



Planning Proposal



Hospital Development

445 Canterbury Road, Campsie

March 2022



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Introduction

The Canterbury Local Environmental Plan (2012) (here on referred to as ‘the current LEP’) and Canterbury-Bankstown Consolidated Draft Local Environmental Plan (2021) (to be finalised) (here on referred to as the ‘draft CBLEP’) are the statutory planning frameworks that establish land use zones and building envelope controls such as floor space ratios and building heights in the Canterbury Bankstown Local Government Area (LGA).

Council is in receipt of an application to prepare a Planning Proposal for the site located at 445 Canterbury Road, Campsie. The Planning Proposal seeks to amend current LEP and the subsequent draft CBLEP to increase the maximum building height control for the site from 12pm to 44.1m building height control on the Canterbury Road frontage (equivalent to RL 72.75) and 45.5m on the northern side of the site measured from the future rear laneway.

The Planning Proposal would enable the redevelopment of the site for a hospital providing a range of high-quality medical care including inpatient and outpatient services. These may include emergency and intensive care, maternity, day surgery, cardiac care, dialysis and oncology. The proposal comprises the following elements:

- 10 storey building envelope facilitating a total of 218 beds and eight operating theatres and a total Gross Floor Area (GFA) of approximately 22,478m² comprising the following elements:
 - 650m² of ancillary retail/café.
 - 1,350m² of allied health, ambulatory care and medical retail.
 - 3,000m² of medical office space.
 - Five level basement car park with 382 car parking spaces.
 - Servicing area accommodating four loading bays.
 - Hospital front and back of house areas.
 - Drop-off/pick-up porte cochere off the future rear lane.
- A maximum building height of 44.1m to Canterbury Road (RL 72.75) and 45.5m height along the future public lane only where the use of the land is for a hospital.
- Provision of a 9m wide public lane along the rear of the site which will serve as the sole vehicle access point to the future hospital for staff, patients and emergency vehicles. The lane will also be the first segment of a future lane that will run between Stanley Street and Una Street to the east as identified by Council’s Campsie Master Plan.
- Approximately 382 car parking spaces within five levels of basement car parking.
- Provision of a small pocket park in the north western corner of the site (approx. 200m²).
- Provision of landscaping along the northern, western and southern sides of the site (total 883m² or 20% site area deep soil planting) and approximately 13 street trees to Canterbury Road and Stanley Street site frontages.



Subject to ongoing negotiation and a Planning Agreement between Council and the landowner, the Planning Proposal would facilitate delivery of the following public benefits and required infrastructure works and upgrades:

- Dedication up to 3.5m of land along the site frontage with Canterbury Road.
- Dedication of up to 6m of land along the eastern boundary for the purposes of a future pedestrian through site link.
- Dedication of land to provide a laneway of 9m width from Stanley Street to the eastern site boundary.
- HPG to ensure provision and maintenance of a small pocket park (minimum 205m²) and landscaping on the north-west side of the hospital site with an easement to be created to allow public access and use in perpetuity.
- A proportionate contribution to the provision of a cycleway to the Cooks River, with the final amount to be discussed and agreed with Council. Subject to Council's agreement, the indicative route would be via Stanley Street – Unara Street – Duke Street – Redman Street – Wonga Street – Warrigal Street – Phillips Avenue and onto the path through Tasker Park to the Cooks River cycleway.
- Works to install a new kerb ramp pair on Stanley Street, crossing Perry Street.
- Upgrade of pedestrian crossing facilities on Stanley Street and Una Street (Zebra-type crossings) near Canterbury Road.
- New pedestrian crossing facilities on Unara Street near Beamish Street and on Stanley Street near Unara Street (Zebra-type crossings).
- Provision of public art on the site, including public art to the new pocket park in the north west corner of the site and in the pedestrian through site link on the eastern side of the site.
- A monetary contribution made to Council to assist with the acquisition of 80 Duke Street, Campsie (private property) to create a new public park.
- A monetary contribution to provide new or upgraded bus stops in close proximity to the new hospital site.

As per the Department's publication '*Local Environmental Plan Making Guideline (December 2021)*', this Planning Proposal is comprised of the following components:

Part 1	A statement of the intended outcomes of this Planning Proposal. It is a statement of what is planned to be achieved, not how it is to be achieved.
Part 2	An explanation of the proposed changes to current LEP and the subsequent draft Consolidated CBLEP to achieve the intended outcomes.
Part 3	The justification for making the proposed changes to current and the subsequent draft Consolidated CBLEP.
Part 4	Maps to identify the intended outcomes of this Planning Proposal.
Part 5	Details of the community consultation that is to be undertaken on this Planning Proposal.
Part 6	Outline the indicative project timeline.

Following the exhibition process, a review of community feedback and any additional information may see updates and amendments to this Planning Proposal.



In accordance with the Local Environmental Plan Making Guideline, this Planning Proposal is classified as 'Standard'.

Figure 1: Planning Proposal Categories (Source: Local Environmental Plan Making Guideline, DPE 2021, p14)

Standard	<p>A standard planning proposal refers to any one or more of the following proposed LEP amendment types, including an amendment:</p> <ul style="list-style-type: none">• To change the land use zone where the proposal is consistent with the objectives identified in the LEP for that proposed zone• That relates to altering the principal development standards of the LEP• That relates to the addition of a permissible land use or uses and/or any conditional arrangements under Schedule 1 Additional Permitted Uses of the LEP• That is consistent with an endorsed District/Regional Strategic Plan and/or LSPS• Relating to classification or reclassification of public land through the LEP
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Background

Site Description

The site has a frontage of 86m to Canterbury Road, a 60m frontage to Stanley Street to the east and slopes down 2.5m from Canterbury Road to the north west of the site. Existing development on the site includes a single storey commercial development with three commercial tenancies fronting Canterbury Road and a vehicle repair station is located on the site's Stanley Street frontage. Each tenancy has associated at-grade car parking.

The site features five vehicle access points in total, with three along the Canterbury Road frontage and two along the Stanley Street frontage.

Table 1: Subject site details

Property Address	Property Description	Current Zone	Site Area
445 Canterbury Road, Campsie	Lot 3 DP 337683 Lot A DP 355656 Lot B DP 355656 Lot A DP 416123 Lot B DP 416123 Lot 15 DP 3995 Lot A DP 391661 Lot B DP 391661 Lot 13 DP 3995	B6 Enterprise Corridor Zone	4,414m ²

Figure 2: Site Map (Source: Ethos Urban)





Photo 1: The site frontage to Canterbury Road



Photo 2: The site, looking east from Stanley Street/Canterbury Road intersection



Photo 3: The site, looking west from Canterbury Road



Photo 4: The site, looking east from Stanley Street



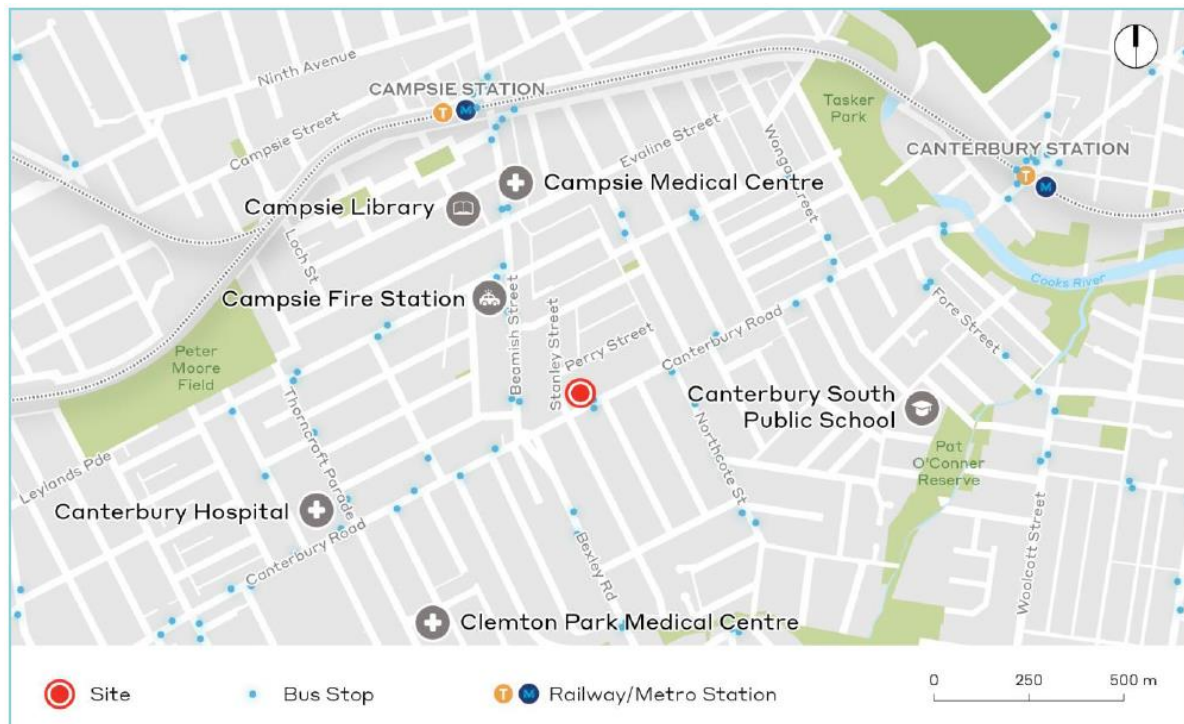


Site Context

The site sits along the northern side of Canterbury Road to the east of Beamish Street, approximately 800m south of Campsie Railway Station, approximately 1.3km west of Canterbury Station and 6.5km west of the Bankstown CBD. Canterbury Public Hospital is located approximately 625m to the south west.

Development to the west, north and east of the site comprises a mix of existing detached residential dwelling interspersed with older style two and three storey 'walk-up' residential flat buildings to the north, recently constructed six storey shop top housing development and a mix of commercial premises along Canterbury Road to the east and west.

Figure 3: Site Context Map



Planning Proposal Request

Mecone planning consultants, on behalf of the landowner Hailiang Property Group Australia Pty Ltd (HPG Australia), lodged a Planning Proposal request with Council in July 2020 with the following supporting documentation:

- Planning proposal justification report.
- Letter of in-principle support from NSW Health – Sydney Local Health District.
- Social and Economic Study and Impact Assessment.
- High Level Clinical Review Report.

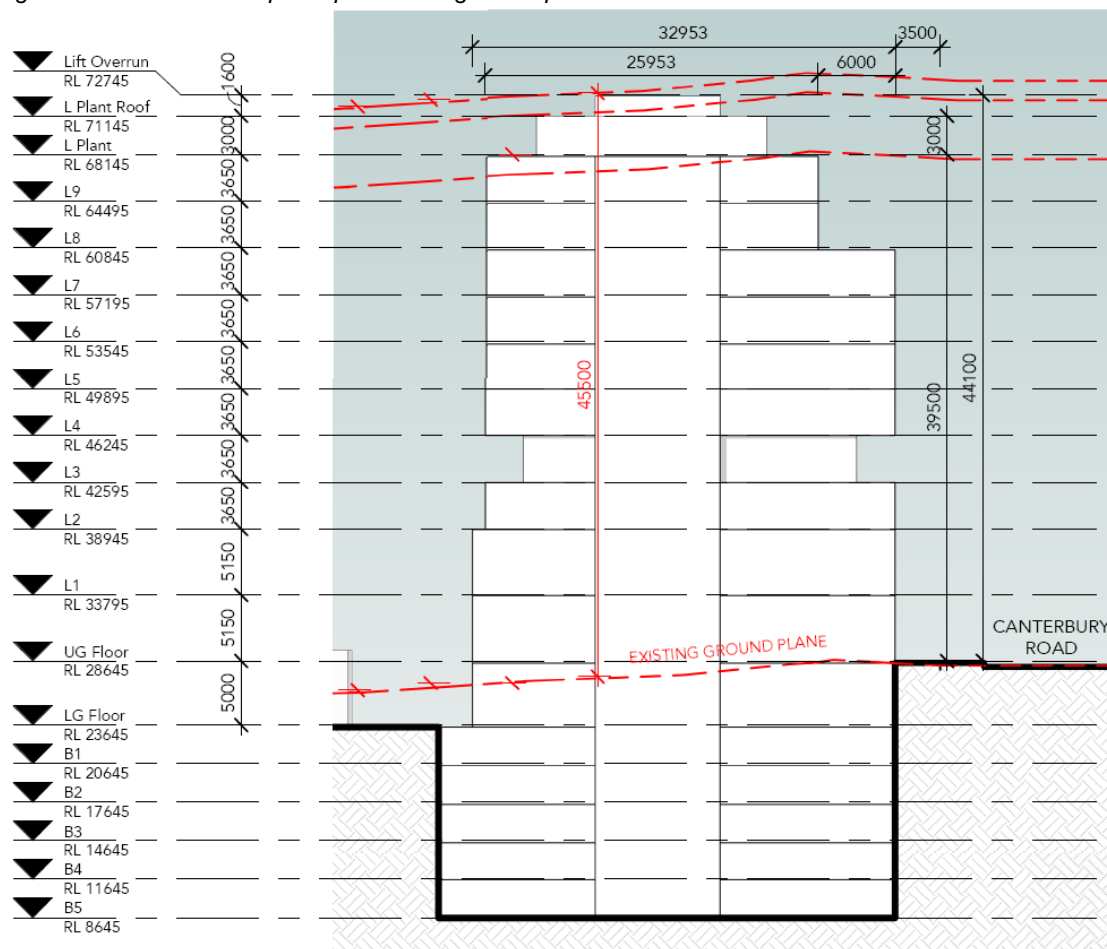


- Architecture Concept Design Report and Plans.
- Urban Design Report.
- Landscape Strategy.
- Traffic and Parking Assessment Report.

The Planning Proposal request as lodged with Council sought a maximum building height of 56m to facilitate a part 12 and 13 storey hospital building and two basement levels of car parking. The Planning Proposal request was amended following Council's preliminary assessment and the Planning Proposal request now seeks to increase the building height control on the site from 12m to 45.5m (noted as RL 72.75m which aligns with 44.1m on the Canterbury Road frontage) to facilitate a new part 10 and 11 storey building and five basement car parking levels. The Planning Proposal request as lodged does not propose any Floor Space Ratio (FSR) LEP control for the site.

It is noted that due to the slope of the land, the ground floor level is split across two levels (refer to the concept building envelope in Figure 4).

Figure 4: Indicative concept hospital building envelope





Prior to lodgement of the Planning Proposal, a pre-lodgement meeting was held between Council and the applicant. Advice provided by Council focussed on the importance to maintain acceptable levels of direct solar access to properties opposite the site to the south along Canterbury Road. Following lodgement of the Planning Proposal, modelling undertaken by Council revealed unacceptable solar access impacts to properties on the southern side of Canterbury Road. In response, the proposed building height of 56m was reduced to 39.5m with allowance for an additional 4.6m for rooftop mechanical plant and lift overrun only for a hospital use (maximum building height of 44.1m to Canterbury Road and 45.5m to the northern side of the site from the future rear lane), to ensure adequate solar access is achieved to surrounding properties. Council also commissioned the preparation of a Traffic and Transport peer review and Social and Economic Impact Assessment peer review of the proposal which assisted with identifying gaps in proponent's application and provided recommendations for additional information to be submitted by the applicant.

In February 2021, Council requested additional information from the applicant to address the outcome of the peer review assessments and Council's preliminary assessment. The following revised and additional information was submitted by the proponent to Council between May and September 2021 to address information requests raised by Council:

- Acoustic Report.
- Detailed Site Investigation.
- Data Gap Investigation.
- Draft Remediation Action Plan.
- Floor-Floor Development Requirements and Engineering Statement.
- Concept Stormwater Advice (incl. Water Sensitive Urban Design statement).
- Revised Urban Design Response.
- Revised Social and Economic Study and Impact Assessment.
- Traffic and Transport Peer Review Response.
- Traffic Modelling Summary Peer Review Response.
- Concept Public Art Strategy.
- Revised Landscape Strategy.
- Solar Access Impact Assessment.

The objectives for the change to the height of building planning control is to:

- Enable redevelopment of the existing site of a scale which provides the range of facilities and functions of a modern hospital.
- Meet an existing, and forecast future, unmet demand for health services, in particular for acute or non-acute hospitals within the Canterbury Bankstown LGA.
- Facilitate the intensification of a B6 Enterprise Corridor zoned site to enable a hospital to be developed.



- Enable the site to achieve an increased building height to accommodate the building built form required for a hospital including floor to floor heights and mechanical plant requirements beyond what is required for typical commercial developments.
- Assist in providing new jobs to in the Campsie Strategic Centre to meet the Greater Sydney Commission's target of at least 7,000 jobs by 2036 as outlined in the South District Plan.
- Co-develop a site specific Development Control Plan (DCP) to provide detailed development controls to manage the likely effects of the proposal on the amenity of neighbouring lower density residential development, in particular to the south of Canterbury Road.

The indicative concept development scheme presented by the landowner includes the following uses within the part 10 and 11 storey building:

Table 2: Proposed uses per floor level within the indicative concept hospital development

Storey	Proposed Use (as per indicative part 10/11 storey concept)
Basement 1-5 (not part of GFA)	Parking
Ground lower (fronting rear lane)	Loading dock, storeroom and retail
Ground upper (fronting Canterbury Road)	Allied health, ambulatory care and medical retail
Level 1	Theatres and patient recovery, Central Sterile Services Department (CSSD) and sterile stock/storeroom
Level 2	In-patient Unit
Level 3 (Plant not part GFA)	Theatre lounge and mechanical plant room
Level 4	In-patient unit
Level 5	In-patient unit
Level 6	In-patient unit
Level 7	In-patient unit
Level 8	Consulting rooms or education suites
Level 9	Consulting rooms or education suites



Part 1 – Objectives and Intended Outcomes

This Planning Proposal is submitted to amend the current LEP and the subsequent Draft CBLEP to transform the subject site and facilitate the delivery of an important new healthcare and medical facility at 445 Canterbury Road, Campsie. The proposal would contribute towards the Council's strategic vision for an Eastern Lifestyle and Medical Precinct within Campsie.

The intended outcomes of this Planning Proposal are:

- To provide a site-specific planning framework that enables a new hospital development consistent with the current zoning for the site. Site specific DCP controls will also be developed and exhibited concurrently with the Planning Proposal.
- Support the objectives of the Greater Sydney Commission's South District Plan to achieve at least 7,000 jobs in Campsie Strategic Centre by 2036.
- Initiate the delivery of a new health and medical development within the Eastern Lifestyle and Medical Precinct identified in the Canterbury-Bankstown LSPS – Connective City 2036 and Campsie Town Centre Master Plan as well as strengthen links to Canterbury Hospital and surrounding allied health services.
- Address the absence of acute or non-acute hospitals within the Canterbury Bankstown LGA and significant shortfall of hospital bed spaces per capita in the Canterbury area (which is approximately only one-third of the national average).
- Assist in achieving the priorities of the Sydney Local Health District Strategic Plan 2018-2023, including to develop, plan and construct new and upgraded health facilities to address the forecast significant population growth, increasing demand and ageing infrastructure.
- To enable a scale of built-form which provides the quantum of floor space required to deliver the facilities and functions of a modern hospital.
- Create the opportunity for the services envisaged in the concept design to assist the Sydney Local Health District (SLHD) and Canterbury Hospital meet the demand for health services in the area which will help reduce pressure on hospital waiting lists.
- Alongside more detailed controls in a site-specific DCP, to manage the likely effects of the proposal in relation to the amenity of neighbouring lower density residential development.



Part 2 – Explanation of Provisions

This Part of the Planning Proposal provides an explanation of the provisions that are to be included in the proposed LEP.

Amendment to Draft Consolidated Canterbury Bankstown Local Environmental Plan

To achieve the intended outcomes, the proposed amendment to the current LEP and the subsequent Draft CBLEP are:

- Add a new Local Provision clause in Part 6 to provide building height and Floor Space Ratio (FSR) controls that will only apply to a hospital development on the subject site.
- The new Local Provision clause will stipulate a maximum building height of 44.1m (equivalent to RL 72.75m on the Canterbury Road frontage) when measured from the Canterbury Road boundary and a maximum building height of 45.5m, will apply when measured from the future rear laneway along the northern side of the site. These heights will apply to hospital uses only.
- A maximum FSR of 5.1:1 will apply for hospital development on the site.
- Stipulate minimum setbacks for the building as measured from the Canterbury Road boundary and other site boundaries to maintain solar access to the surrounding properties.
- Include objectives in the proposed Local Provision clause as follows:
 - To encourage the development of a hospital to enhance the delivery of health services to the local community.
 - To ensure that the development is compatible with surrounding land uses and site constraints and maintains acceptable solar access to future residential development along Canterbury Road.
 - A single area (approx. 205m²) to be dedicated as a small pocket park in the north-western corner of the site.

No other changes are proposed to the current LEP and the subsequent Draft CBLEP. No mapping changes are proposed, therefore Part 4 – Maps of this Planning Proposal is left blank.

The draft objectives of the proposed site-specific provision are indicative in nature and will be subject to drafting by Parliamentary Counsel's Office (PCO), should the proposal progress to finalisation.

Amendment to Canterbury Bankstown Development Control Plan 2021

Council will prepare a draft site-specific development control plan (draft DCP) to amend the adopted Canterbury Bankstown Development Control Plan 2021. The draft DCP will ensure the objectives and intended outcomes of the Planning Proposal are achieved. The draft DCP may include specific controls relating to built form, design and materiality, landscaping, tree canopy, setbacks,



sustainability, Water Sensitive Urban Design (WSUD), and through site link and open space design requirements.

The draft DCP will be publicly exhibited with the Planning Proposal.



Part 3 – Justification of strategic and site-specific merit

This section of the Planning Proposal provides the rationale for the amendment of the current LEP and the Subsequent draft CBLEP and responds to questions set out in the document, '*Local Environmental Plan Making Guideline*' (Department of Planning and Environment, 2021).

The Planning Proposal is informed by the Council's assessment of the proposed built form controls in the Planning Proposal request and supporting studies provided by the landowner. To address environmental planning issues and achieve better outcomes, the Planning Proposal includes different planning controls than those in the Planning Proposal request that was lodged with Council by the landowner.

Development Outcomes

The Planning Proposal facilitates the redevelopment of the site involving a conceptual design comprising a part 10 and 11 storey hospital that will provide a total of approximately 218 beds, eight operating theatres and a total GFA of approximately 22,478m². The medical care provided will include inpatient and outpatient services such as emergency and intensive care, maternity, day surgery, cardiac care, dialysis and oncology.

The proposed development outcomes are discussed below.

Traffic, vehicle access and car parking

The concept proposal will provide five basement car parking levels with a total of 382 car parking spaces. Four loading bays will be provided in an on-site service area and accommodate service vehicles up to 12.5m in length. The car parking provision is consistent with the Council's DCP requirements, has been modelled with regard to other hospitals in the Sydney Metropolitan Area in similar site contexts and accommodates car parking the demands from staff, patients and visitors to the future hospital without requiring on-street parking in the surrounding area.

All vehicle access to the site will be from the proposed future rear laneway accessed via Stanley Street. The location of the lane will be indicated in the site specific DCP and the lane is proposed to be dedicated to Council as a public road. The laneway will form part of the future envisaged link from Stanley Street through to Una Street to the east which will be delivered as a public lane as the properties to the east of the site are progressively redeveloped.

Canterbury Road is a Regional Classified Road and preliminary comments on the Planning Proposal were obtained from TfNSW in February 2021 and in September 2021. While Council and TfNSW generally support the proposed traffic management measures to minimise traffic



congestion, some additional traffic modelling, public consultation and endorsement at Council's Traffic Committee is required before the changes will be supported in full by TfNSW.

Refer to Section 9.2 for further details regarding traffic, transport and car parking.

Suitability of Vehicular and Pedestrian Access

The proposal dedicates a 9m wide laneway from Stanley Street to the eastern site boundary. The laneway is well serviced by a pedestrian pathway network through and around the site with clear site visibility and slower traffic conditions that support opportunities for pedestrians to cross safely without significant conflict between pedestrian and vehicular movements.

The suitability of vehicular access from a single access point for the proposed hospital site has been investigated by a qualified Traffic Engineer. From this investigation it has been determined that a lane dedication width of 9m would be acceptable, subject to showing the required manoeuvring required for the development can be accommodated within the 6.5m carriageway within the 9m road dedication.

The proposal thus demonstrates its capacity to facilitate vehicular and pedestrian access and cater for a range of movements through and within the site

Emergency access and evacuation requirements

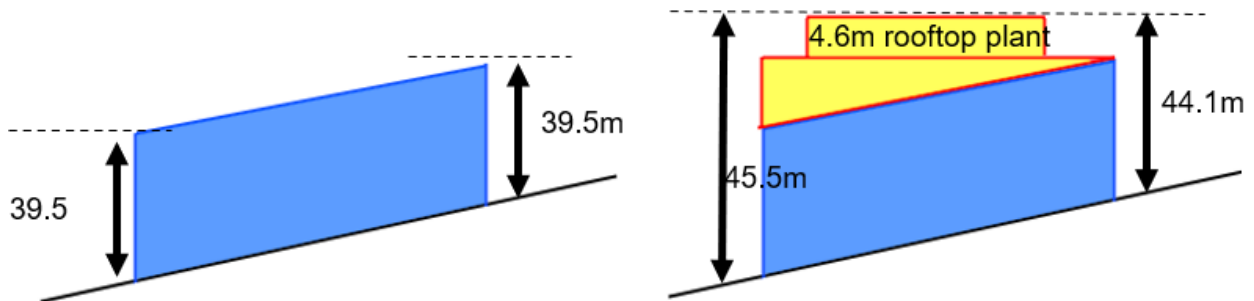
The objective of this clause is to ensure that, at the time the DA is lodged for the proposal issued, an emergency access and evacuation plan is provided as part of the detailed documentation set for the precinct that is commensurate with the traffic likely to be generated by the development and that is appropriate for the road network capacity along Canterbury Road and Stanley Street as determined in *Appendix 8: Traffic and Parking Assessment Report*.

Building height

The site slopes approximately 2.5m from the Canterbury Road frontage down to the rear (northern) side of the site. A single height control applying to the entire site will not recognise the height difference across the site, and in response, the Planning Proposal seeks to include a height control for the site that will only apply for a hospital use via a new clause in Part 6 of the LEP and recognise the slope of the land. Figure 4 below provides a diagrammatic explanation of the intended outcome of this provision.



Figure 5: Illustration of proposed building height control. Left: 'Base' building height of 39.5m envisaged under the Campsie Town Centre Master Plan. Right: 'Additional height' only for hospital uses up to 45.5m on the northern side of the site and 44.1m on the Canterbury Road frontage of the site.



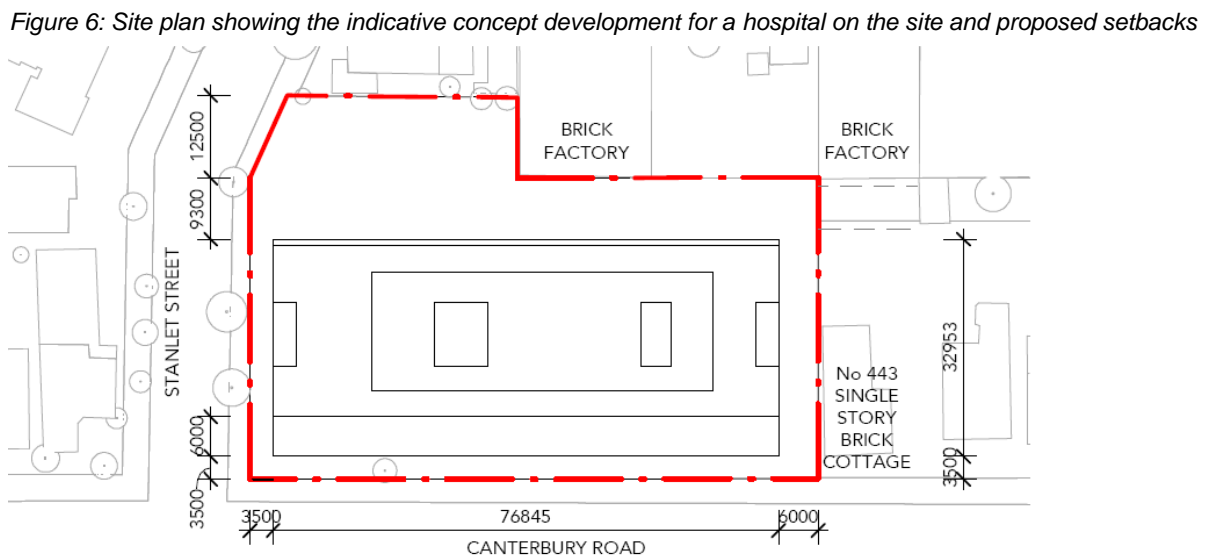
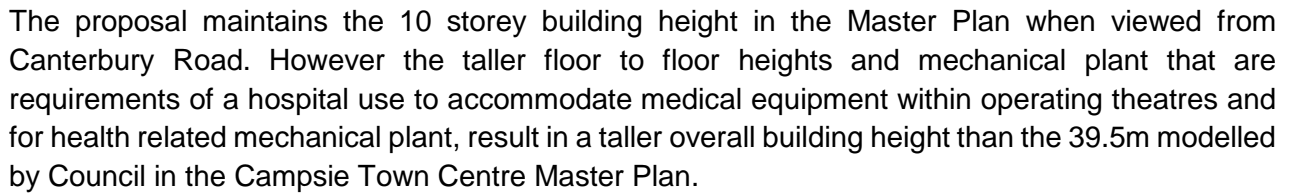
As noted above, the site specific local provision will only apply to a hospital use on the site to accommodate the increased floor to floor heights and rooftop mechanical plant requirements that are specific to hospital uses. Applying a revised blanket height control of 45.5m across the entire site on the height of building map in the current LEP and the subsequent Draft CBLEP will not be a desirable outcome due to:

- There being no ability to control the outcome of development on the site for the purposes of a hospital because the height control would apply to all permissible uses in the B6 zone. There would be no incentive for a hospital to be delivered on the site.
- Result in a 1.4m higher building height on the site fronting Canterbury Road with likely significant solar access impacts on future development to the south, on the opposite side of Canterbury Road.

The LEP Clause that stipulates the maximum building height may also include reference to RL72.75 (equivalent to 44.1m as measured from the Canterbury Road frontage) which may negate the requirement to refer to a building height measured from a future rear laneway. The final method to describing the maximum building height will be considered by Council post-exhibition.

The western half of the site is located within the Beamish Street/Canterbury Road 'node' as recommended in the Canterbury Road Review (2017). The Review envisages 'nodes' 'to be the focus of development and additional built form to reinforce connective streets critical to linking Canterbury Road to the area to the north.

The node philosophy has been adopted in the Campsie Town Centre Master Plan which seeks to cluster taller buildings of 10-12 storeys around the Beamish Street/Canterbury Road intersection to signify the entrance to Campsie Town Centre. The Master Plan provides a finer grain approach to the Canterbury Road Review 'node' and identifies the area around the Beamish Street and Canterbury Road intersection as 'The Entrance' and the 'Campsie Medical Precinct' (see Figure 6 below).



- As shown in Figure 4 and Figure 6, the indicative concept development scheme for the site includes a range of setbacks developed by Council to provide appropriate building articulation, preserve solar access to the surrounding properties to the south and break up the building bulk and mass when viewed from Canterbury Road and adjoining streets. The following setbacks may be included in the site specific DCP, and site specific LEP clause under Part 6 of the current LEP and the subsequent draft CBLDP:

- 3.5m clear setback from the front site boundary with Canterbury Road and continuing up to the 8th storey.
- Above this, there is an additional 6m setback from the street for storeys 9 and 10.
- 6m from eastern boundary.
- 3.5m from Stanley Avenue.
- A datum or horizontal 'indent' at approximately 17m to refer to the Canterbury Road emerging context street wall height.

Figure 7: Campsie Medical Precinct from the Campsie Town Centre Master Plan



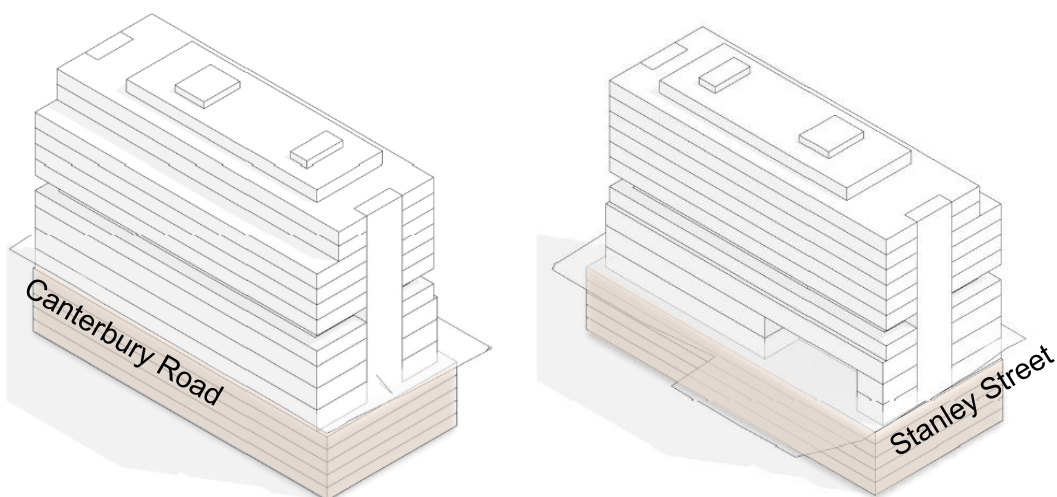
05 Campsie Medical Precinct

The Campsie Medical and Lifestyle Precinct Character Area includes the blocks and properties fronting Canterbury Road between Thorncraft Parade and Orissa St and Stanley and Una Street. The area will transform from existing low density residential and business development uses to a medical precinct anchored by Canterbury Hospital.

Built form in the medical precinct will contribute to an 'urban frame' along Canterbury Road. This 'urban frame' will transition to into adjacent residential areas through lower rise mixed use buildings. A core component of the Campsie Medical and Lifestyle Precinct Character Area will be a network of pedestrian lanes and open spaces which promote connectivity beyond the precinct.



Figure 8: The indicative concept hospital development building envelope including basement levels shaded. Left: view from the south. Right: View from the north.



Proposed Density Control



The applicant's concept development scheme has a total GFA of 22,478m² which equates to an FSR of 5.1:1. The application seeks to therefore include this maximum FSR control to limit the floor area permitted on the site for hospital uses recognising the specialised nature of hospital uses requiring large, unencumbered floor plates and building envelopes compared to other uses permitted in the B6 Enterprise Corridor Zone.

The Master Plan recommends a maximum FSR of 3:1 and it is envisaged that the future Planning Proposal that will be prepared by Council to implement the Campsie Town Centre Master Plan will apply a maximum 3:1 FSR for the site for non-hospital uses on the FSR map. Whilst a higher FSR than referred in the Master Plan, it is noted that the Master Plan identifies the site FSR controls for the subject site as being *"subject to further testing through a separate Planning Proposal"*.

The maximum FSR control of 5.1:1, in tandem with the building height LEP control, and site specific DCP controls including but not limited to building setback and building articulation requirements, will result in a building that is acceptable for the site, streetscape and desired future Canterbury Road context as set out in the Canterbury Road Review and Master Plan. It is noted that the maximum FSR is not 'as of right', and any future Development Application must demonstrate how future development on the site does not result in any adverse environmental impacts on adjoining land and the surrounding area.

Land contamination

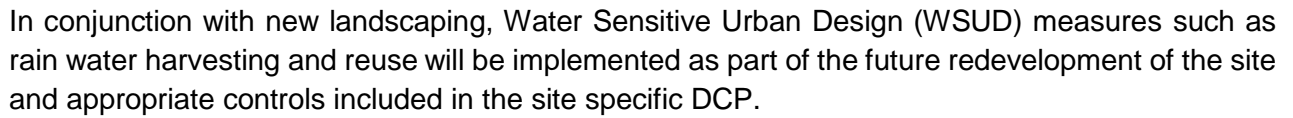
The site contains contamination due to previous uses. The contamination has been identified in the Detail Site Investigation, Data Gap Investigation and draft Remediation Action Plan prepared and submitted with the Planning Proposal. The draft RAP concludes that the site can be made suitable for the proposed use is supported, subject to compliance with the draft RAP recommendations. Refer to Section 8.4 for further details.

Landscaping, deep soil and canopy cover

The concept development plan envisages new landscaped areas along the site frontages and a new pocket park in the north western corner of the site to increase site canopy cover and deep soil landscaping (refer to Figure 9). In summary the proposal would result in the following:

- Proposed Tree Canopy Cover: 678m² (15% of site area).
- Proposed Deep Soil Area: 883m² (20% of site area).

The landscaping will provide a significant increase from the current minimal landscaping on the site. In addition to on-site landscaping the Planning Proposal concept development plan provides street tree planting along the Canterbury Road and Stanley Street site frontages (approximately 13 new trees).



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 retained
 capping to
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 eescape
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 retained
 r or concrete
 r to retain existing
 iberbury Road
 Accessible route into and through the
 building from the Public Domain. Small
 Trees planted in deep soil with tree grates
 and permeable pavers to provide plaza
 entrance fuel
 Passive Seating area
 Landscape Screening along boundary,
 species to reach min 2m height
 Landscape Plaza pedestrian entrance
 Proposed permeable asphalt to Laneway
 at the appropriate load bearing capacity
 POTENTIAL FUTURE
 Opportunity for public art also
 interpret indigenous culture
 Appropriate Lighting design in
 provide a safe stairway access
 Landscape Screening along bo
 species to reach min 2m height
 Enhance Landscape along Canterbury
 through the use of Street Tree
 planting within the Public Domain
 CANTERBURY ROAD
 PROPOSED LANEWAY
 TURF

The proposed changes to current LEP and subsequent draft CBLEP and Consolidated CBDCP will result in improved built form, sustainability and economic outcomes compared to development possible under the existing controls.

This Planning Proposal seeks to include a new clause under Part 6 ‘Additional Local Provisions’ in the current LEP and the subsequent Draft CBLEP. This approach is proposed for the following reasons:

- Recognises the higher floor to floor heights and taller rooftop mechanical plant requirements that are specific to the needs of hospital uses.
- Ensures the maximum building height and FSR is only applicable to a hospital use on the site. This incentivises the use of the land for a hospital use to support delivery of Council's strategic vision for this site as part of the Eastern Lifestyle and Medical Precinct.
- Provides a height control that responds to the slope of the land.



- Provides minimum setback requirements to ensure acceptable solar access to surrounding properties and provide greater certainty of compliance with the setbacks as part of future State Significant Development Applications (SSDA).
- No changes are proposed to the height of building map in the current LEP and the subsequent Draft CBLEP. This will provide flexibility for the Campsie Town Centre Master Plan to continue concurrently and apply a building height and FSR on the site that is not for a hospital use.

Access to public open space and active/public transport

The concept development plan indicates provision of a pedestrian through site link on the eastern side of the site. The through site link will be open to the sky, approximately 6m wide and may have the ability to function as a type of linear open space by virtue of the deep soil landscaping along the boundary with the adjoining property. The link will provide positive contribution to the site and will provide permeability for pedestrians accessing the site and walking to and from Campsie Railway Station. It is noted that the link will be able to be delivered entirely on the subject site, however in accordance with the Draft Campsie Master Plan, the ability for the adjoining property at 443 Canterbury Road to also deliver a through site link will not be diminished by the Planning Proposal.

The Letter of Offer received from the landowner seeks to provide a contribution towards the delivery of a new cycleway near the site. Subject to the details of a Planning Agreement being agreed with Council, the contribution will assist with contributing towards the delivery of cycling links to the Cooks River foreshore and the active transport route along the future Metro Rail corridor to the north of the site.

Section A–Need for this Planning Proposal

1. Is the Planning Proposal a result of an endorsed Local Strategic Planning Statement, strategic study or report?

The Planning Proposal is not the result of a Council strategic study or report and has been initiated by the landowner (Hailing Property Group). The proposal has identified an opportunity to enable the expansion of medical services and investment within the Eastern Lifestyle and Medical precinct as outlined in Council's LSPS. The LSPS prioritises the creation of an extended hospital and allied health precinct in the vicinity of Canterbury Hospital and identifies the land fronting Canterbury Road and Kingsgrove Road as having the potential to be incorporated into the medical precinct.

The proposal also aligns with the directions of the Campsie Town Centre Master Plan, which supports increasing density in this location to deliver a hospital, particularly given the site's proximity to the Canterbury Road and Beamish Street 'node' and Canterbury Hospital. The Master Plan acknowledges that the large-scale redevelopment of this site provides an opportunity to significantly enhance the offering of specialised employment in Campsie.



At a state level, the NSW Health State Plan recognises the need for increasing the provision of health infrastructure to underpin the evolving health and well-being needs of the NSW population. This plan endorses directions and strategies to strengthen health services by enhancing existing medical facilities as well as delivering a suite of innovative health infrastructure designed for future needs. The proposal aligns with these directions by providing new health infrastructure to complement the existing Canterbury Public Hospital and Campsie NSW Ambulance. Canterbury Bankstown has a diverse and growing population that would benefit from improved access to health services including a broader range of elective private medical services. There are currently no acute or sub-acute hospitals in the Canterbury Bankstown LGA (with the exception of day surgery facilities) and as such the proposal presents an opportunity to deliver necessary health infrastructure in the area.

The proposal will provide opportunities for the strategic clustering of private and public hospital facilities and allow medical specialists to operate elective surgeries within the vicinity of a public hospital. The site provides an opportunity for an essential health care facility that will enable additional medical services, to be delivered to the wider community aiming to complement and reduce the burden of the existing public health system. As such the proposal has the potential to deliver important economic and social benefits to the area, and given the site's size and location, the proposal is considered to be consistent with the LSPS.

2. Is the Planning Proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

The Planning Proposal is the best means of achieving the objectives and intended outcomes to facilitate redevelopment of the site for the specific needs and requirements of a modern hospital. In preparing the Campsie Town Centre Master Plan Council considered whether this Planning Proposal should be incorporated into a future Planning Proposal for the entire Campsie Town Centre. Council considered that further analysis of the proposed built form and traffic impacts were required due to the specialised and employment generating use proposed on the site, which was beyond the scope of the Master Plan. Notwithstanding, the Master Plan provides important strategic context for the Planning Proposal as well as the preliminary recommendations for this site (see Section **Error! Reference source not found.**) and the Planning Proposal has given regard to these recommendations.

Proceeding with this Planning Proposal separately will allow the assessment and progression of this proposal to be undertaken more quickly than the Campsie Town Centre Master Plan. This is particularly important given the potential for this proposal to act as a catalyst for the development of a medical precinct within the Campsie Town Centre being the first hospital related Planning Proposal project in the Easter Lifestyle and Medical Precinct since the LSPS was adopted by Council.



The Planning Proposal is therefore the best means of achieving the objectives and intended outcomes for the site and realising an important element of Council's vision for the Campsie Town Centre.

Section B—Relationship to the strategic planning framework

3. Will the Planning Proposal give effect to the objectives and actions of the applicable regional or district plan or strategy (including any exhibited draft plans or strategies)?

3.1 Greater Sydney Region Plan 'A Metropolis of Three Cities'

The Greater Sydney Region Plan was released by the GSC in March 2018. It provides a 40-year vision for the Greater Sydney region and is designed to inform district and local plans and the assessment of planning proposals.

The Greater Sydney Region Plan identifies several key objectives around the need to ensure communities are healthy, resilient and socially connected; and improving housing supply to all groups in the community. The planning proposal is consistent with several planning objectives in the GSRP as outlined in Table 3.

Table 3: Greater Sydney Region Plan Relevant Objectives – Assessment against relevant objectives

Objective	Consistent / Rationale
Objective 4: Infrastructure use is optimised	<p>Yes.</p> <p>The subject site is located in close proximity to bus services along Canterbury Road and within 800m of Campsie Railway Station and future metro rail station. The proposal supports the 30-minute city concept with greater accessibility to jobs and services located at Strategic Centres and aligns growth with infrastructure by facilitating specialised employment in the vicinity of Sydney Metro Southwest.</p> <p>Council's adopted Active Transport Action Plan 2021-2031 (ATAP) seeks to establish north-south regional cycle routes that will pass through Campsie (Route 6 – Kingsgrove to Belfield and Route 7 – Earlwood to Croydon Park). In addition, a new east-west regional cycle link along the future Metro Rail corridor is also identified in the ATAP (Route 8 – Georges Hall to Hurlstone Park) in order to improve pedestrian and cycle access between the town centres and future Metro Stations along the corridor.</p> <p>The landowner has committed to contributing to the establishment of cycle routes as part of a Planning Agreement with Council. This contribution will assist in the improvement of the proposal's access to active transport options.</p>
Objective 6: Services and infrastructure meet communities' changing needs.	<p>Yes.</p> <p>There is a need to deliver social infrastructure that reflects the needs of the community now and in the future. The Planning Proposal facilitates a modern hospital that will provide a range of medical and allied health services to the community. The co-location of a private and public hospital would provide for</p>



	medical specialists to carry out elective surgery within close proximity to a public hospital.
Objective 7: Communities are healthy, resilient and socially connected	<p>Yes.</p> <p>The Planning Proposal seeks to expand the provision of health services within the Campsie to Kingsgrove Corridor and will facilitate a health facility in close proximity to public transport, retail and local community services and future population growth in Campsie Town Centre.</p>
Objective 14: A Metropolis of Three Cities - integrated land use and transport creates walkable and 30 minute cities	<p>Yes.</p> <p>The subject site is located within walking distance of Campsie Railway Station and future Metro Rail services, as well as bus routes on Canterbury Road, Beamish Street and Bexley Road. The site is located within the Campsie Town Centre as outlined in the Campsie Master Plan and will contribute towards the provision of employment in close proximity to residential growth.</p>

3.2 South District Plan

The GSC released the South District Plan on 18 March 2018 to give effect to the Greater Sydney Region Plan. The District Plan contains priorities and actions to guide the development and planning of the south district while improving the district's social, economic and environmental assets. The Planning Proposal addresses the priorities of the South District Plan as follows:

Table 4: South District Plan Relevant Objectives - Assessment

Objective	Consistent / Rationale
Planning Priority S3 – Providing services and social infrastructure to meet people's changing needs	<p>Yes.</p> <p>The Planning Proposal is consistent with the stated priorities as it provides for a hospital for new and expanded medical services that will complement those offered at the existing Canterbury Hospital located to the west of the site. The proposal will facilitate the delivery of new hospital facilities that will meet the changing and growing needs of the Canterbury Bankstown population. The subject site is a near transport, retail and commercial services and in close proximity to the Canterbury Hospital.</p> <p>The site is located within 800m of Campsie Railway Station and the proposal will allow for transit oriented development that will assist in achieving the job target for the Campsie Town Centre of 7,500 jobs by 2036. This Planning Proposal will progress the strategic direction of the developing Eastern Lifestyle and Medical precinct in Campsie.</p>
Planning Priority S4 – Fostering healthy, creative, culturally rich and socially connected communities	<p>Yes.</p> <p>The redevelopment of the site will facilitate a more activated local precinct, creating opportunities for enhanced social connections through improving local amenity, providing new jobs, increased opportunities for social interaction, street activation to Canterbury Road and a pedestrian through site link and pocket park that will include public art.</p>



	<p>The location of public and hospital services in Campsie will support the changing needs of the growing community. This is especially important as the local area is forecast to increase population under the Campsie Town Centre Master Plan and currently experiences high demand for health care provisions in aged care, health, paediatric care and specialists for community members with Non-English speaking backgrounds.</p>
Planning Priority S9 – Growing investment, business opportunities and jobs in strategic centres	<p>Yes.</p> <p>The site is located at the within the Campsie Town centre and the Planning Proposal will facilitate significant private investment (\$125 million) for a new hospital development on the site. This will make an important contribution towards the development of Campsie as a strategic employment centre. The proposal will also strengthen links with the nearby Canterbury Hospital and contribute towards the development of a medical precinct within the Campsie Town Centre.</p>
Planning Priority S12 – Delivering integrated land use and transport planning and a 30-minute city	<p>Yes.</p> <p>The Planning Proposal will facilitate a new hospital on the site, which is located within 10 minute walking distance (800m) of Campsie Railway Station (a future Metro Rail Station), accessible via the arterial road network and walking/cycling from the surrounding residential catchment. The Planning Proposal will contribute towards the 30 minute city concept by providing employment opportunities and a significant new health services facility in Campsie that currently requires patients and health services staff to travel outside of the LGA to access hospitals.</p>
Planning Priority S13 – Protecting and improving the health and enjoyment of the District’s waterways	<p>Yes.</p> <p>The Planning Proposal includes significantly increased deep soil areas for new landscaping that will improve the ability of the site to cater for increased water infiltration and reduced stormwater runoff. Concept details of WSUD treatments have been provided with the Planning Proposal and will be detailed in the site specific DCP to be addressed during the DA stage of the project. The proposal has the opportunity to materially improve the quality of stormwater runoff from the site.</p>
Planning Priority S15 – Increasing urban tree canopy cover and delivering Green Grid connections	<p>Yes.</p> <p>The Planning Proposal includes opportunities for new landscaped deep soil areas on-site and new street tree planting along Canterbury Road which will increase urban tree canopy cover and enhance Green Grid connections within the Campsie Town Centre.</p>
Planning Priority S16 – Delivering high quality open space	<p>Yes.</p> <p>The Planning Proposal includes the establishment of a small pocket park on the northern side of the site that will be available for public use and assist with providing some open space for the staff and patients of the future hospital to use as a space for passive recreation.</p> <p>The proposal also includes a new open space/through site link along the eastern side of the site that includes new deep soil planting and landscaping that will provide a high quality visual improvement to the site.</p> <p>These contributions, in conjunction with contributions towards establishing new cycle routes in Campsie and acquiring property in Campsie for future public open space purposes as part of a future Planning Agreement between the proponent</p>



and Council, will help expand the network of diverse, accessible and high quality open space for the community.

4. Is this Planning Proposal consistent with a council LSPS that has been endorsed by the Planning Secretary or GSC, or another endorsed local strategy or strategic plan?

4.1 Community Strategic Plan ‘CBCity 2028’

CBCity 2028 is Council’s 10–year plan to guide the City of Canterbury Bankstown on its journey to be a thriving and dynamic city. The ‘destinations’ relevant to the Planning Proposal are:

- Innovative and Prosperous – A smart and evolving city with exciting opportunities for investment and creativity.
- Moving and Integrated – An accessible city with great local destinations and options to get there.
- Healthy and Active – A motivated city that nurtures minds and bodies.
- Liveable and Distinctive – A well designed and attractive city that preserves the identity and character of local villages.

The Planning Proposal is consistent with the identified “destinations” in CBCity 2028 in that it will:

- Provide for a high-quality medical care development which reflects the objectives of the community strategic vision, ensuring a prosperous and innovative city that is healthy and active.
- Promote long term economic and employment growth by acting as a catalyst in the realisation of the Lifestyle and Medical Precinct in Campsie by providing opportunities for new jobs and the growing health and medical industry and ancillary services in the region.
- Unlock jobs and create opportunities to upskill local residents in the medical and healthcare industry in close proximity to transport services and amenities.
- Offers the potential to enhance the public domain and open space offering in proximity to Canterbury Road and the Campsie Town Centre.

4.2 Local Strategic Planning Statement ‘Connective City 2036’

The LSPS is the consolidated vision for Canterbury Bankstown to guide growth. Connective City is underpinned by five Metropolitan Directions that focus on the role of the City in Greater Sydney and five City Directions that focus on how the City can support 500,000 people by 2036. Ten theme-based evolutions identify the challenges and opportunities for the City with indicators and actions to drive change.



The plan responds to the directions of the Greater Sydney Region Plan, the planning principles of the South District Plan, Future Transport 2056 and the Community Strategic Plan, CB City 2028. The plan was informed by consultant studies in community infrastructure need, sustainability, housing and employment studies, transport and movement and open space.

The Planning Proposal is consistent with Council's LSPS as it makes an important contribution towards realising the vision for Campsie to Kingsgrove as a medical and lifestyle precinct. One of the central components of this vision is optimising and leveraging the existing medical and support services, retail and other commercial service along Canterbury Road to create a cohesive medical precinct. The proposal will facilitate the redevelopment of the subject site into a new hospital, which will complement the existing Canterbury Hospital and provide further opportunities for medical and allied health services to cluster around Canterbury Road and the Campsie Strategic Centre.

The Planning Proposal site, with an 85m frontage onto Canterbury Road also provides an important place-making opportunity. The redevelopment of the site will include public domain and landscaping upgrades along Canterbury Road and contribute towards the transformation of this corridor into an urban boulevard as outlined in the LSPS and Canterbury Road Review. The Planning Proposal will be accompanied by site specific DCP controls which will include provisions for landscaping, deep soil zones, and public domain improvements. The Planning Proposal will also be accompanied by a Planning Agreement which will include open space embellishment and public domain works consistent with the Campsie Town Centre Master Plan.

The Planning Proposal will therefore make a significant contribution towards realising Council's vision for Campsie to Kingsgrove as a medical and lifestyle precinct and is consistent with the objectives and actions of the LSPS.

Table 5: Assessment of relevant objectives – Local Strategic Planning Statement 'Connective City 2036'

Actions	Consistent / Rationale
Evolution Three – Places for Commerce and Jobs	
E3.1.56: Provide capacity for 7500 jobs in Campsie Town Centre by 2036.	Consistent. The LSPS establishes a hierarchy of centres, Campsie being designated a "strategic" centre. The Planning Proposal is consistent with the objective of the LSPS including evolution of larger centres into vibrant urban places that provide access to increased local jobs and civic spaces. The site is strategically located within the Eastern Lifestyle and Medical Precinct and will provide a modern health facility that meets the community's health needs and supports knowledge intensive jobs. The redevelopment of the site facilitated by the Planning Proposal would generate at 453 jobs in health care services once operational which contributes around 6% of the total jobs target of 7,500 by 2036.
E3.2.62: Plan for a health precinct that includes urban services anchored by Canterbury Hospital in Campsie	Consistent. The Planning Proposal directly responds to the aspiration for the creation of an Eastern Lifestyle and Medical Precinct. The proposal would support the growth of the Health Care and Social Assistance industry by providing a modern non-acute hospital which will provide a range of high-quality medical care. It would complement Canterbury Hospital by providing a new facility for medical practitioners to carry out elective procedures close to Canterbury Hospital. This will support the retention of knowledge intensive jobs in the LGA and ensures the



area remains an attractive place for elective surgery and attracts a greater diversity of employment opportunities.

Evolution 6 – Urban and Suburban Places

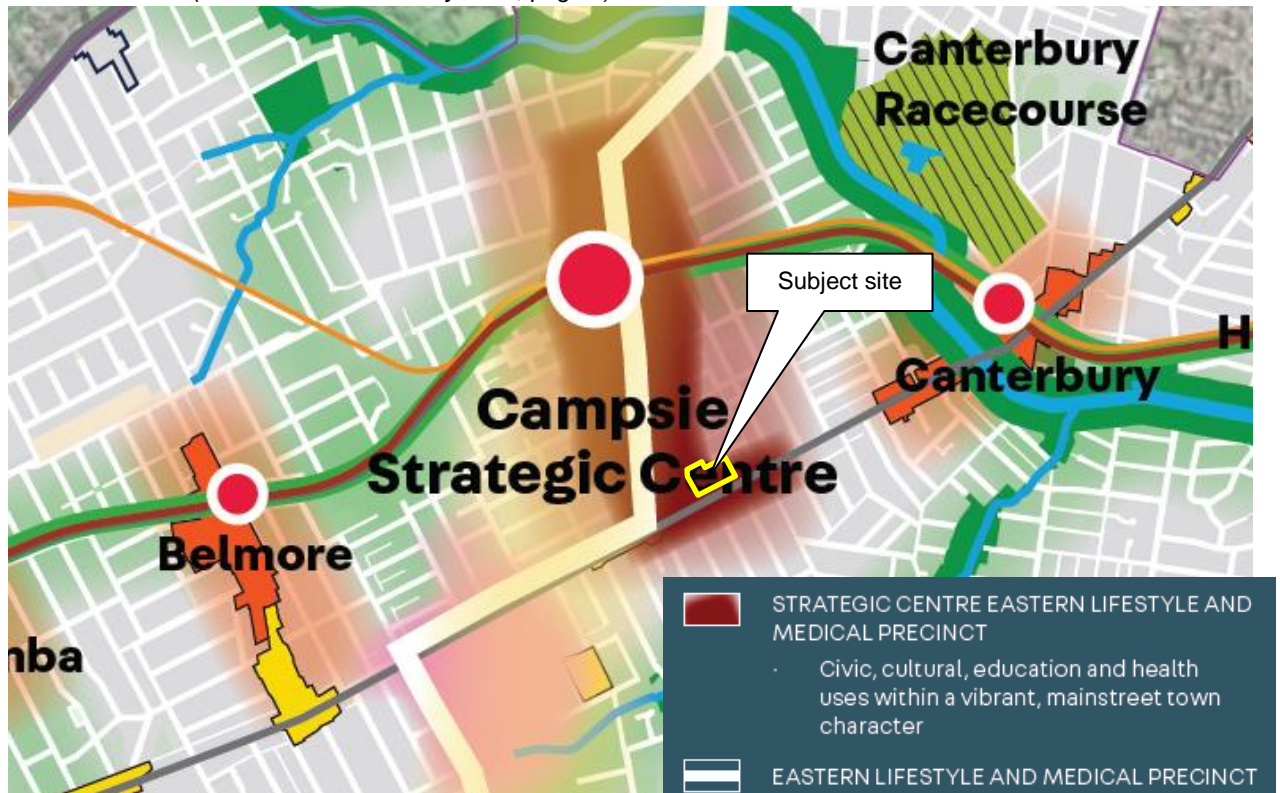
E6.2.115: Confirm the role of Campsie as the City's second strategic centre through master planning and precinct planning

Consistent. Development of the site would provide a significant new land use near the intersection of Beamish Street and Canterbury Road, which has been identified as a growth junction in Council's Canterbury Road Review. The proposal aligns with the vision for the site under the Campsie Town Centre Master Plan to significantly enhance the offering of specialised employment in Campsie and has the potential to contribute to the Campsie Medical Cluster

Evolution 9 – Sustainability and Resilience

E6.9.130: Use master planning to guide Campsie's transition to a strategic centre

Figure 10: The LSPS 'Connective City 2036' plan showing the location of the site in context of the Eastern Lifestyle and Medical Precinct (Source: Connective City 2036, page 1)



4.3 Campsie Town Centre Master Plan

The Campsie Town Centre Master Plan sets the strategic planning basis and supports a series of amendments to planning controls aimed at facilitating jobs, housing, design, sustainability and movement aspirations initially established by Council's LSPS. The Master Plan is the first stage of a suite of place-based master plans for the Canterbury Bankstown LGA, which will be incrementally implemented by Council. The Master Plan has been publicly exhibited and was reported to the Canterbury Bankstown Local Planning Panel in September 2021. In response to the advice



received from the Local Planning Panel, Council will undertake further public consultation before reporting the Master Plan, with any amendments to address matters raised in submissions, if required, to a Council Meeting in 2022.

The Master Plan provides the following comments regarding this Planning Proposal:

“It is recommended that this site is not integrated into the Campsie Town Centre Planning Proposal, so that it can continue to progress as a stand-alone Planning Proposal given that the proposal has progressed ahead of the Master Plan.

Further built form analysis and traffic and transport analysis is required based on the potential for specialised, employment generating land uses on this site, as the Planning Proposal is based on a significantly scaled health services facility, which requires detailed analysis beyond the scope of this master plan.

Notwithstanding this, the Master Plan provides strategic context and preliminary recommendations for this site based on its context within the Canterbury Road Corridor and proximity to the Campsie Medical Cluster.”

The Master Plan will provide important strategic context for the proposal and makes the following recommendations relevant to this Planning Proposal:

- The Master Plan supports an uplift in density in this location, particularly given its proximity to the Canterbury Road/Beamish Street node and the Campsie Medical Cluster, anchored by Canterbury Hospital.
- Large scale redevelopment of this site has the opportunity to significantly enhance the offering of specialised employment in Campsie and has the potential to contribute to the Campsie Medical Cluster.
- This site is currently not subject to an FSR control. Based on testing of an appropriate built form, taking into consideration the current land use and height controls, it is recommended that a maximum FSR of 3:1 be introduced for non-hospital uses.
- The height proposed by the applicant exceeds the recommended Master Plan height and therefore the impacts of taller development on this site, need to be balanced with the potential overshadowing impacts to the southern side of Canterbury Road. This can be resolved best through a standalone Planning Proposal process with detailed design analysis.
- It is recommended the B6 Enterprise Corridor zoning be retained on this site.

In accordance with the Master Plan, detailed building height modelling has been undertaken and has informed the proposed building height. The Master Plan recommends a 10-storey building height on the site, however a part 10/11 storey building is supported in this Planning Proposal and is considered an acceptable minor variation from the Master Plan building height for the following key reasons:



- The modelling undertaken demonstrates acceptable solar access is maintained in accordance with the Apartment Design Guide to the affected properties on the opposite side of Canterbury Road.
- The proposed maximum building height will result in a building height of 10 storeys when viewed from Canterbury Road and the Stanley Street/Canterbury Road intersection.
- The Master Plan does not take into account the topographic features of the site. The slope of the site is a significant factor for any building envelope on the site and it is appropriate the indicative building concept features a lower ground and ground level to ensure a functional building that has access from both the future rear laneway and from Canterbury Road.
- Appropriate site specific DCP controls will be included to ensure the building design has articulation and architectural features to minimise the appearance of building bulk, particularly at the upper levels including rooftop plant.

The Planning Proposal is broadly consistent with the directions and objectives of the Campsie Master Plan and will be progressed separately to the Campsie Town Centre Planning Proposal to allow for a more efficient assessment timeframe and to allow for the resolution of site-specific issues relating to building height, traffic and transport management and site contamination.

The Planning Proposal concept development envisages a total GFA of 22,478m² which equates to a total FSR of approximately 5.1:1, which is the maximum FSR that is proposed to be applied for the site that applies to hospital uses only. By proposing an *Additional Local Provisions* Clause in Part 6 of the current LEP and the subsequent draft CBLEP, it provides flexibility for the FSR of 3:1 recommended in the Master Plan to apply to non-hospital uses. Whilst a higher FSR is proposed than referred in the Master Plan, it is noted that the Master Plan contemplates a maximum height of 39.5m across the entire site, not the additional height proposed in this Planning Proposal. The proposed FSR is also derived from the concept development plans developed through the assessment of the Planning Proposal by Council. Building bulk and massing will be controlled by the use of setback controls in the proposed Part 6 LEP clause and in the site specific DCP. The Master Plan includes the following proposed controls for the site subject site:



Figure 11: Campsie Town Centre Master Plan Proposed Zoning Map

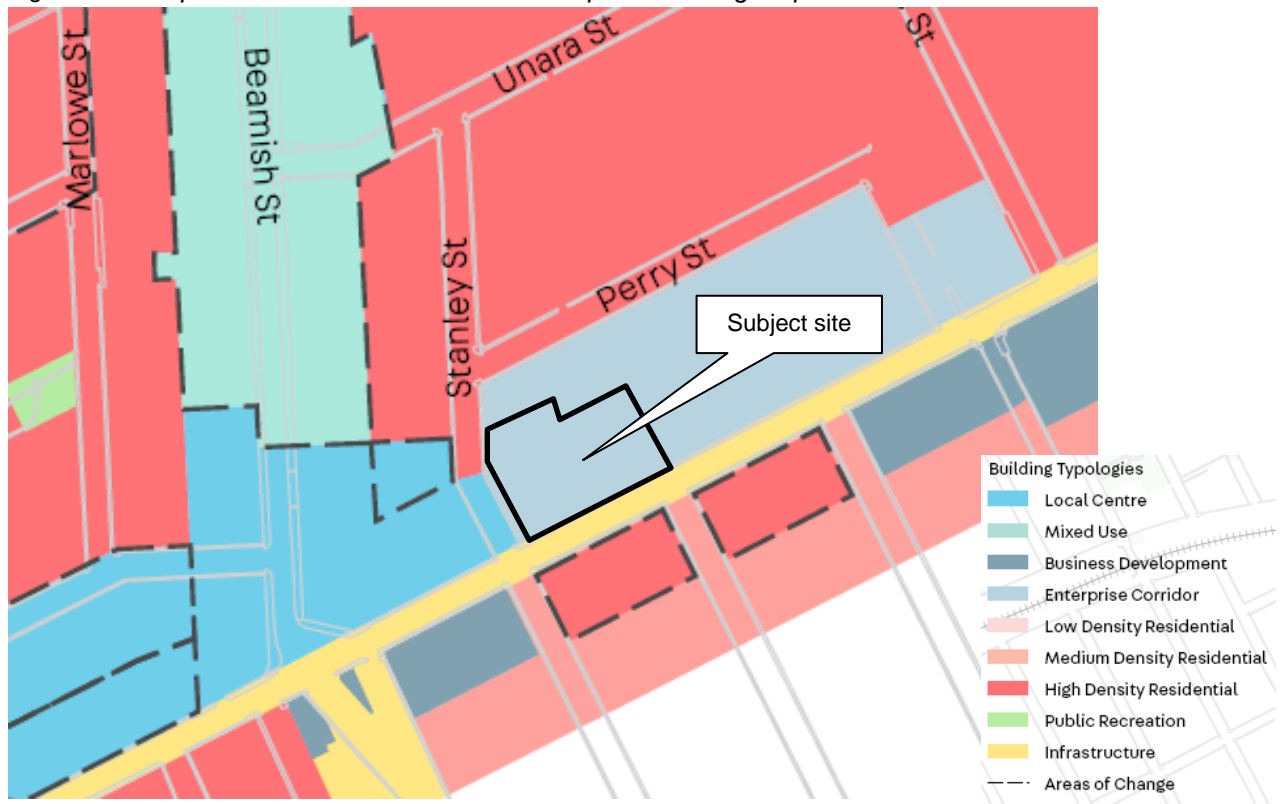


Figure 12: Campsie Town Centre Master Plan Proposed Height Map





4.4 Canterbury Bankstown Affordable Housing Strategy

The Planning Proposal does not include any residential floor space. Therefore, Council's Affordable Housing Strategy is not applicable.

4.5 Canterbury Bankstown Employment Lands Strategy

Council's Employment Lands Strategy outlines overarching strategies for employment growth within the Canterbury Bankstown LGA over the next 20 years. One of the aims of the Strategy is to create a lifestyle and medical precinct in Campsie. The strategy recognises that this aim is crucial to Council meeting the job targets for Campsie proposed in the *South District Plan*. In order to achieve this the strategy outlines a range of actions, which includes implementing built form controls that:

- Support a health and medical precinct around Canterbury Hospital.
- Ensure no net reduction in commercial/retail floorspace.
- Ensure a transition of building heights to lower density areas.

The Planning Proposal would implement these actions by delivering a hospital in proximity to Canterbury Hospital and supporting the development of medical and allied health services within Campsie. The Planning Proposal retains the current B6 Enterprise Corridor zoning and would therefore ensure no loss of employment land. The proposal would also result in a significant uplift in employment-generating uses on the site and would also contribute towards more specialised employment uses within the Campsie Town Centre. The redevelopment of the site facilitated by the Planning Proposal would generate 453 direct Full Time Equivalent (FTE) ongoing jobs in health care and a significant value addition for the area.

The Employment Strategy also breaks down the *South District Plan* job targets by industry, and states that Campsie would need an additional 1,311-1,542 workers in the health and education sector to meet this target. Considered in isolation, the Planning Proposal would therefore make a significant contribution towards meeting this target, however the proposal also has the potential to encourage further growth in medical and allied health industries within Campsie. As such the Planning Proposal is an important catalyst for future employment growth in the Campsie Town Centre.

In addition, by concentrating additional height and intensification along Canterbury Road and in proximity to the Beamish Street/Canterbury Road node, the Planning Proposal maintains the maximum 10 storey building height fronting Canterbury Road envisaged in the Campsie Town Centre Master Plan for the site and therefore will allow an appropriate transition towards lower density areas. This will be subject to more detailed design analysis being undertaken and appropriate setback controls being included in the site specific DCP to ensure potential impacts of any height increase on lower density areas to the south of the subject site are minimised.



4.6 Canterbury Bankstown Housing Strategy

The Housing Strategy considers residential and housing growth to 2036 to allow Council to plan for the additional transport, open space and health infrastructure necessary to support this growth. As identified in the Housing Strategy, the Campsie Town Centre is anticipated undergo significant growth to 2036, with a target of 6,360 additional dwellings within the Campsie centre and along Canterbury Road.

In addition, the proposal would facilitate the development of a district level facility to serve the medical and health needs of the wider Canterbury Bankstown population, which is expected to increase by over 112,000 people by 2036. This level of growth will necessitate new hospitals and other health services to be made available, requiring both public and private infrastructure investments in the LGA.

This Planning Proposal represents significant private investment in health infrastructure (\$125 million Capital Investment Value) to support planned population growth in the LGA and is therefore considered to be consistent with the Housing Strategy.

4.7 Creative City Strategic Plan 2019

The Creative City Strategic Plan establishes a framework to enhance Council's creative and cultural resources. *Creative City* highlights Canterbury Bankstown's unique identity and supports creative practices as a way of cultivating distinctive places. The priority actions of Creative City that are relevant to this Planning Proposal are:

- Deliver creative outcomes as part of any urban renewal, Master Planning process or planning proposal
- Support more creative activities in Bankstown Arts Centre and other community facilities
- Review planning controls to support the night time economy, taking into consideration noise control, street and park lighting, appropriate opening hours, and safe late-night travel options in mixed use centres.

The Planning Proposal supports the above actions by incorporating the provision of public art on the site through the draft Planning Agreement between the proponent and Council. A site-specific DCP will also include the requirement for a public art strategy to be submitted with future Development Applications on the site where the purpose of the DA is for a hospital use.

4.8 Canterbury Road Review

The Canterbury Road Review (2017) establishes a framework of additional considerations for the development footprint and urban form along Canterbury Road. The purpose of the review was to reconsider the current controls, objectives and principles of the Canterbury Road Masterplan (2010) and the Canterbury Local Environmental Plan 2012 (LEP) in light of:



- Planning proposals to change the land use and built form planning controls on numerous sites along Canterbury Road
- A number of developments which were approved under the former Canterbury Council in excess of the built form controls
- Increased community and stakeholder concern about the quantity and design quality of housing developments and whether there are adequate local amenities and open spaces to support residents, and
- The requirement for a strategic reconsideration in the context of the South District Plan, Sydney Metro and related Sydenham to Bankstown Urban Renewal Strategy.

As identified in the review, Recommendation 2 resolves Council to ‘allow additional residential development in the 11 Localities, on the northern side of the road, between the 7 Junctions, and included Location F as shown in Figure 13.

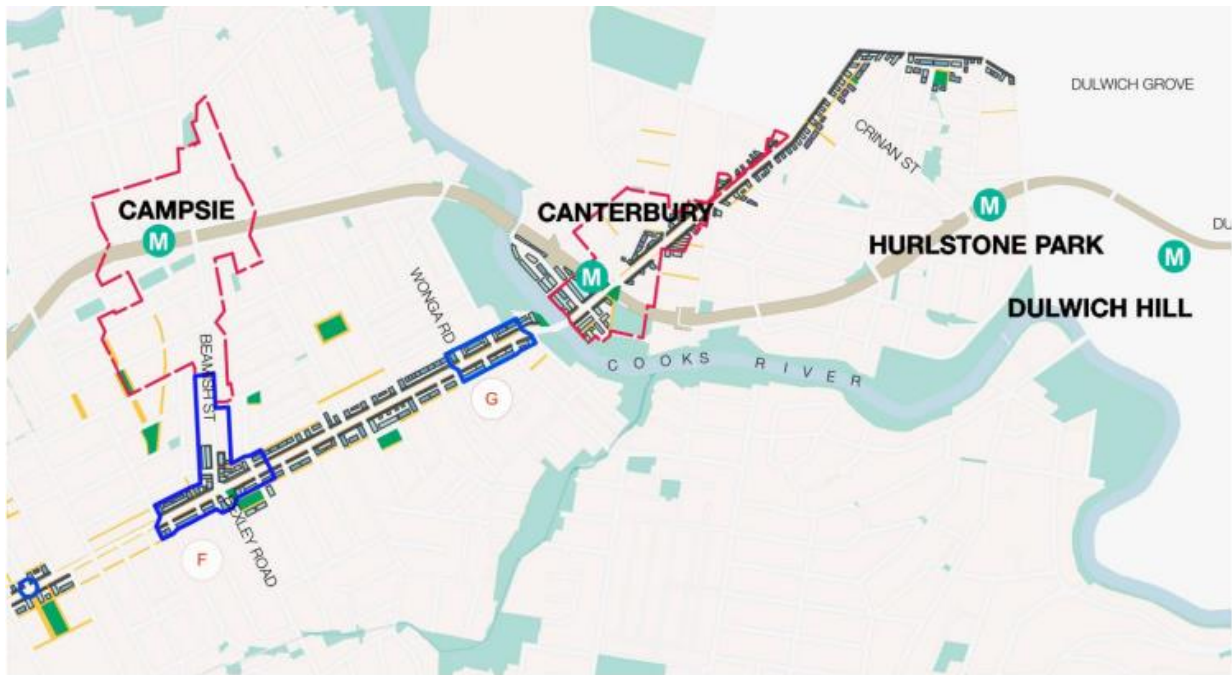


Figure 13: Canterbury Road Review (Source: Hill Thalys Re-Imagining Canterbury Corridor)

The proposal for a hospital on the site would facilitate a land use/development that is compatible with Key Action A of Recommendation 2 by providing: ‘A *land use zone within these Localities which provides for mixed use development including medium and high-density forms of residential accommodation above ground level such as B2 Local Centre;*’

Although the hospital use does not align with the intended use of the parcel as resolved in Recommendation 2, the development of a hospital within the site is consistent with Key Action A in support of the objective to encourage mixed use development and improvements to the amenity and open space along the corridor as outlined in the *Urban Design Study* for land between Canterbury Road and the T3 Bankstown Line.



The planning proposal provides further concentration of development within the Beamish Street/Canterbury Road node by increasing the development intensity and concentration of mixed-use development. Additionally, health services and infrastructure as part of this proposal is generally positioned as health related community infrastructure (hospital use) and is permissible in the B6 Zone. In this regard, the proposal supports the Canterbury Road Review by ensuring the development is contained within the junctions of Canterbury Road and providing health related community infrastructure that will contribute to a mixed-use development within this area of Canterbury Road.

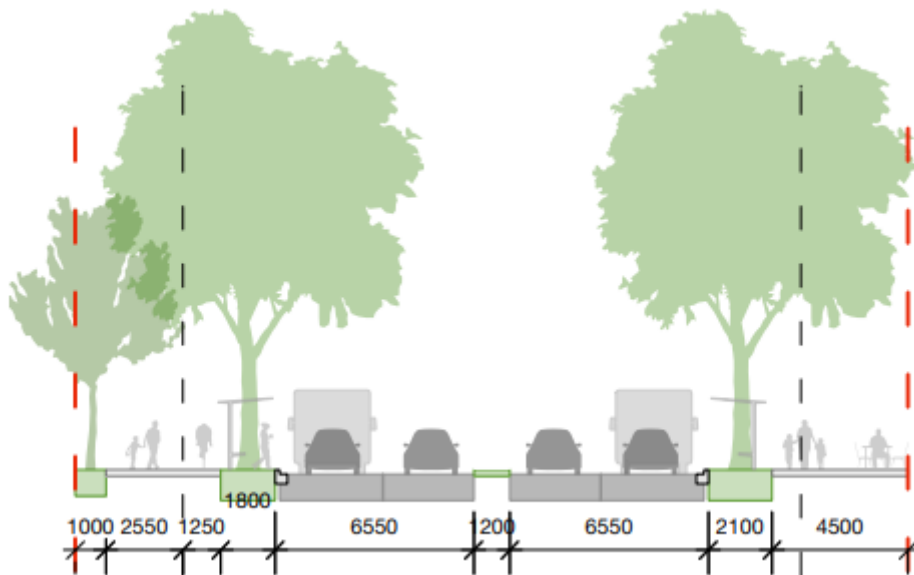


Figure 14: Indicative Canterbury Road Cross Section (Source: Hill Thalys Re-Imagining Canterbury Corridor)

Figure 14 provides an indicative cross section of Canterbury Road as envisaged under the Review. The Review includes objectives of enhance Canterbury Road through a number of interventions including:

- Retain the existing kerb lines
- Underground existing powerlines
- Dedicate land to public benefit via re-developed sites to widen Canterbury Road
- Provide a building setback along the Canterbury Road corridor to add street trees, and
- Plant large urban trees within verges and setbacks.

A minimum setback of 3.5m from the property boundary is provided along the Canterbury Road frontage (dedicated to Council) to facilitate the appropriate streetscape enhancements recommended within the Urban Design Study. This outcome supports the Canterbury Road Review



in addressing Recommendation 8 through the dedication of land for maximum public benefit along the Canterbury Road frontage.

Overall the Planning Proposal supports the relevant principles and vision of the Canterbury Road Review.

5. Is the Planning Proposal consistent with any other applicable State and regional studies or strategies?

There are no State and regional studies or strategies of direct relevance to this Planning Proposal.

6. Is the Planning Proposal consistent with applicable State Environmental Planning Policies?

This Planning Proposal's consistency with applicable State Environmental Planning Policies is summarised in Appendix A.

6.1 State Environmental Planning Policy (Transport and Infrastructure) 2021

6.1.1 Chapter 2 - Infrastructure (former State Environmental Planning Policy (Infrastructure) 2007)

The Planning Proposal does not contain any provisions which would contravene or hinder the application of Chapter 2 of the SEPP. This Planning Proposal seeks to facilitate redevelopment of the site for a hospital use. By removing all vehicle access from Canterbury Road and providing vehicle access from the secondary street frontage, Stanley Street, the proposal is consistent with Section 2.118 'Development with frontage to classified road' which requires future development to not adversely impact the safety, efficiency and ongoing operation of the classified road (Canterbury Road in this instance).

6.2 Proposed Changes to Clause 4.6

DPE exhibited an Explanation of Intended Effect (EIE) on proposed amendments to Clause 4.6 of the Standard Instrument LEP from the 31 March until 12 May 2021. Under the proposed revised Clause 4.6, the consent authority must be directly satisfied that the applicant's written request demonstrates the following essential criteria in order to vary a development standard:

- The proposed development is consistent with the objectives of the relevant development standard and land use zone; and
- The contravention will result in an improved planning outcome when compared with what would have been achieved if the development standard was not contravened. In deciding whether a contravention of a development standard will result in an improved planning outcome, the



consent authority is to consider the public interest, environmental outcomes, social outcomes or economic outcomes.

The EIE also contemplated an alternative test that could be developed to provide flexibility for minor variations to be approved by a consent authority where it would be difficult to demonstrate an 'improved' planning outcome.

Further, the EIE proposes that Councils will no longer be able to exclude provisions from the operation of Clause 4.6. Only exclusions to Clause 4.6 which will remain is the clarification that variations under Clause 4.6 cannot be granted for complying development or development standards containing BASIX requirements. To this end, this Planning Proposal does not seek to provide any new exclusions within Clause 4.6(8), therefore the proposed changes in the EIE do not impact this Planning Proposal. Any existing exclusions contained within Clause 4.6(8) are matters to be resolved as part of the finalisation of the draft CBLEP and not this Planning Proposal.

The DPE website states 'submissions will be considered and will inform the development of the proposed changes'¹.

6.3 Employment Zones Reform

In May 2021, the department proposed that the existing Business (B) and Industrial (IN) zones be replaced with five employment zones and three supporting zones under Standard Instrument (Local Environmental Plans) Order 2006 (SI LEP Order). The reform was finalised in December 2021 with the introduction into the SI LEP Order of 5 new employment zones and 3 supporting zones.

Refer to Appendix D.

¹ 'Review of clause 4.6 of the Standard Instrument LEP' - <https://www.planningportal.nsw.gov.au/variations-review>



7. Is this Planning Proposal consistent with applicable Ministerial Directions? (Section 9.1 Directions)

This planning proposal is consistent with most applicable Local Planning Directions (Section 9.1 Ministerial Directions) (refer to Appendix B), and discussed further below:

Table 6: Consistency assessment against Local Planning Directions (Section 9.1 Ministerial Directions)

Direction	Consistent / Rationale
Focus Area 1: Planning Systems	Justifiable inconsistency. The proposed site specific provision is necessary to ensure the future development outcome reflects the operational needs of a hospital. This Planning Proposal is consistent with the draft Campsie Master Plan and LSPS that identify the site as being within a medical precinct and the proposed site specific provision provides FSR, building height and development controls such as setbacks to ensure future hospital development on the site has an acceptable environmental impact on the surrounding area.
Direction 1.4 Site-specific Provisions	The proposed site specific provisions also incentivise the development of a hospital on the site by providing built form controls that only apply to hospital development. Non-hospital development reverts to the lower FSR envisaged for the site under the draft Campsie Master Plan.
Focus Area 4: Resilience and Hazards	Justifiable inconsistency. Minor parts of the site are affected by 100 Year Average Recurrence Interval (ARI) and Probable Maximum Flood (PMF) flooding events. The flooding impacts for the 100 Year ARI are isolated to the north western corner of the site, with only minimal flooding impacts modelled with relatively low flood water depths of 10cm to 30cm (refer to Figure 15). The PMF impact includes the north western corner, north eastern and south eastern boundaries of the site (refer to Figure 16).
Direction 4.1 Flooding	

Figure 15: 100 Year Average Recurrence Interval map for the site



The site is partially affected by the Probable Maximum Flood (PMF) Council's Asset Planning – Stormwater team has reviewed the flooding impact statement submitted by the applicant and confirm that the application satisfies the Ministerial Direction 4.3 – Flooding and provides the following comments:



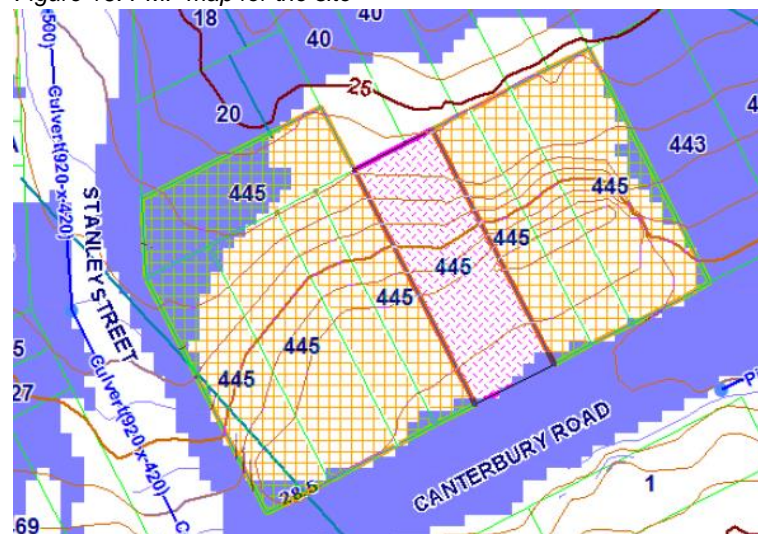
Basement Carpark – Due to the nature of the basement carpark with inherent increased risk of entrapment and hazard during flooding, it is recommended that the basement is protected against flooding for events up to the PMF. This includes all potential entry points for water ingress including the main driveway, stairwells and vents.

Emergency Vehicle Access – Whilst refuge-in-place is noted as the primary means of management during a PMF flood, it is recommended that emergency vehicle access is provided to allow for entry and egress from the site during flooding events up to the PMF. This can take into account the anticipated flooding depths that can be safely traversed by a typical emergency vehicle.

Recognising the low hazard on-site flooding risk, and the minimal area of the site impacted by potential flooding, the above flooding implications raised by Council's Asset Planning – Stormwater team will be addressed prior to exhibition through development controls to be included as part of the site specific DCP. The site specific DCP will require a detailed flood emergency management plan to be developed as part of any future Development Application on the site.

It should be noted that the Planning Proposal, while facilitating the development of a hospital on the site, does not propose any change to the uses currently permissible on the land.

Figure 16: PMF map for the site



Direction 4.4 Remediation of Contaminated Land

Consistent. The Planning Proposal does not propose any change in the uses permissible on the subject site. It is noted that there is potential contamination that may have occurred on the site and the applicant has prepared a Detailed Site Investigation, a Data Gap Investigation and a draft Remediation Action Plan. It is recommended that a Site Auditor is engaged to conduct a review of the Remediation Action Plan and be involved throughout the construction and post-construction phases of the project to validate all remediation works have been carried out in accordance with all relevant statutory and technical requirements.

Further investigation of contamination issues and changes to the remediation strategy may be warranted as part of the assessment of the Planning Proposal and following



	consultation with the NSW Environment Authority during the exhibition of the Planning Proposal.
Focus Area 5: Transport and Infrastructure	Consistent. The subject site is located in close proximity to bus services along Canterbury Road, Beamish Street and Bexley Road. The site is also within 800m of Campsie Railway Station and future metro rail station. The proposal supports the 30-minute city concept with by providing 453 FTE jobs and medical services located in Strategic Centres and aligns growth with infrastructure by facilitating specialised employment in the vicinity of the future Sydney Metro Southwest line. The proposal accords with the Local Planning Direction and associated guideline and policy as follows:
Direction 5.1 Integrating Land Use and Transport	<ul style="list-style-type: none">• Safe, level and direct pedestrian paths to nearby bus stops, shops and other facilities• Sufficient off-street space should be provided for the movement of all transport modes. The parking needs of night workers should be taken into account.• Footpaths should be provided and maintained along nearby streets and within the educational or health facility site, and• Bicycle storage and End of Trip facilities would be provided as part of the DA stage of the project.
Focus Area 7: Industry and Employment	Consistent. The Planning Proposal does not alter the existing zoning of the site and will facilitate the expansion of specialised health based employment uses on the site. The Planning Proposal will allow for additional employment floorspace to be delivered within this business zone.
Direction 7.1 Business and Industrial Zones	

Section C – Environmental, social and economic impact

8. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected because of the proposal?

The subject site is a developed site located in an urbanised area and does not contain any known critical habitats or threatened species, populations or ecological communities.

9. Are there any other likely environmental effects as a result of the Planning Proposal and how are they proposed to be managed?

Other likely environmental effects as a result of this Planning Proposal are discussed below.

9.1 Natural Hazards

The site is not affected by any known natural hazards such as land slip or bush fire. The site is impacted by flooding, refer to Table 6.



9.2 Traffic, car parking and vehicle servicing

The applicant's concept development scheme includes a total of five levels of basement car parking with a total of approximately 382 car parking spaces and a servicing area with four loading bays for service vehicles. All vehicle access to the site will be via the future rear lane off Stanley Street. The future development of the site for a hospital would no longer have direct vehicle access to Canterbury Road, a 'classified road' which is the responsibility of Transport for NSW (TfNSW).

Council engaged a traffic consultant to peer review the applicant's traffic report submitted with the application. Following a peer review, Council met with Transport for NSW in January 2021 to present the application and provide an opportunity for TfNSW comment on the proposal. Written comments were received from TfNSW in February 2021 that requested a range of matters including but not limited to further analysis and traffic intersection modelling, and clarification regarding the modal splits and car parking demand/provision for the future hospital use.

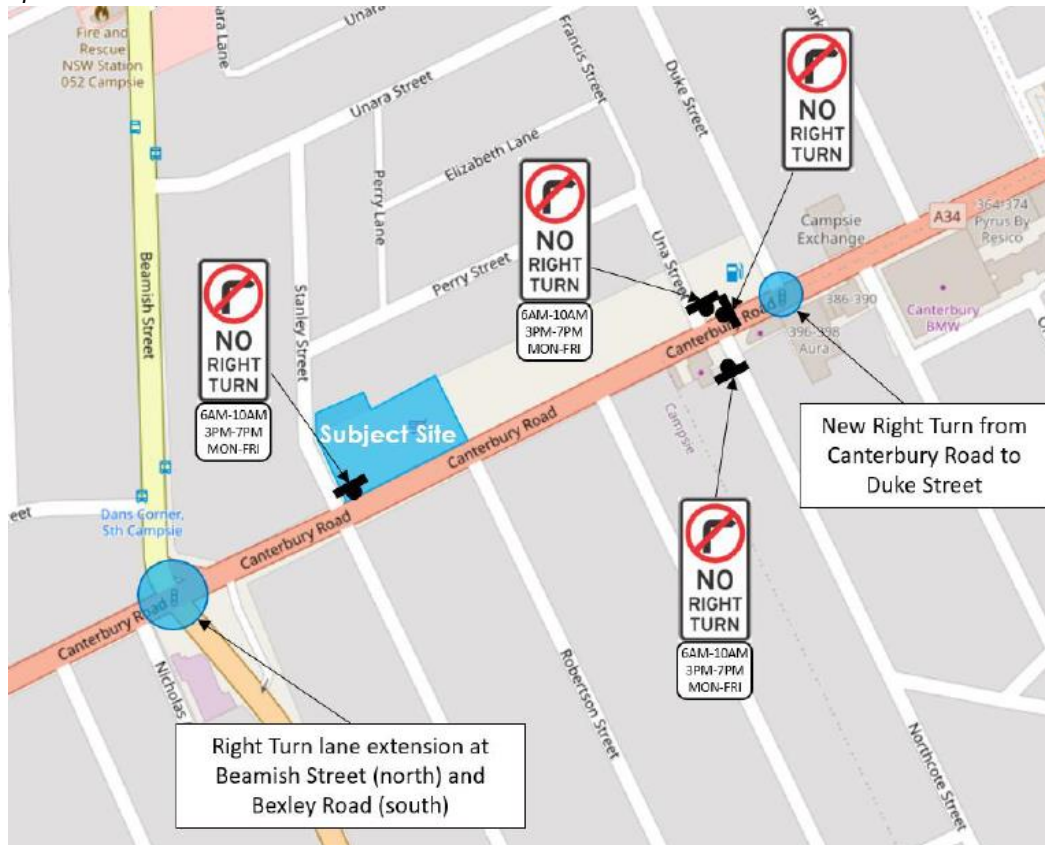
In response to the Council's Traffic and Transport Team review, the traffic consultant peer assessment and comments received from TfNSW, a revised traffic impact assessment and additional traffic modelling was submitted by the applicant in August 2021. The revised traffic information proposes a range of traffic management and congestion mitigation measures to minimise the potential traffic impacts on Canterbury Road and the surrounding streets once the hospital is operational. The measures are shown in Figure 17 below and summarised as follows:

- Right-turn ban from Stanley Street and Northcote Street onto Canterbury Road during weekday peak periods (e.g. 6am-10am and 3pm-7pm Monday-Friday).
- Left-in and left-out arrangements at Canterbury Road/Una Street.
- Modify existing traffic signal arrangements at Canterbury Road/Duke Street to include an additional phase on Duke Street (through and right turn).
- Extend existing right-turn lane lengths at Beamish Street/Bexley Road and Canterbury Road as follows:
 - Beamish Street (north approach) right turn lane length – from 15m to 50m.
 - Bexley Road (south approach) right turn lane length – from 75m to 100m.

The traffic modelling results indicates that the proposed improvements would improve overall intersection performance to an acceptable Level of Service (LoS) at D or better during peak periods. The exception to this would be at the Beamish Street/Bexley Road and Canterbury Road intersection, which would continue to operate at LoS of F, as per the existing situation.



Figure 17: Potential proposed traffic management measures to address traffic implications of the proposal once operational



Analysis of Traffic Impacts and Recommended Changes

The applicant's traffic impact statement and proposed management measures to minimise the traffic and congestion likely to result from the future redevelopment of the site for a hospital has been reviewed by Council's Traffic and Transport Team and have been supported in principle, subject to the following additional work being undertaken prior to exhibition of the Planning Proposal:

- Consultation with residents and businesses within a 500m radius of proposed changes to turning restrictions and traffic signals is to be undertake, including all residents of Northcote Street.
- The traffic island on Stanley Street at the intersection with Canterbury Road will be reconstructed by Council to maintain the right turn restrictions from Stanley Street to Canterbury Road, therefore the SIDRA modelling and report is to be updated to reflect this (left-in, left-out only).
- The modelled intersection layout in SIDRA of the Stanley Street/New Laneway is to be provided.



- Traffic volume distribution diagrams are to be included for each scenario showing how traffic has been distributed and reassigned

Council obtained further comments from TfNSW in September 2021 in response to the applicant's proposed traffic management measures. While TfNSW has identified some additional work that is required to resolve traffic and vehicle access implications of the proposal, there is no objection raised to the application progressing to Gateway and the traffic matters being addressed in the normal consultation during exhibition of the Planning Proposal.

The key issues that have been raised by TfNSW that will require further information or revision:

- Left-in left-out turns at the Canterbury Road/Una Street intersection is supported based upon a detailed Traffic Management Plan (TMP) being provided to Council, approved at Traffic Committee and Council General meetings and is approved by TfNSW Senior Management.
- A report justifying reinstatement of right turning traffic from Canterbury Road into Duke Street, including evidence of the outcome of community consultation.
- Suggest a 12.5m rigid truck is used as the largest vehicle expected to access the site which is a more common length limit for rigid trucks (not 11m).
- The development needs to take into account freight movements on the adjacent Canterbury Road and allow it to operate at maximum efficiency. Canterbury Road is an approved 'Higher Mass Limit' B-double route. This development will need to mitigate against noise and air emissions, as well as vibrations from the freight network.

It is noted that further changes may result from the Gateway Determination issued by the Department and from formal comments received from Transport for NSW during the formal exhibition of the Planning Proposal. In regard to the comment regarding noise, air emissions and vibrations, these matters will be the subject of the Development Application process.

The applicant's traffic assessment shows the proposal will result in increased traffic generation during the morning peak (7.30am – 8.30am) and afternoon peak times (4.45pm – 5.45pm). The table below provides a summary of the increased traffic implications on the Level of Service to the intersections within the study area.

Table 7: Summary of AM and PM peak intersection operation with proposed hospital development and proposed traffic management measures within study area

Intersection	AM Peak Level of Service		PM Peak Level of Service	
	No upgrades	Upgrades	No upgrades	Upgrades
Beamish St – Bexley Rd – Canterbury Rd	F	F	F	F
Canterbury Rd – Stanley St – Scahill St	F	A	F	A
Canterbury Rd – Una St	F	A	F	A
Canterbury Rd – Northcote St	F	D	F	D

Note: LoS average delay per vehicle A = less than 14 seconds, B = 15-28 seconds, C = 29-42 seconds, D = 43-56 seconds, E = 57-70 seconds, F = greater than 70 seconds



The traffic modelling and analysis undertaken during the assessment of the application concludes that the 10 other intersections near the site that are within the study area will operate well during the network peak hours (AM and PM), with a Level of Service (LoS) of greater than C with the proposed traffic management upgrade measures installed.

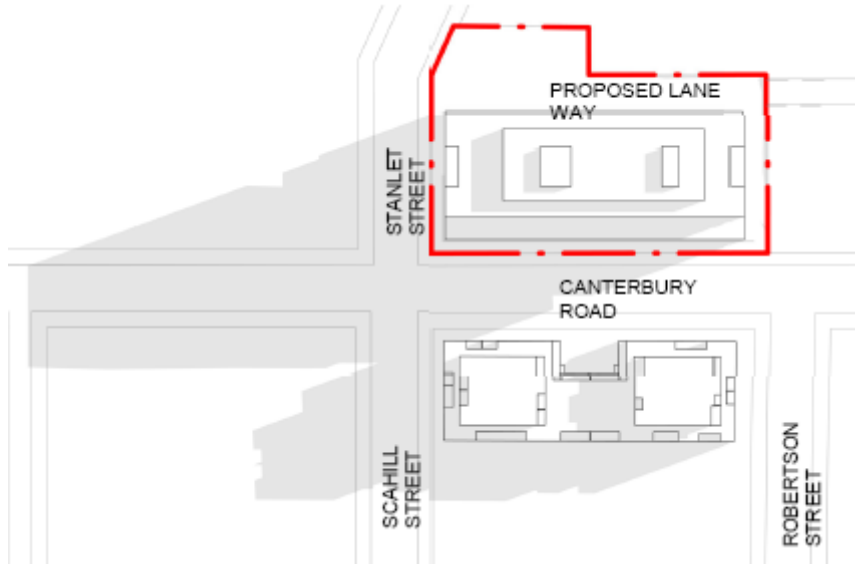
9.3 Overshadowing

The proposal seeks a maximum building height of 44.1m/45.5m (RL72.75) on the site to facilitate redevelopment for a hospital building comprising part 10 and 11 storeys and rooftop mechanical plant. The building height in terms of storeys is generally consistent with the Campsie Town Centre Master Plan building height envisaged for the site. However the Master Plan contemplates floor to floor heights between 3.7m – 4.4m for a commercial development and not the floor to floor heights required by hospital uses which are up to 5m to accommodate building services including mechanical, electrical, fire, hydraulic and medical gasses that typically require an allowance of up to 1.2m in the ceiling space in operating theatres and other hospital spaces requiring high sterile environments including isolation rooms.

The application originally proposed a maximum building height of 56m and following Council's assessment, the height was reduced to 39.5m fronting Canterbury Road to maintain acceptable solar access to the future development of land to the south of Canterbury Road located at 1-5 Robertson Street and 412-416 Canterbury Road, for six storey residential development (R4 High Density Residential zoned land under the Master Plan). Refer to Figure 18 showing the location of the affected site.



Figure 18: Location of the site and affected future apartment development located at 1-5 Robertson Street and 412-416 Canterbury Road. The diagram shows the shadow impact at 9am on 21 June (Winter Solstice)



An assessment of the solar access information by Council raised concern that six apartments within the concept residential development would not receive the minimum 2 hours of solar access on the Winter Solstice, resulting in a non-compliance with the SEPP 65 Apartment Design Guide Objective 4A-1 which stipulates the following:

“Living rooms and private open spaces of at least 70% of apartments in a building receive a minimum of 2 hours direct sunlight between 9 am and 3 pm at mid-winter in the Sydney Metropolitan Area.”

In response to Council’s concerns, the detailed solar impact analysis undertaken by the applicant’s urban design consultant Dickson Rothschild (held at Appendix L) indicates that a minimum of 70% of solar access to the apartments as part of a future redevelopment of the land at 1-5 Robertson Street and 412-416 Canterbury Road would be achieved with a building height of 39.5m fronting Canterbury Road and an additional 4.6m of rooftop mechanical plant. The Dickson Rothschild solar impact analysis also notes:

- Of the six apartments queried by Council, four of the apartments comply (apartments 8, 22, 32 and 56).
- The two non-compliant apartments (apartments 3 and 20) do not comply primarily due to shadows caused by the conceptual six storey residential development and not from the concept hospital design.
- Should the six storey residential conceptual development go through detailed design then compliance of these apartments is likely to be achievable. The concept hospital development provides no barrier to compliance for these units.



As noted in Part 2, it is proposed to apply a site-specific clause in Part 6 of the current LEP and the subsequent Draft CBLEP to limit the maximum building height and FSR for hospital uses. The site specific local provision will only apply to a hospital use on the site to accommodate the increased floor to floor heights and rooftop mechanical plant operational requirements. This approach maintains the integrity of the Master Plan vision for the site, provides certainty for the community that only a hospital use will be able to take advantage of the increased building height and will ensure that there is no precedent for increased building heights elsewhere along Canterbury Road for non-hospital uses.

9.4 Site Contamination

Prior to the use of the land for health services facility purposes, the site is to be remediated. The Detailed Site Investigation, draft Remediation Action Plan (RAP) and Data Gap Investigation prepared with the application identify the following site contamination:

- Total recoverable hydrocarbons (TRH) / benzene, toluene, ethylbenzene, xylenes, naphthalene and Benzo(a)pyrene exceeding ecological screening level (ESL) criteria.
- Elevated concentrations of arsenic, copper and zinc were reported in some samples, while all other metals remain below adopted assessment criteria.
- Slight exceedances of the adopted Australian and New Zealand Environment and Conservation Council (ANZECC) freshwater criteria for dissolved copper and zinc were observed within the three groundwater monitoring wells sampled

The draft RAP notes that the above identified exceedances are not considered significant and are primarily the result of a conservative application of the assessment criteria. The draft RAP also concludes that the recommended option to remediate the site is to excavate the contaminated soil for off-site disposal, rather than treatment of the impacted soils on or off site or isolation/capping the impacted soils on the site.

The draft RAP and Data Gap Investigation reports conclude that there are no human health risks to future and current site users however given the presence of metals, benzo(a)pyrene and total recoverable hydrocarbons (TRH) exceeding the adopted ecological criteria for groundwater, the following recommendations are provided to be addressed as part of a revised final RAP:

- Undertake further assessment of soils within the existing structure footprint and additional sample to clarify waste classification of previous locations.
- A qualified environmental consultant to be available during construction to ensure that materials are managed for offsite disposal as per excavation guidance and classifications. Further visual and sampling assessment of unexpected finds and final excavation surfaces may also be made to confirm site suitability.
- Preparation of a Construction Environmental Management Plan (CEMP) with an Unexpected Finds Protocol which considers risk to site workers during construction. With respect to site contamination, controls and management within the CEMP should include:



- Use of contractors appropriately licenced in the removal of any hazardous materials identified including in residual structures and site soils; and
- Demolition and / or removal of any hazardous materials prior to undertaking general demolition or bulk earthworks activities.

Noting the additional future work required, the draft RAP concludes that the site can be made *“suitable for the proposed land use with no ongoing management”*.

Notwithstanding, Based on Council’s review of the expert advice within these reports, it is recommended that a Site Audit Statement and Site Audit Report be provided prior to exhibition to verify the methodology of the reports and the conclusion of the draft RAP.

In addition, Council will require the following information as the site is developed in the future:

- Prior to granting of development consent to a future Development Application on the site, a Site Audit Statement and Site Audit Report must be provided from a NSW Environment Protection Authority Accredited Site Auditor that clearly states that the site is, or can be, made suitable for the intended use.
- The Site Auditor audit all reports compiled as part of the remediation, and validation process.
- The Site Audit Statement and Site Audit Report must include any restrictions or management requirements for the site.
- The Site Audit Statement and Site Audit Report must also be submitted to Council in writing.

10. Has the Planning Proposal adequately addressed any social and economic effects?

The proposed hospital would deliver a number of significant social and economic benefits to the area including private investment and enhanced medical and healthcare services to the community. The positive social and economic impacts of the Planning Proposal on the local community and LGA includes:

- The concept proposal would provide significant long-term improvements to existing health care provision in the local community by providing 218 hospital bed facilities that will sustain the ongoing employment of around 453 direct FTE at full bed occupancy.
- Health and wellbeing improvements are high, as additional health care services will have space and facilities required to provide improved healthcare to the local and broader communities within the Sydney Local Health District.
- Generate direct and indirect employment generated during the construction and operational phases. The estimated construction cost of approximately \$125 million will be a significant investment for the local economy and generate an estimated 245 jobs in the construction industry and support a further 392 jobs in related (supplier) industries over the development period.
- Facilitate business growth for local retail, manufacturing and wholesale businesses during the construction and operational stages.



- The investment in new health infrastructure would complement the existing services and facilities available in the area including Canterbury Hospital and existing allied health facilities.
- Opportunity to drive new investment in the local property market through stimulating demand for ancillary health services and accommodation.
- Increased spending at local businesses due to the increase in workers travelling to the area during both the construction phase.
- Ongoing jobs at the proposed hospital will generate significant economic output, including a net gain of approximately +\$50 million in value added, or \$83 million in Gross Regional Product (GRP).

It is acknowledged that there would be some adverse social effects resulting from the Planning Proposal:

- Impacts from demolition of the existing buildings and structures on the site and construction of a new hospital development.
- Loss of the four existing businesses currently operating on the site. This includes the loss of up to 12 direct FTE jobs.
- Loss of the existing 'The Staples Bag' retail premises on the site which provides a range of low cost retail goods to low income earners in the community.
- Impacts generated by the ongoing operation of the site including noise, vibration, air quality, traffic and visual impacts from the proposed new building, signage and light spill from internal and external building illumination.
-

The Social and Economic Impact Assessment recommends the following mitigation measure which can be implemented as a condition of development consent as part of a future Development Application on the site:

"Care must be given to ensure appropriate communication and project updates are provided to these businesses to ensure the transition of the site does not unduly disrupt their operations. It is recommended the redevelopment of the site allows for time for existing businesses to relocate, in particular The Staples Bag, which provides a community service to low income earners."

Section D – Infrastructure (Local, State and Commonwealth)

11. Is there adequate public infrastructure for the Planning Proposal?

Required public utilities such as electricity, telecommunication, gas, water, sewer and drainage services are available to the site. It is expected that these services will be upgraded as required during the future Development Application phase of the site redevelopment.

The site is well served by public transport infrastructure in that the site is within 10 minute walking distance (800m) of existing Campsie Railway Station and future Metro Station and numerous bus services along Canterbury Road and Beamish Street/Bexley Road approximately 140m to the west



of the site. The Campsie Town Centre Master Plan identifies the public infrastructure that will be required to cater for the growth of Campsie.

In addition, public infrastructure will be delivered as part of a Planning Agreement between Council and the landowner which will be subject of further negotiation before it is exhibited with the Planning Proposal.

Section E – State and Commonwealth Interests

12. What are the views of state and federal public authorities and government agencies consulted in order to inform the Gateway determination?

Relevant public authorities will be consulted following the Gateway Determination. Any issues raised will be incorporated into this Planning Proposal following consultation in the public exhibition period.

Council obtained preliminary comments from Transport for NSW regarding the Planning Proposal and the proposed traffic management measures along Canterbury Road. The comments have informed the preparation of the Planning Proposal.



Part 4 – Maps

This Planning Proposal does not propose any mapping changes.



Part 5 – Community Consultation

The Planning Proposal will be placed on public exhibition in accordance with the Gateway Determination, the Canterbury Bankstown Community Participation Plan and any relevant public health orders for a minimum of 28 days, comprising of:

- Notification in the local newspaper that circulates in the area affected by this Planning Proposal.
- Display on Council's 'Have Your Say' website.
- Written notification to affected and adjoining property owners.

Written notification to public authorities including:

- NSW Department of Planning, Industry and Environment - Environment, Energy and Science group.
- South Western Sydney Local Health District.
- Sydney Water.
- Telstra.
- National Broadband Network.
- Transport for NSW.
- Ausgrid.
- State Emergency Service.
- Local bus operators.

Each public authority/organisation is to be provided with a copy of the Planning Proposal and any relevant supporting material and given at least 30 days to comment on the proposal as stipulated in the Gateway Determination conditions.



Part 6 – Project Timeline

The anticipated timeline for completion of this Planning Proposal is as follows:

Dates	Project timeline
December 2021 - March 2022	Report Matter to Local Planning Panel, consideration by Council and Council decision
March 2022	Submit Planning Proposal to DPE for Gateway Determination
June 2022	Gateway Determination
September 2022	Complete any changes required by Gateway Determination (pre-exhibition)
September – October 2022	Commencement and completion of public exhibition period
October – November 2022	Consideration of submissions
November 2022	Post-exhibition review and additional studies
December 2022	Council meeting to consider outcomes of exhibition (Date to be confirmed)
December 2022	Submission to the Department for finalisation
February 2023	Gazettal of LEP amendment



APPENDIX A – State Environmental Planning Policies

State Environmental Planning Policies	Applicable	Consistent
State Environmental Planning Policy (Biodiversity and Conservation) 2021	No	N/A
State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004	No	N/A
State Environmental Planning Policy (Exempt and Complying Development Codes) 2008	No	N/A
State Environmental Planning Policy (Housing) 2021	No	N/A
State Environmental Planning Policy (Industry and Employment) 2021	No	N/A
State Environmental Planning Policy No 65—Design Quality of Residential Apartment Development	No	N/A
State Environmental Planning Policy (Planning Systems) 2021	Yes	Yes
State Environmental Planning Policy (Precincts—Central River City) 2021	No	N/A
State Environmental Planning Policy (Precincts—Eastern Harbour City) 2021	No	N/A
State Environmental Planning Policy (Precincts—Regional) 2021	No	N/A
State Environmental Planning Policy (Precincts—Western Parkland City) 2021	No	N/A
State Environmental Planning Policy (Primary Production) 2021	No	N/A
State Environmental Planning Policy (Resilience and Hazards) 2021	Yes	Yes
State Environmental Planning Policy (Resources and Energy) 2021	No	N/A
State Environmental Planning Policy (Transport and Infrastructure) 2021	Yes	Yes



APPENDIX B – Local Planning Directions (Section 9.1)

Local Planning Directions		Applicable	Consistent
Focus area 1: Planning Systems			
1.1	Implementation of Regional Plans	Yes	Yes
1.2	Development of Aboriginal Land Council land	No	N/A
1.3	Approval and Referral Requirements	Yes	Yes
1.4	Site Specific Provisions	Yes	Justifiable inconsistency
Focus area 1: Planning Systems – Place-based			
1.5	Parramatta Road Corridor Urban Transformation Strategy	No	N/A
1.6	Implementation of North West Priority Growth Area Land Use and Infrastructure Implementation Plan	No	N/A
1.7	Implementation of Greater Parramatta Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.8	Implementation of Wilton Priority Growth Area Interim Land Use and Infrastructure Implementation Plan	No	N/A
1.9	Implementation of Glenfield to Macarthur Urban Renewal Corridor	No	N/A
1.10	Implementation of the Western Sydney Aerotropolis Plan	No	N/A
1.11	Implementation of Bayside West Precincts 2036 Plan	No	N/A
1.12	Implementation of Planning Principles for the Cooks Cove Precinct	No	N/A
1.13	Implementation of St Leonards and Crows Nest 2036 Plan	No	N/A
1.14	Implementation of Greater Macarthur 2040	No	N/A
1.15	Implementation of the Pyrmont Peninsula Place Strategy	No	N/A
1.16	North West Rail Link Corridor Strategy	No	N/A
1.17	Implementation of the Bays West Place Strategy	No	N/A
Focus area 2: Design and Place			
Focus area 3: Biodiversity and Conservation			
3.1	Conservation Zones	Yes	Yes
3.2	Heritage Conservation	Yes	Yes
3.3	Sydney Drinking Water Catchments	No	N/A
3.4	Application of C2 and C3 Zones and Environmental Overlays in Far North Coast LEPs	No	N/A
3.5	Recreation Vehicle Areas	Yes	Yes
Focus area 4: Resilience and Hazards			
4.1	Flooding	Yes	Justifiable inconsistency
4.2	Coastal Management	No	N/A
4.3	Planning for Bushfire Protection	No	N/A
4.4	Remediation of Contaminated Land	Yes	Yes
4.5	Acid Sulfate Soils	No	N/A
4.6	Mine Subsidence and Unstable Land	No	N/A
Focus area 5: Transport and Infrastructure			
5.1	Integrating Land Use and Transport	Yes	Yes
5.2	Reserving Land for Public Purposes	Yes	Yes
5.3	Development Near Regulated Airports and Defence Airfields	No	N/A
5.4	Shooting Ranges	No	N/A
Focus area 6: Housing			
6.1	Residential Zones	No	N/A
6.2	Caravan Parks and Manufactured Home Estates	Yes	Yes



Focus area 7: Industry and Employment			
7.1	Business and Industrial Zones	Yes	Yes
7.2	Reduction in non-hosted short-term rental accommodation period	No	N/A
7.3	Commercial and Retail Development along the Pacific Highway, North Coast	No	N/A
Focus area 8: Resources and Energy			
8.1	Mining, Petroleum Production and Extractive Industries	No	N/A
Focus area 9: Primary Production			
9.1	Rural Zones	No	N/A
9.2	Rural Lands	No	N/A
9.3	Oyster Aquaculture	No	N/A
9.4	Farmland of State and Regional Significance on the NSW Far North Coast	No	N/A



APPENDIX C – Local Environmental Plan Maps

This Planning Proposal does not propose any mapping changes.



APPENDIX D – Planning Advice Note: Employment Zones Reform

Summary

The Department of Planning and Environment (the Department) is reforming the employment focused zones under the Standard Instrument Principal Local Environmental Plan (2006) (SI LEP). The SI LEP currently include eight business zones (B) and four industrial zones (IN).

Historically, the rationale for how zones were applied and how they were adapted within individual LEPs is such that clarity around the specific functions of each zone has been lost. This reform aims to address this issue by continuing to have the existing SI LEP requirements to achieve place-based needs and at the same time provide greater consistency in how and where a certain zone is applied across different LEPs.

The Department will publish the new employment zones framework as part of an Amendment Order to the SI Principal. The Amendment Order allows Councils to include additional permitted land uses, objectives and local provisions to further clarify the strategic intent of their LEPs.

The Department will use a self-repealing State Environmental Planning Policy (SEPP) to amend existing LEPs to introduce the new zones. Councils will be able to continue to introduce local provisions with the translation of the employment zones. These zones will comprise of five new employment zones:

- E1 Local Centre
- E2 Commercial Centre
- E3 Productivity Support
- E4 General Industrial
- E5 Heavy Industrial

The Local Centre and Commercial Centre zones represent zoning for centres; the General Industrial and Heavy Industrial are the key industrial zones; and Urban Support provides a transition between the centres and industrial zones.

To accommodate land uses in existing B or IN zones that are not primarily productivity related, two further zones are proposed:

- MU Mixed Use
- W4 Working Foreshore

The MU Mixed Use zone is generally used where a range of land uses are to be encouraged. The W4 Working Foreshore zone is a direct translation of the IN4 Working Waterfront. The alignment of this use with foreshores has been strategically positioned to orient the land uses and land application better with waterway zones.



To introduce a flexible mechanism to allow for bespoke planning for unique precincts a new Special Purpose zone is proposed:

- SP4 Local Enterprise

Introducing the SP4 Local Enterprise zone recognises that certain precincts and their proposed land use activities are unique and cannot be accommodated in another proposed zone. The SP4 zone will allow a planning authority to set the land use table.

Provided below in Table 8 is an indicative and not final Employment Zones translation summary pertaining to land within the Canterbury Bankstown LGA.

Table 8: Indicative preliminary Employment Zones translation summary for Canterbury-Bankstown (Note: not confirmed or exhibited)

Current Zone	Employment Zone
B1 Neighbourhood Centre	E1 Local Centre
B2 Local Centre	E1 Local Centre
B3 Commercial Core	E2 Commercial Centre
B4 Mixed Use	MU1 Mixed Use
B5 Business Development	E3 Productivity Support
B6 Enterprise Corridor	E3 Productivity Support
B7 Business Park	E3 Productivity Support
IN1 General Industrial	E4 General Industrial
IN2 Light Industrial	E4 General Industrial

This reform aims to bring consistency, making it easier to navigate different LEPs, supporting short-and-long term investment and development and ensuring assessment pathways are consistent across different LEPs.

The new framework is expected to be introduced through an amendment to the SI Principal LEP Order by September 2021, which will be incorporated into updated SI LEPs by mid-2022.

Implications for this Planning Proposal

The Department exhibited the proposed amendments to individual local environmental plans in NSW from 31 May 2022 until 12 July 2022. Canterbury Bankstown Council was not included in this exhibition of 'Employment zone Translations' because of the imminent making of the Consolidating Canterbury Bankstown Local Environmental Plan. Exhibition for Council's 'Employment zone Translations' will occur following the making of the new LEP.

While Council has yet to exhibit and formalise its position on the zoning of land under the Employment Zones Reform package, it is possible that the subject site will be zoned E3 Productivity Support which will permit hospital uses. Further detail on the implications of the Employment Zones Reform can be provided by Council post-exhibition, if necessary.