



Appendix 41 – Development Control Plan Assessment

Table 1. Georges River DCP 2021 Key Controls Table

Clause	Control	Compliance
Part 3 General Planning Considerations		
3.3 Landscaping	<u>Planting on Structures</u> 8. Green roofs and walls must be provided in higher density urban environments where opportunities for deep soil landscaping are limited and/or where large walls face active areas of the public domain.	Complies. The proposal delivers a significant improvement of landscaping across both sites. A variety of endemic and medicinal species, shrubs and trees are proposed to be planted throughout the Hogben Street and Bank Lane frontages, the level two roof top garden, and along the South Street frontage of the main hospital campus. Whilst tree removal is proposed to facilitate the clinical tower, the proposed solution is considered acceptable considering the context of the site. Detailed landscaping plans are provided at Appendix 9.
3.13 Parking Access and Transport	<u>Car Parking rates</u> - to be determined through Traffic Study. <u>Bicycle Parking</u> – no specified rate for health services facilities. <u>Design and Layout of Car Parking Areas</u> 12. Internal car park layouts, space dimensions, ramp grades, access driveways, internal circulation aisles and service vehicle areas shall be designed in accordance with the requirements set out in AS 2890.1 (2004) and AS 2890.2 (2002) for off street parking and commercial vehicles.	Complies. The proposal is supported by a TIA (Appendix 10) which has calculated the anticipated parking demand associated with the development and the required number of on-site spaces to accommodate such. As confirmed in the TIA, sufficient on-site parking is provided to service the additional demand associated with the proposal. The design and layout of car park spaces accord with the relevant Australian Standards.



CONNECTING PEOPLE, POLICY AND PLACE.

Table 1. Georges River DCP 2021 Key Controls Table

Clause	Control	Compliance
	13. Design vehicular access in accordance with the current Australian Standard for 'off-street parking (Part 1) 'and 'off-street carparking for commercial vehicles (Part 2)'.	In addition, 34 bicycle parking spaces are provided within two secure EOT stores for staff on basement level 1.
3.17 Universal / Accessible Design	3-4% of total car parking to be provided as accessible.	Complies. Eight (8) accessible parking spaces (3.3% of total) are provided as part of the clinical tower proposal, spread across basement levels 1 – 4. In addition, one (1) accessible space is also provided directly outside the ED department entrance at the main hospital campus.
Part 8 Strategic Centres		
8.1 Kogarah Strategic Centre		
8.1.4.5 Princes Highway Precinct		
3. The pedestrian amenity of the Princes Highway is to be improved via awnings and substantial planting in building setbacks.		Complies. A new landscaping strip has been suggested along the Princes Highway frontage, to improve visual amenity and pedestrian safety. The landscaping has been sited on the Highway side of the footpath to provide a clearer delineation and physical buffer between pedestrian and vehicular paths. An awning is proposed along this frontage as well, that is to be inscribed with Connecting with Country truth telling at eye-level. Additionally, planting on top of this awning is proposed, to further enhance visual amenity and greenery within the site.
8.1.5 Kogarah Town Centre General Controls		



CONNECTING PEOPLE, POLICY AND PLACE.

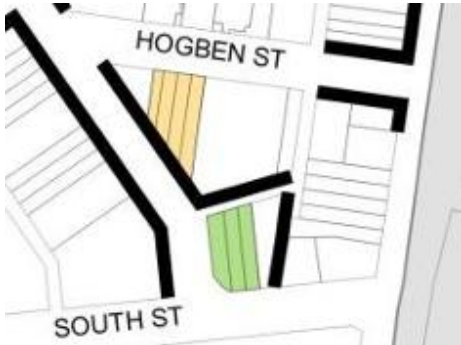
Table 1. Georges River DCP 2021 Key Controls Table

Clause	Control	Compliance				
2. Alignment of buildings	1. Buildings must be built to the alignments specified in Figure 21 below, for the majority of the facade length. This control requires the building to be built predominantly to the specified building alignment; however, buildings are not to have straight, flat facades. Clinical tower site: - Princes Highway and Hogben Street – nil setback (street aligned) - Bank Lane – setback of whole building minimum 3m	Complies. Front setback to Princes Highway: reads as nil, though building is setback between 0.5m and 2.5m in the centre, which provides for a recessed design feature across all levels to improve articulation and internal outlook opportunities. Side setback to Hogben Street: reads as nil, though building is setback between 1m and 1.6m, which provides a protected, under awning type feature from the building overhang above. Rear setback to Bank Lane: the clinical tower building is setback a minimum of 3m from the bank lane boundary, with increased setbacks provided at ground level to accommodate a recessed entry/lobby. Side setback to specialist centre: nil.				
	Lanes 4. For buildings above 4m high, the whole of the building must be built to the alignments specified in Figure 24.	Complies. The clinical tower building is setback 3m from the Bank Lane boundary. On-grade parking is proposed within this setback to accommodate the drop-off zone.				
3. Dedication of Land to Council for Road/Lane Widening	1. Approval for development listed in the table below will be subject to dedication of land (for road/lane widening) without cost to Council. <table><tr><th>Location</th><th>Land Dedication</th></tr><tr><td>Properties fronting Princes Highway (Kensington Street to South Street including rear lane of South Street service lane)</td><td>Dedication of 1.5m wide area (from along the rear frontage of property adjoining the existing Bank Lane).</td></tr></table>	Location	Land Dedication	Properties fronting Princes Highway (Kensington Street to South Street including rear lane of South Street service lane)	Dedication of 1.5m wide area (from along the rear frontage of property adjoining the existing Bank Lane).	Complies. The clinical tower has been designed such that the objective of this control, being for road/lane widening, is achievable should Council elect to carry this work out in future. The basement carpark has utilised the full width of the site unground, to ensure maximum provision of parking can be achieved, which is vital for the operation of the intended use of the site. Notwithstanding, use of the subterranean site area does not prohibit road/lane widening from occurring in future. This matter was agreed between the Proponent and Council's General Counsel during the Pre-DA meeting held on 15 July 2025.
Location	Land Dedication					
Properties fronting Princes Highway (Kensington Street to South Street including rear lane of South Street service lane)	Dedication of 1.5m wide area (from along the rear frontage of property adjoining the existing Bank Lane).					



CONNECTING PEOPLE, POLICY AND PLACE.

Table 1. Georges River DCP 2021 Key Controls Table

Clause	Control	Compliance
		Refer to Chapter 5 and Section 6.1.2 of the EIS for further details.
4. Awnings	5. Awnings are to be built to the street frontage where indicated in Figure 26. 	Complies on merit. Awnings have been proposed along the Princes Highway and Bank Lane frontages, to enhance visual amenity, pedestrian safety, and articulation of the facades. An awning was not proposed on the north-eastern corner of the site due to safety implications associated with the elevated pedestrian footbridge that extends over the Princes Highway. Hogben Street has been provided with an overhang at the ground level, which provides the same visual distinction and amenity provisions as an awning, that results due to the ground floor level being recessed from the upper levels.