

DCP Assessment

Provision/Issue	Comment
Parking	According to Council's DCP the specified parking requirement for a Medical Centre is 3 spaces per practitioner plus 1 space per FTE employee or 3 spaces per surgery, treatment room, consultation room, whichever is the greater. Despite the proposed development including components such as a creche, café and pharmacy, as visitors to the site will primarily attend for the purpose of health or affiliated care the calculation on the basis of the medical centre rates is considered appropriate. 132 car parking spaces are proposed across the site at the same time as retaining as much existing greenspace as possible.
Setbacks	There are no setback requirements, other than side and rear setbacks are to comply with the BCA requirements.
Building height	No height restrictions are applicable to the site. The DCP requires that reference is made to the LEP for Floor Space Ratio, of which the development complies fully with.
Outdoor lighting	All outdoor lighting provided to the development shall comply with AS4282 Control of Obtrusive Effects of Outdoor Lighting. Lighting shall be reduced and dimmed at night to reduce any potential impacts to neighbouring properties, but to ensure security mechanisms such as CCTV and passive surveillance is achieved.
Outdoor signage	The DCP restricts signage amounts for certain commercial land uses. Given that the proposed development spans across a large site with multiple buildings and tenancies, the proposed signage, as shown on the plans in Attachment B1, are considered suitable. Signage has been assessed against the requirements of SEPP Industry and Employment within Table 4 of this report.
Design	Building facades shall be articulated by use of colour, arrangement of elements or by varying materials <u>Comment:</u> A variety of colour and varying materials have been used, including steel cladding, colorbond cladding, aluminium batten, James Hardie FC vertical panels and aluminium glazing. Large expansive walls not permitted unless abutting a building on an adjoining allotment. <u>Comment:</u> There are no large expansive walls proposed. Plans must show the location of all external infrastructure (including air conditioning units, plant rooms, dusting) and demonstrate how it will be screened from view from a public place or road.

	<u>Comment:</u> The location of external infrastructure is not known at this stage. A detailed mechanical design at Construction Certificate stage will be required through a condition of consent. All external infrastructure shall be required to be positioned in discrete locations and screened where appropriate. Development on corner sites shall incorporate splays, curves, building entries and other architectural elements to reinforce the corner as land mark feature of the street. <u>Comment:</u> The proposed allied health services building is located on the corner of Hillvue Road and Robert Street. Variation treatments including materials variations, glazed doors/windows and colours have been utilised to ensure the elevation addresses the street corner affectively. Roofing materials should be non-reflective where roof pitch is greater than 17 degrees or not visible from a public road. <u>Comment:</u> The pitch does not exceed 17 degrees. The proposed development complies with the design provisions under the DCP.
Utilities and Services	All services required for the development are available to the site. An existing sewer line along the northern boundary will service all three new buildings. A new internal water main is proposed to run from the Robert Street entrance through to the Kathleen Street entrance, with two internal hydrants. An existing Council stormwater line cuts across the site in a north-south direction. This line is to be decommissioned and the existing pits redirected into the proposed site stormwater network. Roof stormwater is to be captured into two banks of above-ground rainwater tanks, one at the Allied Health building and the other at the Wellbeing Centre. The Medical Services Building roof runoff is directed to these tanks via charged lines. Stormwater runoff from the western side of the site, and outflow from the Allied Health Services rainwater tanks, are directed to an underground detention tank with 140 cu/m capacity with controlled outflow to the existing stormwater line along the southern site boundary. Stormwater runoff from the eastern side of the site, and outflow from the Wellbeing Centre rainwater tanks, are directed through surface detention at pits with controlled outflow to the existing kerb inlet pit on Kathleen Street.
Traffic and Access	The subject site has frontage to Hillvue Road, Robert Street and Kathleen Street. All three are local collector roads with Hillvue Road experiencing the highest traffic volumes. The speed limit on Hillvue Road, Robert Street and Kathleen Street is 50km/h. At the proposed site access, Hillvue Rd is approximately 13m wide with a single lane in each direction, centre linemarking and kerb and gutter, grass verges and concrete footpaths to both sides. The road pavement is in good condition.

	Likewise, Robert Street is approximately 11m wide with a single lane in each direction, centre linemarking and kerb and gutter, grass verges and concrete footpaths to both sides, with pavement in fair condition. Kathleen Street is also approximately 11m wide with a single lane in each direction but without linemarking. This street features kerb and gutter, grass verges and concrete footpaths to both sides and pavement in good condition. <u>Traffic</u> A Traffic Impact Assessment has been prepared in support of the proposal and estimates a possible maximum volume of 254 vehicles per hour. Hillvue Road, Robert Street and Kathleen Street all currently operate at an acceptable mid-block level of service and will continue to do so with the traffic generated by the proposed development. The proposed driveway intersection on Robert Street requires a Left-In / Left-Out, controlled via a central median in Robert Street. Kathleen Street warrants Left-In / Left-Out, controlled via a signage, possibly supported by appropriately angled driveways. The proposed driveway to Hillvue Road warrants Channelised Right Turn / Auxiliary Left Turn (CHR/AUL) access treatment. <u>Parking</u> Vehicular parking provisions for commercial premises are applicable to the subject site. The DCP provides the following parking provisions for medical centres. • Medical Centres in Residential Zones 3 spaces per practitioner PLUS 1 space per employee or 2 spaces per surgery, treatment room, or consultation room, whichever is greater. • Medical Centres in Commercial Zones 1 space per 25m² GFA The subject site is not located within a residential or commercial zone, being zoned RE1 Public Recreation. Given the nature of the use, it is considered that the commercial zones parking provisions are most appropriately applied in this instance, particularly as staff numbers will fluctuate depending on need and the use of two of the tenancies is not currently known. The required rates for vehicle parking applicable to the development/site are as follows: • Medical Service Building – 2,420m² (excl. plant rooms) = 97 spaces • Wellbeing Centre – 400m² = 16 spaces • Allied Health Services – 635m² = 25 spaces Total area = 3,455m² (Minus 250m² of plant rooms and amenities) = 3,205m² Total required = 129 spaces
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	As a comparison, if the residential zone requirements (outlined above) were applied the car parking spaces required would be in the order of: 3/Practitioner+ 1/employee = 164 or 3/Surgery- treatment room-consulting room =138 The proposed car parking allocation and layout is considered suitable. The development provides 119 car parking spaces. The DCP parking requirements on the basis of the individual components of the development require 129 spaces to be provided. The 10 space shortfall is considered acceptable given that it is likely that the times of real demand for the various uses on the site would not coincide. The amenity of the site in terms of vegetation retention and opportunities for replacement plantings is somewhat preserved, particularly on the southern boundary, through the reduced car parking provision. Whilst this assessment concludes it is not necessary to comply entirely with the car parking provisions. If it is determined that full compliance with parking is required, there is sufficient room available on the subject site to make up the 10 space difference.
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