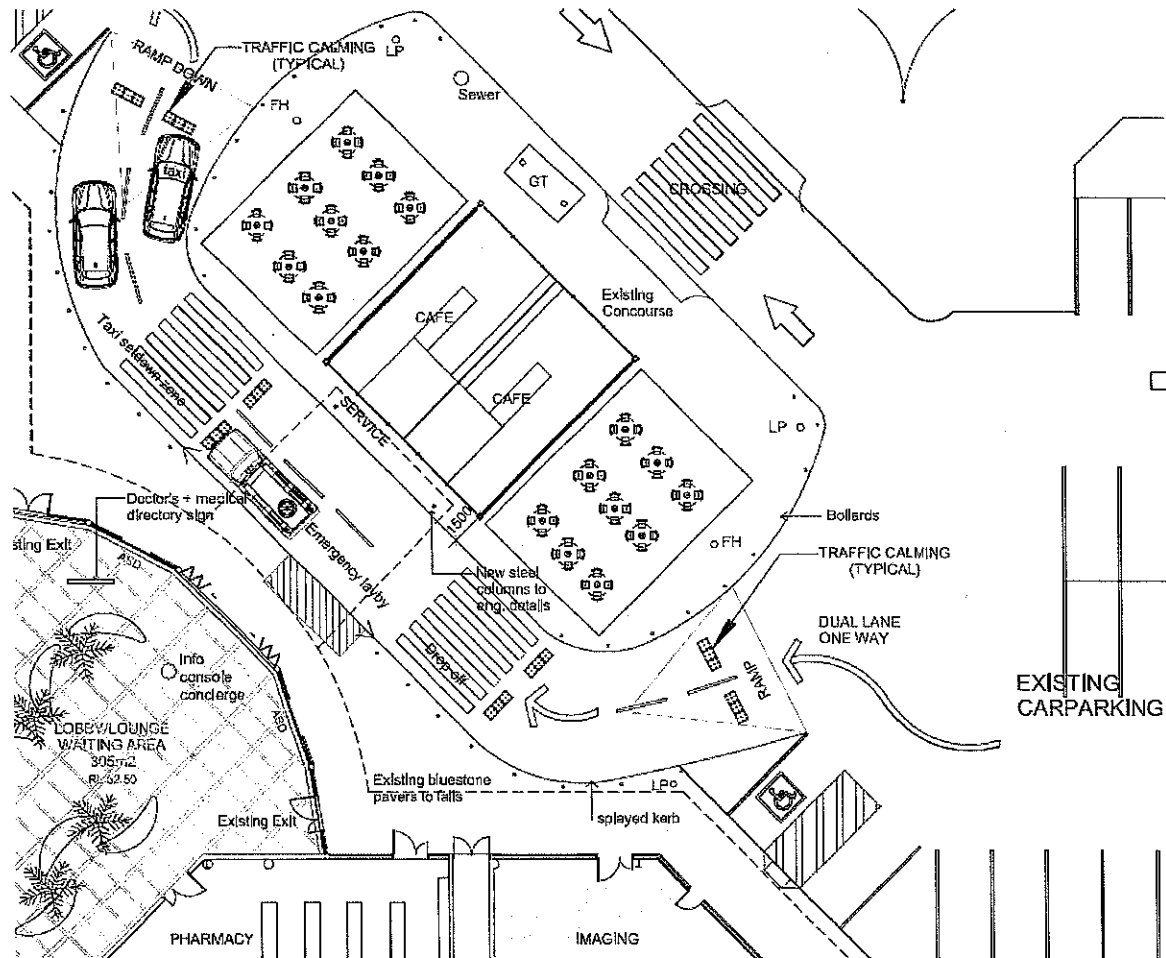
## 5.5 Pedestrian Circulation:

Pedestrian circulation (as noted in drawing 01 in the architectural drawing set) through the Greenway Supacentra and Greenway Plaza complex takes place through:

- Covered pedestrian walkways, both existing and proposed, that run adjacent to the internal parking vehicle circulation areas,
- A pedestrian ramp to the existing basement car park,
- zebra crossings that allow easy pedestrian movement between the Greenway Plaza and Greenway Supacentra and,
- A proposed two lane port cochere for patient transport vehicle parking and quick pedestrian drop off and pick up for patients in a covered area for the entrance to the Health Services Facility, as noted in Figure 14 below.
- The proposed shared way has traffic calming devices to mitigate potential conflict between vehicles and pedestrians, these are illustrated in DA07 within the updated plans prepared by POC+P Architects.

Pedestrian Circulation within the proposed Health Services Facility will occur through:

- An entry foyer that will provide circulation space to allow wheelchair users to manoeuvre and pass another wheelchair user when travelling in the opposite direction, in accordance with the DDA Premises Standards (Morris Goding Accessibility Consulting 2013, p.6)
- Existing escalators, stairs, and four lifts to provide internal circulation between floors for those in wheelchairs, on stretchers or walking, and for goods.
- All corridors will be of an appropriate width with circulation space for wheelchair manoeuvring.



**FIGURE 14: THE PROPOSED PORT COCHERE**

## 5.6 Accessibility:

The accessibility of the site for disabled and, or elderly patrons, is essential to the proposed Health Services Facility. As outlined in the report from Morris Goding Accessibility Consulting (2013), the proposed Health Services Facility will be appropriately accessible through:

- A main entrance with automatic bi-fold doors that will provide sufficient width and door circulation space for wheelchair users.
- An entry foyer with circulation space that will allow wheelchairs to turn 180 degrees and pass side by side, in accordance with DDA Premises Standards.
- An accessible path of travel from the front entrance to the passenger lift.
- Circulation paths in the building will be level, with appropriate widths circulation areas, and will be continuous to all floors via lift access.
- Of the four lifts in the building, two are stretcher lifts, with a single goods lift, which all have appropriate circulation areas for wheelchair manoeuvring, which ensures all people and goods can reach any level.
- Stairs with hand rails on both sides, accessible from every level, with tactile ground indicators at the top and bottom.
- There are existing escalators that will be retained, which run from the centre of the building to provide access to the ground and first floors.

- three accessible toilets that will be provided on the ground floor in addition to the two existing that will be retained, and a central accessible toilet adjacent the pathology room and on the first floor will also be provided.
- The Hydrotherapy pool will be accessible via a fixed ramp entry, complying with the DDA Premises Standards.
- The terrace garden will be accessible via a ramp.
- The wellness garden will be accessible via disabled laybys.
- Lighting will be maintained at levels of 150 lux for paths of travel, corridors, and stairs for safe circulation.

## 5.7 Access:

### 5.7.1 Site Circulation:

The internal road network will be modified to improve circulation.

- The main entrance to the development will be reconfigured to incorporate a two lane port cochere for patient vehicle parking and quick drop-off/pick-up of patients, as noted previously.
- There will be a new traffic island for pedestrian safety and better vehicle circulation outside the development entrance.
- Additional give way and directional signage, as well as a 'Staff Parking Only' sign for the access road to the new ground floor car park.
- A gap will be made in the traffic island from the Elizabeth Street site entrance and The Horsley Drive entrance, to enhance the circulation of the site.

Refer to the Terraffic Car Park Allocation Plan (2013).

### 5.7.2 Parking:

#### Existing Conditions

The proposed development will comprise of a total floor area of 9,752m<sup>2</sup> within units 7 and 8 of the Greenway Supacenta. The maximum parking demand of the existing centre is 624 spaces, calculated as following (Terraffic Pty Ltd 2013):

Retail	3,365.4m <sup>2</sup> @ 1 space per 40m <sup>2</sup>	84.1 spaces
Commercial Office	939m <sup>2</sup> @ 1 space per 40m <sup>2</sup>	23.5 spaces
Bulky Goods Retail	22,758.3m <sup>2</sup> @ 1 space per 50m <sup>2</sup>	455.2 spaces
Restaurant	322m <sup>2</sup> @ 1 space per 25m <sup>2</sup>	12.9 spaces
Red Rooster	16 seats @ 1 space per 2 seats	8 spaces
Fernwood Gymnasium	25 daytime parking spaces	25 spaces
Coffee Shop	104m <sup>2</sup> @ 1 space per 7m <sup>2</sup>	14.9 spaces
<b>Total</b>		<b>623.6 spaces</b>

A survey undertaken by Terraffic (2013) revealed that the peak parking accumulation recorded was on a Thursday midday, at 464 vehicles. This leaves a surplus of 212 unoccupied parking spaces on site. The second busiest time was on a Saturday at 11am with 449 parked vehicles, resulting in a surplus of 227 spaces.

#### Proposed Demand

The calculated demand of the existing vacant tenancies, in units 7 and 8, is 180 spaces that will be utilised by the Health Services Facility replacing the bulky goods use. However, the proposed Health Services Facility use of the site will generate a peak demand of 216 spaces under the RTA and Fairfield Council requirements, refer to Figure 15. This demand is a "*maximum and represents a worst case scenario*" (Terraflow 2013, p. 22). These 216 spaces, and current bulky goods provision of 180 parking spaces, will result in an excess of 36 spaces.

This excess demand will be mitigated through:

- Utilising a proportion of the ground floor space to provide a 35 space car park that is accessible via the service road that circles the perimeter of the Supacenta complex. This car park will be reserved for doctors and professionals and will also contain an ambulance bay and a loading area for small delivery vehicles such as courier vans.
- In addition to this, the development will also increase the amount of off street parking by providing 37 new spaces on the Horsley Drive frontage of the site.
- Additional disabled parking spaces will be provided in the existing car park, in closer proximity to the Health Services Facility.

This results in an additional 72 spaces generated by the meet the parking demand generated by the Health Services Facility.

Ground Floor	GFA(m <sup>2</sup> )	Daytime Staffing Levels	Parking Requirement	Number of spaces	Staff parking #	Visitor/patient parking
Pharmacy	210	5	1 space per 40m <sup>2</sup> for retail	6	4	2
Pathology/lab + collection (2 professionals)	153	3	3 spaces per consulting room or per health care professional	6	2	4
Medical Imaging/Radiology (3 professionals)	680	7	3 spaces per consulting room or per health care professional	9	6	3
Day surgery	972	20	0.8 space per staff member plus 4 visitors/patients per hour	20	16	4
Allied Health (5 doctors = 5 rooms)	201	6	3 spaces per consulting room or per health care professional	15	5	10
Health/Wellness/Cafe promotion kiosks	47	3	0.8 space per staff member	2	2	0
Gifts/Flower shop	50	1	1 space per 40m <sup>2</sup> for retail	1	1	0
Lobby/Lounge/Waiting area/Reception	324	2	0.8 space per staff member	2	2	0
Hydrotherapy Pool and chemical store	458	4	0.8 space per staff member	3	3	0
Consulting rooms (7 doctors = 7 rooms)	408	8	3 spaces per consulting room or per health care professional	21	6	15
Physio/Chiro (9 doctors = 9 rooms)	265	10	3 spaces per consulting room or per health care professional	27	8	19
G.P. Clinic (6 doctors = 6 rooms)	305	10	3 spaces per consulting room or per health care professional	18	8	10
Dental Clinic (4 doctors = 4 rooms)	377	9	3 spaces per consulting room or per health care professional	12	7	5
Hypoxia/ Hyperbaric Clinic (1 doctor = 1 room)	342	4	3 spaces per consulting room or per health care professional	3	3	0
Ancillary storage and toilets	159	0	not applicable	0	0	0
<b>Total</b>	<b>4951</b>	<b>92</b>		<b>145</b>	<b>73</b>	<b>72</b>
Mezzanine Level	GFA(m <sup>2</sup> )	Daytime Staffing Levels	Parking Requirement	Number of spaces	Staff parking #	Visitor/patient parking
Medical suites (9 doctors = 9 rooms)	1180	9	3 spaces per consulting room or per health care professional	27	7	20
Reception	48	2	0.8 space per staff member	2	2	0
Admin Mnt/ E Records/ Staff change support	225	2	0.8 space per staff member	2	2	0
Meeting - Conference/In-house training	226	0	not applicable	0	0	0
Ancillary storage, foyer and toilets	339	0	not applicable	0	0	0
<b>Total</b>	<b>2018</b>	<b>13</b>		<b>31</b>	<b>11</b>	<b>20</b>
First Floor	GFA(m <sup>2</sup> )	Daytime Staffing Levels	Parking Requirement	Number of spaces	Staff parking #	Visitor/patient parking
Allied Health Speech Pathology (5 doctors = 5 rooms)	222	6	3 spaces per consulting room or per health care professional	15	5	10
Sleep Clinic	180	1	0.8 space per staff member plus one visitor	1	1	0
Private hospital (44 rooms)	2381	22	PPA= -19.56+0.85B+0.27ASDS	24	18	6
<b>Total</b>	<b>2783</b>	<b>29</b>		<b>40</b>	<b>24</b>	<b>16</b>
<b>Total Daytime Staff Numbers and Parking Required</b>		<b>134</b>		<b>216</b>	<b>108</b>	<b>108</b>

# Staff parking provision assumes that 80% of staff drive to work. Other 20% are a combination of car pooling, public transport, walking, cycling, etc.



### 5.7.3 Traffic Generation:

There are currently four entrances to the Supacentra complex for vehicle access:

- An entry and exit driveway off The Horsley Drive approximately 150m west of Elizabeth Street.
- An entry and exit driveway off Elizabeth Street approximately 70m north of The Horsley Drive.
- An entry and exit driveway off Elizabeth Street approximately 140m north of The Horsley Drive.
- An exit only driveway off Elizabeth Street located adjacent to the northern site boundary and approximately 220m north of The Horsley Drive.

Terraffic Pty Ltd (2013) has identified elements of the proposed Health Services Facility that will influence traffic generation:

- The varied hours of operation of the different medical facilities in the centre means staff and patients will be arriving and leaving across several hours.
- The site is not within a residential area so the car driver rate of 67% for the Health Services Facilities and private hospital (identified in the RTA's Guide to Traffic Generating Development) has been increased to 80% with:
  - Dual use parking where visitors also visit retail and commercial premises.
  - Close proximity of public transport.
  - Vehicle occupancy of 1.3 people per car.

Using estimates for bulky goods retail, as the use that this development is replacing, yields an existing site traffic generation potential of 225 vehicle trips per hour (vtph) on weekdays and 600vtph in the weekend peak period (Terraffic Pty Ltd 2013, p.22).

Terraffic Pty Ltd (2013) has estimated, in accordance with the RTA's Guide to Traffic Generating Developments that the traffic for the proposed Health Services Facility will generate:

- 234vtph in the morning peak period (8:30 to 9:30am); 135vtph entering and 99vtph departing.
- 220 vtph in the afternoon peak period (4:30 to 5:30pm); 100vtph entering and 120vtph departing.

### 5.7.4 Servicing:

Terraffic Pty Ltd (2013) calculates that the proposed Health Services Facility development will receive 16 deliveries a day, predominantly via courier vans, as illustrated in Figure 16 below.

These deliveries will access the Health Services Facility through:

- The existing one way service access road, with an entrance on Horsley Drive and an exit off Elizabeth Street that "*can accommodate 19 metre sem-trailers*" (Terraffic Pty Ltd 2013, p.20), as can be seen on Drawing 01.
- A loading bay at the rear of the development site in the staff car park will be used for unloading deliveries.
- There are a total of 6 existing loading doors in the vacant units where deliveries can access the medical facilities.

Ground Floor	Deliveries per day	Deliveries per week
Pharmacy	2 courier vans	10 courier vans
Pathology lab + collection	4 blood pick ups (cars)	24 courier vans
Medical Imaging/Radiology	1 courier van	5 courier van
Day surgery	3 courier vans	13 courier vans
Allied Health		1 courier van
Health/Wellness/Cafe promotion kiosks	1 courier van	6 courier vans
Gifts/Flower shop	1 courier van	6 courier vans
Lobby/Lounge/Waiting area/Reception	1 courier van	5 courier van
Hydrotherapy Pool and chemical store		1 small truck
Consulting rooms		1 courier van
Physio/Chiro		1 courier van
G.P Clinic		1 courier van
Dental Clinic		1 courier van
Hypoxia/ Hyperbaric Clinic		1 courier van
Garbage room		1 garbage truck
Contaminated waste		1 garbage truck
<b>Total</b>	<b>13</b>	<b>78</b>
Mezzanine Level	Deliveries per day	Deliveries per week
Medical suites		1 courier van
Reception		1 courier van
Admin Mnt/ E Records/ Staff change support		1 courier van
<b>Total</b>	<b>0</b>	<b>3</b>
First Floor	Deliveries per day	Deliveries per week
Allied Health, Speech Pathology		1 courier van
Sleep Clinic		1 courier van
Private hospital	3 courier vans	13 courier vans
<b>Total</b>	<b>3</b>	<b>15</b>
<b>Total deliveries per day / per week</b>	<b>16</b>	<b>96</b>

**FIGURE 16: ESTIMATED NUMBER OF DELIVERIES BY TERRAFFIC PTY LTD (2013).**

### 5.7.5 Conclusion:

- The existing bulky goods retail floor space yields a parking requirement of 180 spaces, according to the Fairfield City Council DCP, while the rates for a proposed Health Services Facility yield a requirement of 216 spaces.
- The excess demand of 36 parking spaces will be alleviated through a 35 vehicle car park on the ground floor of the development, and 37 additional parking spaces on The Horsley Drive frontage of the site, thus providing an excess of 37 spaces.
- Traffic generated by the Health Services Facility "should be discounted by the traffic generation of the existing bulky goods retail floor space on site", which during weekdays yields only "approximately 9 additional trips during the morning period and 5 less vehicle movements during the evening peak" (Terraflow Pty Ltd 2013, p.30).

- During the weekend peak period there will only be 194vtp, compared to the 600vtp estimated for bulky goods retail.

*"To that end, the proposed development will significantly reduce traffic during the weekend peak period by around 400vtp. As can be appreciated, this is a substantial reduction in traffic that will benefit all road users and in particular those accessing the Greenway Plaza/Supacenta development."* (Terraffic Pty Ltd 2013, p.30).

- 16 deliveries a day to service the development "may be higher than that serving a 8,996m<sup>2</sup> bulky goods store, but the type of vehicle servicing the Health Services Facility is substantially smaller" (Terraffic Pty Ltd 2013, p.20).

Therefore, *"In the circumstances, the proposed Health Services Facility will have no unacceptable servicing implications"* (Terraffic Pty Ltd 2013, p.20).

## 5.8 Waste Management:

### 5.8.1 Construction Waste:

All demolition work will be contained within the internal area of the two storey hinge, which is all vacant except for tenancy by Fernwood Gymnasium. It will comprise of the removal of plasterboard partitions, bulkheads, and cutting new openings in existing walls.

The estimated waste generated by construction includes:

- Excavated soil – trenches = 100 m<sup>3</sup>
- Excavated soil – pool = 300m<sup>3</sup>
- Concrete = 75m<sup>3</sup>
- Plasterboard = 15m<sup>3</sup>
- Steel studs and reinforcement = 3m<sup>3</sup>
- General site waste = 20m<sup>3</sup>
- Paper and cardboard = 10m<sup>3</sup>
- Recycling = 5m<sup>3</sup>
- Structural steel = 3m<sup>3</sup>

In accordance with the Frassetto Design Report (2013), materials will be placed in a skip bin and taken to the following:

- SITA Australia Eastern Creek Resource Recovery Park, Wallgrove Road, Eastern Creek.
- SITA Australia Wetherill Park Resource Recovery Facility, Davis Road, Wetherill Park.
- Veolia Environmental Services, corner of Unwin and Shirley Street, Rosehill.
- JJ Richards and Sons, Childs Road, Chipping Norton.

Non-recyclable and hazardous materials will be transported, to comply with regulations, to a licensed waste depot, to be nominated by the contractor. Prior to leaving the site, all loads shall be covered to prevent materials falling off.

#### 5.8.2 Ongoing Waste Management:

It has been estimated by Frassetto Design (2013), that the ongoing wastes generated by the proposed development and their disposal destinations, are as follows:

TYPE OF WASTE	VOLUME	STORAGE AREA	DESTINATION	ONGOING MAINTENANCE
General Garbage: Hospital Clinic 15 Suites	<6.0m <sup>3</sup> <3.0m <sup>3</sup>	1.5m3 skip bin 120L@240L Skip Bins	Council Sita Environmental Soulutions Veolia Environmental Solutions National Document Shredding Council Sita Environmental Soulutions Veolia Environmental Solutions National Document Shredding	Practice Manager or Clinic Caretaker
Food Hospital 15 Clinics	<1.5m <sup>2</sup>  3x44x7=900L	1.5m3 skip bin	Council Sita Environmental Soulutions Veolia Environmental Solutions National Document Shredding	Practice Manager or Clinic Caretaker
Paper Cartons Glass and Cans	1.5m3 Approx <1.5m3 Approx <1.5m3 Approx	1.5m3 Skip Bins 1.5m3 Skip Bins 1.5m3 Skip Bins	Council Sita Environmental Soulutions Veolia Environmental Solutions National Document Shredding Council Sita Environmental Soulutions Veolia Environmental Solutions National Document Shredding	Practice Manager or Clinic Caretaker
Green waste	Minimal	240L Wheelie Bin	Council Sita Environmental Soulutions Veolia Environmental Solutions National Document Shredding	Practice Manager or Clinic Caretaker
Clinical Waste	Total volume unknown until all tenancies occupied	Numerous Yellow Contamination containers and sharp collectors of different sizes for each individual practitioner	Sterihealth	Practice manager or clinic caretaker

### FIGURE 17: ONGOING SITE WASTE MANAGEMENT

These wastes will be stored on site and regularly collected as necessary by the following companies identified by Frassetto Design (2013):

- SITA Australia.
- Veolia Environmental Services, corner of Unwin and Shirley Street, Rosehill.
- JJ Richards and Sons, Childs Road, Chipping North.
- Sterihealth.
- National Document Shredding Centre, Phillip Road, Kogarah.

## 5.9 Stormwater:

The development of the proposed Health Services Facility will refit units 7 and 8 and thus will not alter the existing external Greenway Supacenta building, and as a result the development will not be impacting the stormwater system on the site. The permeability, and thus the recycling of rainwater, may be enhanced on site through the construction of the Sensory and Wellbeing garden terrace on the first floor of the development site, as outlined in...the landscape section of this report.

During construction, soil and water will be managed through the contractor that will comply with NSW Clean Water Act and Soil Conservation Act.

## 5.10 Landscape

The proposed Health Services Facility development will include a first floor external terrace and Sensory and Wellness Garden, in accordance with Nicholas Bray Landscapes (2013) as noted in Figure 18 below, which will include:

- Two ramps to the terrace garden from the first floor, which is accessible via lifts and escalators from the main entry, and thus is appropriate for wheelchairs and the disabled.
- A paved pathway around the terrace garden, with passing and circulation bays, that will serve as a circuit for those disabled, in wheelchairs, or walking.
- Paving areas of gravel and pebbles, modulated wooden decking, and long leaf astro turf.
- Free standing planter boxes of one metre tall Pittosporum (Pittosporum Miss Muffets) and 700 centimetre tall Swamp Foxtail (Pennisetum alopecuroides) around the terrace.
- Potted 4 metre tall Olive trees to provide shade.
- Free standing 1.8 metre tall steel shade screens, and top of wall 0.6 metre tall shade screens, to provide additional shading and visual privacy.
- These shade screens will be covered with climbers such as 3 metre tall Wonga Wonga Vines (Pandorea pandorana).
- Water bowls around the terrace for a water feature.
- All plants will be maintained with a drip irrigation system from an automatic controller under the gravel and astro turf.

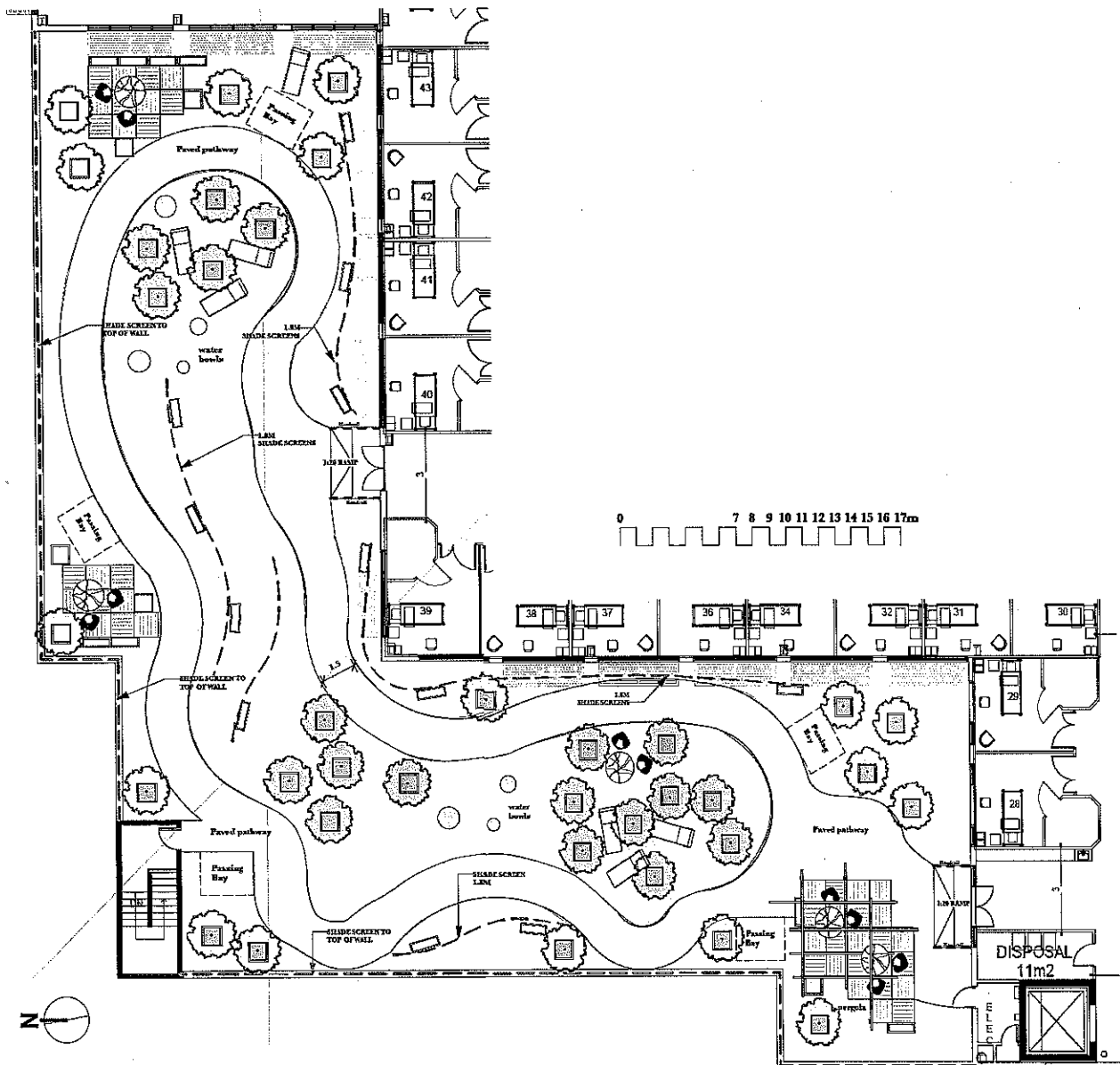


FIGURE 18: LANDSCAPE PLAN FOR EXTERNAL TERRACE

## 5.11 Acoustic:

The proposed Health Services Facility development will not impact any residential developments, as the closest is 400 metres from the site across Horsley Drive.

The Acoustic Logic Report (2013) measured the acoustic impact of the following areas on the site:

- The internal noise of the development:

Acoustic Logic estimated the appropriate noise levels for the proposed Health Services Facility below in Figure 19.

SPACE	RECOMMENDED INTERNAL NOISE LEVEL
Wards	35
Waiting Areas	40
Consulting Rooms	40
Operating Theatre	40
Private Office	40

**FIGURE 19: NOISE LEVELS FOR HEALTH SERVICES FACILITY, ACOUSTIC LOGIC (2013).**

- The existing noise from car park and commercial activities in front of the project site:

This area was analysed with a manned microphone in line with the building façade at the entrance, which showed it would be affected by vehicle movements through the car park, loading dock noise from surrounding shops, and plant noise from the commercial shops around the project site. The noise level was found to reach an average of 59 dB(A).

- The existing noise from the loading dock movements and factory operation at the rear of the site:

This area was analysed with a noise logger for 15 minute periods, which showed it would be affected by the loading dock, truck movements and factories at the rear of the site. The noise level was found to reach an average of 61 dB(A).

- The potential noise impacts from emergency vehicles entering and leaving the site will be negligible

The health service facility will receive ambulances very infrequently. The services that this development will provide are occupational, rather than medical emergencies that will be taken to the Fairfield Hospital. The need for ambulances cannot be predicted, but it is unlikely that the Health Services Facility will be receiving ambulances more than once a fortnight (Workcare Medical 2013).

- The noise impact from the Fernwood Gymnasium and entertainment activities:

This area was shown to be affected by noise from typical training and music activities within Fernwood. The noise level was found to reach an average of 50dB(A) and a maximum of 68dB(A).

#### 5.11.1 Conclusion:

To mitigate external noises on the Health Services Facility, in accordance with Acoustic Logic (2013):

- The walls between the Health Services Facility toilets and wards and Fernwood Gymnasium will be insulated, as specified in Acoustic Logic Report (2013).
- The seals in the front façade will be replaced with Q-Ion and Fin Seals.
- 1<sup>st</sup> floor and ground floor ceilings will be insulated, with all penetrations and junctions sealed, as specified in Acoustic Logic Report (2013).

Thus, *"the noise levels comply with the requirements of AS2107-2000"* (Acoustic Logic 2013, p.9).



## 6. ENVIRONMENTAL PLANNING ASSESSMENT:

The following Environmental Planning Instruments have been assessed in a compatibility table.

### 6.1 Fairfield City Council 2013 Local Environment Plan:

The proposed development meets the aims of this plan:

AIM	COMMENT
a) To ensure that appropriate housing opportunities are provided for all existing and future residents and that those housing opportunities accommodate different lifestyles, incomes and cultures, b) To ensure that the economic, employment and educational needs of the existing and future community are appropriately planned for,	N/A.  The proposal will provide new employment opportunities within the local area and new economic investment opportunities, by redeveloping this vacant space with a key destination development that will benefit the surrounding businesses and residents now and in the future.
c) To ensure that the recreational and social needs of existing future community are appropriately planned for,	This Health Services Facility will provide for the existing and future social needs of the community by providing an essential health service in this currently unused space.
d) To ensure that development is properly integrated with, or assists in improving, Fairfield's public services, infrastructure and amenities,	The site is located within an operational retail and commercial complex. It is well serviced by public transport and is accessible from The Horsley Drive. Additional amenities are provided such as undercover walkways, improved pedestrian circulation and additional car parking.
e) To ensure proper management of productive agricultural land and prevent the fragmentation of agricultural holdings,	N/A
f) To conserve the environmental heritage of Fairfield,	N/A
g) To protect and manage areas of remnant bushland, natural watercourses, and threatened species.	N/A

Under this planning instrument, the proposed development site has been zoned 'B5' or 'Business Development'. The development meets the objectives of this zone:

OBJECTIVE	COMMENT
To enable a mix of business and warehouse uses, and bulky goods premises that require a	The Health Services Facility will attract a high volume of patrons to the Greenway Supacentra

large floor area, in locations that are close to and that support the viability of centres.

To encourage the establishment of light industrial uses that are compatible with nearby residential areas, generate employment and contribute to the economic development of Fairfield.

and Greenway Plaza that will support the commercial viability of the existing business premises. The facility is a new service for the Greenway centre and will contribute to the mix of businesses within the centre.

While the Health Services Facility is not a light industrial use, it is permissible and is compatible within the area by providing another land use to service the day to day needs of the workers in the area, as well as residents within residential areas.

The Wetherill Park area is the largest concentration of employment based industrial activities in the southern hemisphere. The proposal will provide a service for the concentration of workers within the area. This facility will enable rehabilitation and occupational injuries to be treated within close proximity to peoples places of employment.

It will also contributes to employment and the economic development of Fairfield by providing employment opportunities for 134 people.

Compatibility Table:

CLAUSE		CONTROL	PROPOSED	COMPLIES
4.1	Minimum Lot Size	Zoned 'T' or 930m <sup>2</sup>	No subdivision proposed, with the existing site area exceeding this limit.	YES
4.3	Height of Buildings	None specified	N/A	YES
4.4	Floor Space Ratio	None specified	N/A	YES

## 6.2 Fairfield City Council Development Control Plan:

The refitting of units 7 and 8 of the Greenway Supacentra for the proposed Health Services Facility will not affect the external, existing, building that was constructed in 2007, and thus only the following development control plan clauses are applicable:

CLAUSE	OBJECTIVE / REQUIREMENT	PROPOSED	COMPLIES
<b>9.2.1 TRAFFIC GENERATING DEVELOPMENT</b>	Detailed traffic studies need to be submitted for developments listed in Schedule 3 of State Environment Planning Policy (Infrastructure) 2007.	A detailed traffic and parking study has been prepared for this proposal. The traffic and parking assessment report forms part of this application.	Yes.
<b>9.2.2 CAR PARKS</b>	1. To ensure there are sufficient car parking spaces for customers and staff.	The refitting of bulky goods space in units 7 and 8 will use the 180 parking spots assigned to these units and provide 38 additional parking spaces for staff and an ambulance space in the port cohere.	Yes.
	2. To ensure land used for car parking is used efficiently.	Land for vehicle parking has been used efficiently: <ul style="list-style-type: none"> <li>the main vehicle parking area is within the existing parking complex of the Greenway Plaza and Greenway Supacentra,</li> <li>Additional 38 parking spaces is provided at the rear of the development from the loading zone and service access road.</li> </ul>	Yes.
	3. To improve site distance at intersection and driveways so as to increase safety.	The site of the proposed development is sufficiently separated from the driveways and intersections into the Greenway Supacentra and Greenway Plaza site by a minimum of 200 metres.	Yes.
	4. To ensure that all customer vehicles and loading trucks and vans have sufficient area to manoeuvre and load.	Customer vehicles can manoeuvre around the existing two way and one way car parking complex at the Greenway Plaza and Greenway Supacentra. Loading trucks and vans access the site via a one way road around the boundary of the site from Horsley Drive to Elizabeth	Yes.

		Street, with a loading dock on site for deliveries.	
	5. Ensure environmental amenity.	N/A	N/A
	6. Ensure more efficient site operation to allow both pedestrians and vehicles to service and access the site safely and efficiently.	More efficient site operations through a two lane port cochere and demolishing the curb for two ramps at the front of the site to provide safe and efficient drop off, pick up, and access points.	Yes.
	7. Allow larger trucks to have access and service the site.	Larger trucks can access the site via the loading zone, and service access road at the rear, sufficient in size to accommodate semitrailers medium or large rigs (Terra Traffic Pty Ltd 2013).	Yes.
	8. To manage access arrangement according to the road functions, degree of traffic.	Access is through: <ul style="list-style-type: none"> <li>One entrance and exit from Horsley Drive</li> <li>Two entrances and exits from Elizabeth Street</li> <li>One specific service exit onto Elizabeth Street.</li> </ul> Thus the site primarily operates off the quieter Elizabeth Street.	Yes.
	9. To ensure safe access arrangement are provided that do not interfere with traffic flow and improve pedestrian amenity.	Vehicle access to the proposed Health Services Facility will maintain traffic flow by: <ul style="list-style-type: none"> <li>Locating the additional parking spaces behind the site away from main vehicle parking areas.</li> <li>A two lane port cochere for improved site circulation.</li> <li>Proposed covered walkways for pedestrian amenity.</li> </ul>	Yes.
<b>9.2.2.2 CAR PARKING CONTROLS</b>	a. Health Services Facility: 3 spaces per consulting room or per health care professional, whichever is greater.	The parking requirements for the proposed development have been calculated by Terra Traffic Pty Ltd (2013) and provide appropriate parking for the number of health care professionals and consulting rooms.	Yes.
<b>9.2.3 LOADING FACILITIES??</b>	a. To ensure new development does not adversely intrude on pedestrian and vehicle amenity, applicants will need to	Loading will occur at the rear of the development via a loading bay within the ground level staff car park, as noted on Drawing 01.	Yes.

	<p>demonstrate that loading for their activity can either be carried out: on-site without interfering with the efficient operation of the premises (including its car park); or</p> <p>gain access to an on-street loading zone at the front or side of their premises; or</p>		
	<p>b. A minimum of 1 dock for every 4,000sq.m GLA of bulky goods floor space or part thereof; plus 1 additional dock for every additional 4,000sq.m (or part thereof) provided on site. This could involve a complex of two or more units sharing a common dock area or where there is a stand alone bulky goods unit on a site, it shall be provided with its own loading dock.</p>	N/A	
<b>9.2.4 ON SITE MANOEUVRING</b>	<p>Adequate on-site manoeuvring is to be provided to enable a large rigid truck to enter and leave the site in a forward direction. Where this is not possible because of insufficient lot width then Council will restrict future use of buildings to those uses which do not require servicing by large rigid or articulated vehicles</p>	<p>A large rigid truck can access the site and leave in a forward direction via the one way loading zone and service access road, with an entrance at Horsley Drive and an exit at Elizabeth Street.</p>	Yes.
<b>9.2.5 VEHICLE ACCESS</b>	<p>1. To manage access arrangement according to road functions, the degree of traffic.</p>	<p>The development site is accessible via Elizabeth Street and Horsley Drive, with a one way service road along the boundary of the site for service, doctors and ambulance access.</p>	Yes.
	<p>2. To ensure safe access arrangement are provided that do not interfere with traffic flow and improve pedestrian amenity.</p>	<p>The proposal will not interfere with traffic or pedestrian flow:</p> <ul style="list-style-type: none"> <li>▪ The new staff car park will be placed at the rear of the site, away from main pedestrian and vehicle circulation.</li> <li>▪ The proposed port cochere will be for quick drop off/pick</li> </ul>	Yes.

		up of patients to improve vehicle and pedestrian flow.	
<b>9.2.5 CONTROLS</b>	b. Vehicle access and driveways from Classified Roads (identified within Schedule 1 of Chapter 12), will only be permitted: via a slip lane where it is beneficial to the business and has the approval of the RTA or where there is no alternative access opportunity.	There is a slip lane off Elizabeth Street and Horsley Drive to the existing Greenway Plaza and Greenway Supacenta site.	Yes.
<b>9.2.6 PEDESTRIAN MOVEMENT</b>	1. Ensure pedestrian safety to, from, and within the site and car park.	<p>Pedestrian safety is maintained through:</p> <ul style="list-style-type: none"> <li>▪ Separate, covered pedestrian walkways away from the road.</li> <li>▪ A pedestrian ramp from the covered walkway to the existing car park.</li> <li>▪ Zebra crossings between the Greenway Plaza and Greenway Supacenta.</li> <li>▪ A covered entrance port cochere at the site.</li> </ul>	Yes.
<b>9.2.6 CONTROLS</b>	a. Pedestrian access through car parking areas should be clearly marked, and where possible emphasised by the use of raised and textured surfaces.	The pedestrian movement through the car park will be clearly marked with existing and proposed covered walkways, the ramp to the existing basement car park, and zebra crossings.	Yes.
	b. As far as possible, pedestrian access through car parks should be kept separate from vehicle access ways.	Pedestrian access will be kept separate from vehicle movements through adjacent covered walkways, a pedestrian ramp to the existing basement car park, with pedestrians and vehicles only interacting at zebra crossings.	Yes.
	c. development for the purposes of bulky goods premises will also be required to provide weather protection for pedestrians by way of awnings, colonnades or verandas where footpaths are adjacent to structures.	N/A	N/A
<b>9.3 ADVERTISING SIGNAGE</b>	1. Promote a standard of advertising signs and structures that contribute to or at least will not detract from the existing	The 'Supamedical' sign will be on the existing South Tower in the Greenway Supacenta so will not	Yes.

	amenity of an area in terms of their visual impact, size, illumination, overshadowing or for any other reason.	impact the existing amenity, as noted on Drawing 21.	
	2. Ensure that no advertising sign dominates or obscures other signs and is compatible with the buildings and the streetscape in the area.	The Health Services Facility sign is smaller than the Greenway centre sign and will not obscure any other sign, as noted on Drawing 21.	Yes.
	3. Make sure that signs do not adversely affect traffic safety on streets.	The sign will be placed on an existing sign space for the Greenway Supacenta and Greenway Plaza so will not affect the existing, or future, traffic conditions.	Yes.
	4. Control the amount of outdoor advertising so it does not lead to visual clutter through an abundance of signs.	N/A	N/A
<b>9.3 CONTROLS</b>	a. Total advertising area of up to 0.5 square metres for every metre of lineal street frontage is permitted. On corner allotments, the largest street frontage only can be used to calculate the advertising area allowed. This means that for a property with a frontage of 30 metres the total maximum advertising area for signs of any permitted kind will be 15 square metres of total advertising area.	The proposed sign is smaller than the development frontage, as noted on Drawing 21.	Yes.
	b. No single sign may be permitted to exceed an area of 30 square metres.	The sign does not exceed 30 square metres, as noted on Drawing 21.	Yes.
<b>9.4.1 LANDSCAPING</b>	a. The use of decorative paving treatments such as paving brick adds interest to large areas of hard paving.	Within the site, the landscaped Sensory and Wellness Garden includes: <ul style="list-style-type: none"> <li>▪ gravel and pebbles,</li> <li>▪ modwood decking modules</li> <li>▪ long leaf astro turf</li> </ul> To add interest to the paved pathway area, as noted in the Nicholas Bray Landscape Report (2013).	Yes.

	b. Open car parking areas should be landscaped to reduce the impact of hard paving.	The open car parking to service the development site is already landscaped as part of the existing Greenway Plaza and Greenway Supacentra complex.	Yes.
	c. Established tall trees with wide spreading foliage provide desirable shade reducing the effects of heat	Potted olive trees, freestanding steel shade screens, and top of wall shade screens, provide shade for the landscaped area, as noted in the Nicholas Bray Landscape Report.	Yes.
<b>9.4.4 HOURS OF OPERATION</b>	d. Proposals to operate outside of either of these hours will be considered upon their merits and may be required to be supported by an Acoustic Engineer's Report.	The acoustic report prepared by Acoustic Logic (2013), has outlined that the Health Services Facility will neither adversely impact nor be impacted by surrounding development.	Yes.

### 6.3 State Environmental Planning Policy (SEPP) Infrastructure (2007):

The proposed Health Services Facility development does not come under schedule 3 of the State Environmental Planning Policy for Infrastructure (2007), and thus is not designated a traffic generating development to be referred to the RTA.



## 7. SUITABILITY:

The following section provides a summary of the suitability of the site for the proposed development according to Section 79C (1) (C) of the EP& A Act 1979:

- The existing vacant units in the Greenway Supacentra do not constitute the best use of this site; so the refitting for a Health Services Facility will enhance this retail and commercial complex and area.
- The site is located within a Business Development zone within the Fairfield City Council Local Environment Plan (2013) and thus is permissible with consent.
- The site has 8996 square metres of space, which can accommodate the proposed Health Services Facility.
- The development can accommodate visitor and staff vehicles in the existing Greenway Supacentra and Greenway Plaza parking complex, additional parking to the rear and frontage of the site, service vehicles in the loading dock off the dedicated service road to the rear of the site, and ambulance parking in the porch cochere.
- The development will provide a one-stop Health Services Facility, operating 24/7, providing an essential service to the Fairfield LGA.
- The provision of publicly accessible café and pharmacy in the Health Services Facility will reactivate the vacant units and better provide for the Greenway Supacentra and Greenway Plaza site.
- The existing Fernwood Gymnasium in the site will be maintained and operational.
- The site does not contain any endangered species or critical habitats. It does not pose a bushfire hazard. The refitting of units 7 and 8 will not result in any environmental impacts.

## 8. CONCLUSION:

The application to refit units 7 and 8 at 1187 Horsley Drive, Wetherill Park is considered appropriate for the following reasons:

- The proposal will enhance the operation of the Greenway Supacenta and Greenway Plaza and Wetherill Park area by providing a one-stop Health Services Facility in a currently vacant site.
- The development will generate local employment and economic investment opportunities.
- The development will improve pedestrian and vehicle circulation in the commercial and retail complex through a port cochere.
- The development addresses the existing planning controls.
- The development will integrate with existing infrastructure, making it highly accessible via private car and public transport and already serviced for amenities.
- The Health Services Facility will be ideally positioned in the centre of densely populated and rapidly expanding suburbs such as, Smithfield, Fairfield, Bonnyrigg and Greystanes, and is the only hospital facility (public or private) servicing the immediate area.
- as well as servicing industrial estates such as Wetherill Park
- It is considered that the proposal is in the public interest as it will contribute to the community in a positive manner by increasing employment opportunities, the activation of a vacant unoccupied site, and providing a facility that will service the local and surrounding area.

This proposal responds appropriately to its context, relevant local planning instruments, and the matters for consideration under Section 79C of the Environmental Planning and Assessment Act, 1979. Accordingly it is recommended that the application should be approved.