

## **RESPONSE TO COUNCIL: SOCIAL AND ECONOMIC BENEFITS STATEMENT**

To Support a Planning Proposal to Amend the  
Bankstown Local Environmental (LEP) Plan 2015  
as it Applies to

### **Nos. 297-299 Canterbury Road, Revesby**

Prepared for:

**Canterbury-Bankstown Private Hospital Pty Ltd**  
c/- SGC Asset Management Pty Ltd  
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## 1.0 INTRODUCTION

This report has been prepared on behalf of Canterbury-Bankstown Private Hospital Pty Ltd by George Karavanas Planning Pty Ltd – (hereafter referred to as GSA Planning). GSA Planning has expertise in Urban Design, Environmental & Traffic Planning.

This document is a response to Council's correspondence dated 6 March 2020. In that letter, Council requested additional information following Gateway Determination for a planning proposal at Nos. 297-299 Canterbury Road Revesby. The planning proposal is to permit a maximum Floor Space Ratio (FSR) of 2.3:1 on the subject site. This will facilitate the development of a new concept design for a proposed five and six storey private hospital containing approximately 195 beds, carparking for 448 vehicles and associated facilities on the site. In its correspondence, Council requested details of the social and economic benefits of the proposal.

There are a number of compelling social and economic benefits for the proposal, which include the following:

- The proposal will assist in meeting the growing demands for health infrastructure and support services in metropolitan Sydney;
- The site is ideally located in proximity to the existing Bankstown-Lidcombe Hospital, which will assist in servicing the public within the Local Government Area (LGA);
- The proposal will provide substantial increase in employment opportunities, both during construction and in its future operation;
- Increased employment opportunities to work close to home;
- Provision of increased choice in healthcare facilities which are currently not present in the immediate vicinity;
- Improved work/life balance for local residents in respect of commute lengths through creating local employment opportunities;
- Increased provision of medical and allied health services to residents;
- A significantly improved built form compared to the existing development on site;
- Increased activation of an industrial area to improve safety; and
- Provide an additional boost to the construction industry.

In addition, the current COVID-19 pandemic has demonstrated that there is potential for existing medical facilities to be crippled in the event of this or any other major outbreak. While Australia has been fortunate to have substantially lower incidences of positive cases and hospitalisations compared to other parts of the world, the proposal has the potential to offer additional beds and medical support services should a similar need arise, and could be adapted to suit future events. Indeed, in March 2020, the Federal Government partnered with the private hospital sector to ensure over 30,000 private hospital beds and over 100,000 staff would be made available during the COVID-19 response.

This document should be read in conjunction with amended architectural plans prepared by AVA Architects and evacuation management plan also requested in Council's correspondence, and submitted separately.

The remaining sections of this documents include a site analysis; an outline of the proposal (as amended following Gateway determination); Strategic Policy Framework; Community Profile; Social and Economic Benefits; and a Conclusion.

## 2.0 SITE ANALYSIS

This section contains a description of the following: The Locality; Site Description; Existing Built Form and Landscaping; and Existing Character and Context.

### 2.1 The Locality

The subject site is located approximately 19km south-west of the Sydney CBD, 2.5km from the Bankstown CBD and is located within the LGA of Canterbury-Bankstown (see Figure 1).



**Figure 1: Local Context**  
Source: Google Maps

### 2.2 Site Description

The subject site is located on the corner of Canterbury Road and Mavis Street and is known as Nos. 297-299 Canterbury Road, Revesby, described as Lot 9 in DP663160 and Lot 202 in DP849245 (see Figure 2 on the following page). The site is a corner allotment, with a combined frontage to Mavis Street of 128.54 metres, a south-eastern frontage to Canterbury Road of 72.44 metres, and a total site area of 9,175m<sup>2</sup>. The site is occupied by a number of industrial buildings including warehouses, offices and showrooms. No. 297 Canterbury Road comprises a single storey rendered brick office and showroom building that currently addresses Mavis Street and is set back approximately 15m from the Canterbury Road frontage. The site is located off major transport gateways and arterial roads such as the M5 Motorway and Canterbury Road. The site currently has access to public transport, with a number of bus routes running along Canterbury Road. The site is also within 2km of Revesby Railway Station and 3km of Bankstown Railway Station, which provide connecting links to the wider Sydney Area.

To the north is an adjoining brick warehouse and a metal clad warehouse. A small metal shed occupies the north-western corner of a concrete and gravel area. No. 299 Canterbury Road is occupied by a two-storey brick office and showroom building which is set back from Canterbury Road. A metal clad building fronting Mavis Street is also located on the site. Pedestrian access is available from both Canterbury

Road and Mavis Street. A number of vehicular access points are available to the subject site, including a left in, left out access from Canterbury Road to a bitumen carpark and multiple entry points from Mavis Street.



**Figure 2: Location Plan**

 Subject Site

Source: Six Maps, 2020

## 2.3 The Surrounds

Development surrounding the subject site largely comprises industrial, warehouse style buildings on the northern side of Canterbury Road and low density residential development on the southern side of Canterbury Road.

To the north are warehouse style buildings, a hardstand area and an unbuilt upon area. Further to the north is residential development. The Bankstown-Lidcombe Public Hospital is located some 350m north of the site. To the east on the opposite side of Mavis Street is a service station and a warehouse style development.

Development to the south on the opposite side of Canterbury Road comprises low density residential development, generally in the form of detached single and two storey dwellings. Further to the south is more residential development and the M5 Motorway. To the west and adjoining the subject site is No. 299A Canterbury Road and comprises a number of warehouse style buildings and hardstand areas. Also to the west and adjoining the subject site are a number of warehouse/showroom units.

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## 3.0 THE PROPOSAL

### 3.1 Background to the Proposal

In October 2017, a Request for Secretary's Environmental Assessment Regulations (SEARs) was lodged with the Department of Planning, Industry and Environment (DPIE) for a new six storey 251 bed private hospital and associated healthcare and ancillary facilities, and a car park for 433 vehicles. On 17 November 2017, a SEARs response was issued and included a request to prepare a Planning Proposal for the FSR non-compliance. In January 2018, an updated SEARs was issued by DPIE on the basis that the proposal would be a comprehensive State Significant Development (SSD) Application. However, following the applicant's desire to submit a concept proposal only, a further updated SEARs was issued on 6 March 2018.

In February 2018, a Planning Proposal application was lodged with Canterbury-Bankstown Council (RZ-1/2018). The objective of this Planning Proposal is to facilitate the development of a private hospital at Nos. 297-299 Canterbury Road, Revesby. The intended outcome of this Planning Proposal is to amend the Bankstown LEP 2015 to apply a maximum FSR of 2.9:1 to the subject site. There will be no change to the zoning. On 5 June 2019, the DPIE issued a Gateway Determination, which requires that certain amendments be made to the planning proposal prior to public exhibition. This includes a development concept that with an FSR of 2.3:1 (see Figure 3 and Figure 4 on the following pages).

### 3.2 Concept Proposal (as amended)

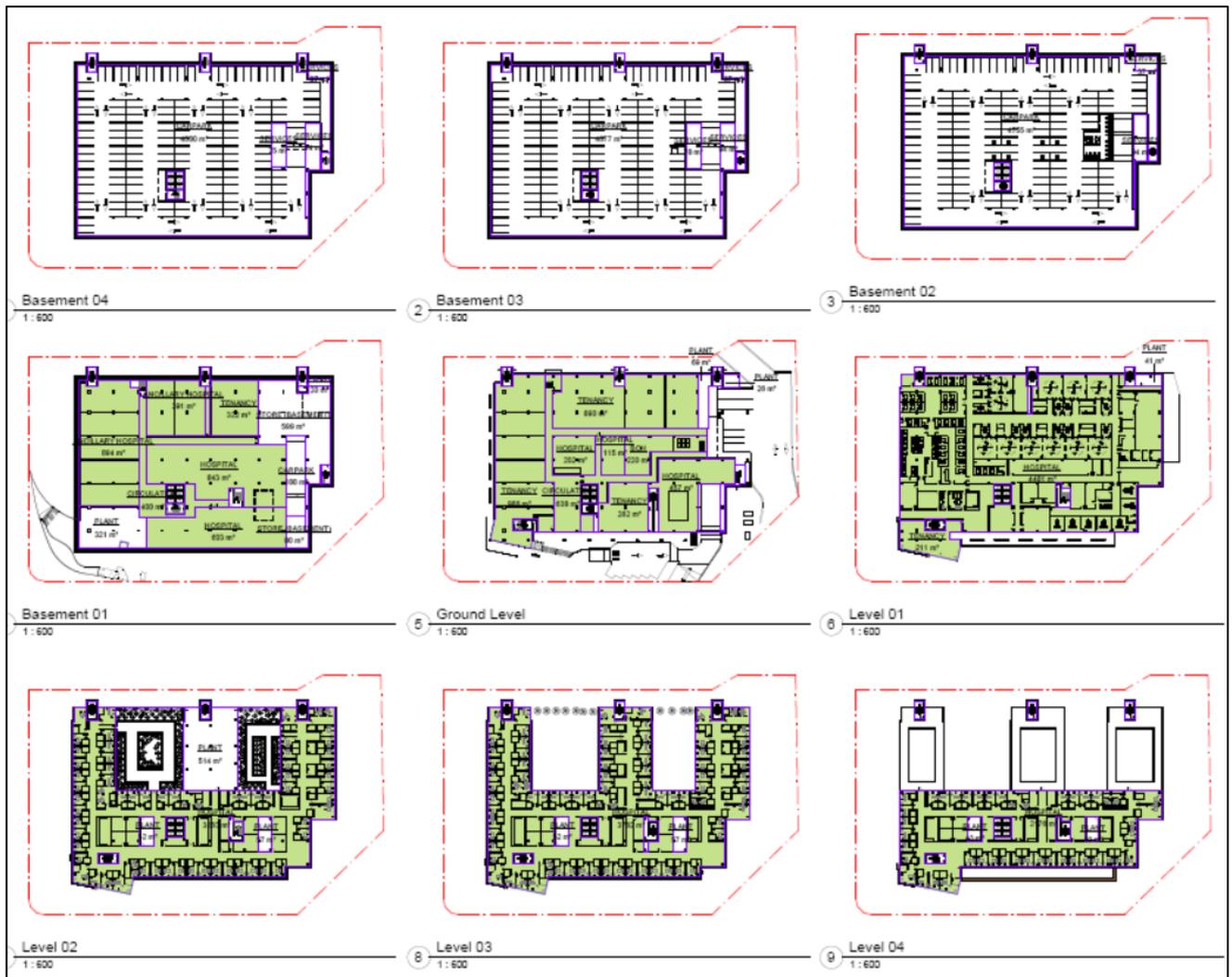
Following the Gateway Determination and Council's request for an amended development concept, AVA Architects prepared a modified scheme for a five and six storey private hospital that would have a maximum FSR of 2.3:1. The hospital will comprise approximately 195 beds, over 400 vehicles within three basement levels, and hospital and related medical services which may include, but not be limited to the following elements:

- Pathology and imaging services
- GP clinic
- Pharmacy
- Café and gift shop
- Operating theatres and associated pre and post-operative services
- Intensive care unit
- Sterile services
- Nurses stations and staff facilities
- Wards
- Hydrotherapy pool
- Back of house facilities
- Tenancies

In response to consultation with Roads and Maritime Services (RMS), the proposal will include a new left-turn slip road from Canterbury Road into Mavis Street. This will be separated from the intersection by a traffic island. It is also proposed that the intersection will be signalised and that right and left turn options be designed from Mavis Street.

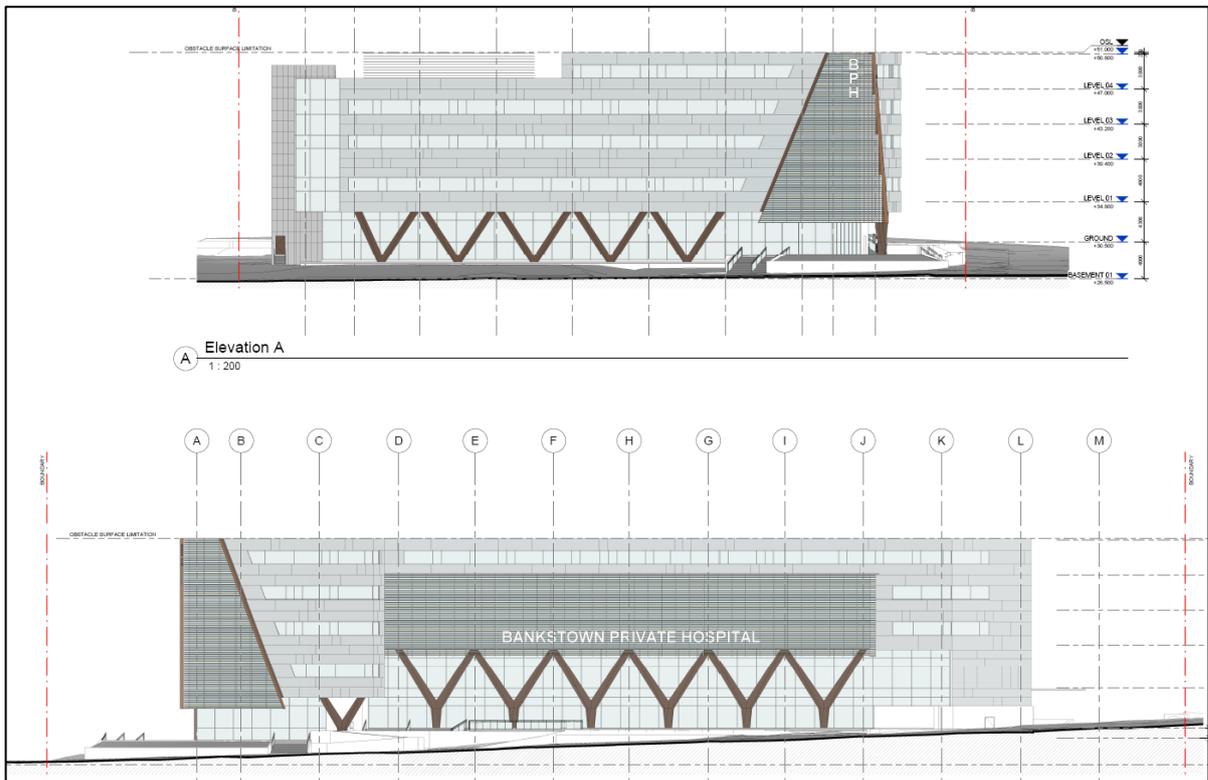
The proposal will have a Capital Investment Value of approximately \$112,900,000 which will be more fulsomely estimated by a Quantity Surveyor as part of a future Development Application. The proposal is anticipated to generate approximately 500-600 construction jobs during a construction period of just under three years and over 800-1,000 operational jobs comprising a mix of full time and part time staff, as well as those hired on a casual basis. The operational staff will comprise a mix of medical, nursing, diagnostic,

administration, maintenance, and support. While the vast majority will be directly linked to the provision of medical/nursing services, a substantial number will be engaged in non-medical support services.



**Figure 3: Concept Plans**

Source: AVA Architects



**Figure 4: Concept Street Elevations**

Source: AVA Architects

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## 4.0 STRATEGIC PLANNING FRAMEWORK

This section provides reviews the key strategic planning policy documents for the amended Bankstown Private Hospital proposal.

### 4.1 Greater Sydney Region Plan

The Greater Sydney Region Plan – A Metropolis of Three Cities was prepared by the Greater Sydney Commission (GSC) and formally adopted in March 2018.

The Plan provides a future vision of Greater Sydney as three cities in which the economic and social opportunities are rebalanced more equitably. This will enable people to have access to employment opportunities close to their place of residence, and access to essential services, housing and infrastructure while protecting environmental resources.

The site is located in the Canterbury-Bankstown LGA, which is spread across two of the three cities: the Central River City and the Eastern Harbour City. The proposal is considered broadly consistent with the plan and is in accordance with the following relevant objectives:

- Objective 4:** Infrastructure use is optimised
- Objective 6:** Services and infrastructure meet communities' changing needs
- Objective 7:** Communities are healthy, resilient and socially connected
- Objective 14:** A Metropolis of Three Cities – integrated land use and transport creates walkable and 30-minute cities
- Objective 21:** Internationally competitive health, education, research and innovation precinct

The subject site is well located to optimise the use of existing infrastructure in accordance with Objective 4. This includes utilising the existing arterial road network nearby as well as the various public transport networks. The proposed private hospital will serve the community by providing high-quality health care. This is particularly important as the community ages and is consistent with Objective 6. The health-care services provided will also contribute to a healthier community and satisfy Objective 7. The Hospital will generate significant local employment which will contribute to creating a 30-minute city in accordance with Objective 14. This is also achieved through the integration of land use and transport by the site's proximity to bus and rail transport services. Objective 21 is met by providing high quality health care services in proximity to the existing Bankstown Lidcombe Hospital. These have the potential to form an internationally competitive health precinct with knowledge sharing and cluster economic benefits.

The Plan also and sets the planning framework for five districts within the Greater Sydney Region. The LGAs of Canterbury-Bankstown, Georges River and Sutherland are located within the South District which is discussed below.

### 4.2 South District Plan

The South District Plan was released in March 2018 by the GSC in conjunction with the Greater Sydney Region Plan and applies to the subject site. This is a 20 year plan to manage economic, social and environmental growth and provides a bridge between regional and local planning. The plan indicates that recent jobs growth has been in the health and education sector, and identifies the population serving industries such as retail and construction are also key drivers of the South District's economy. To that end, the plan sets job targets for strategic centres which include Campsie and Bankstown. While the plan does not set targets for the areas outside of strategic centres, it does acknowledge the need to support economic growth by providing well-located industrial and business zoned land.

The South District Plan identifies a total of 1,666 hectares (140 undeveloped, 1,526 developed) of employment land within the South District, which comprises 12% of all employment land within Greater

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Sydney. Population growth is expected to increase from 741,250 in 2016 to 945,350 in 2036, with the highest increase in those aged 65 and over. In 2016, 41% of the South District residents worked within the district, and 24% of jobs were in the health and education sector (see Figure 5 on the following page).

The site appears to be located on the south eastern outer edge of the Bankstown Airport and Milperra industrial area and is approximately 2.3km from the Bankstown health and education precinct discussed in the District Plan. The proposal is also located approximately 300m from the existing Bankstown-Lidcombe Hospital. Notwithstanding this, the proposal is consistent with a number of relevant planning priorities for the three cities and South District within the document, including:

- S1 Planning for a city supported by infrastructure;*
- S3 Providing services and social infrastructure to meet people's changing needs;*
- S8 Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the District.*

The proposed hospital provides additional health care infrastructure which will meet the varied needs of the growing population. Planning Priority 8 focuses on leveraging health assets as part of agglomeration economies to provide high-paying local employment. The plan states, inter alia:

*The Kogarah health and education precinct and Bankstown-Lidcombe health and education precinct are at the Cluster stage and will therefore need a tailored response to progress along the Maturity Pathway based on what is already in place and what is required...*

...

*Bankstown-Lidcombe is an emerging hub of medical expertise. Growth of the health and education sectors will boost the District's skills base and economic contribution, and increase opportunities for access to high-wage local employment for residents.*

...

***Bankstown-Lidcombe an emerging health and education precinct***

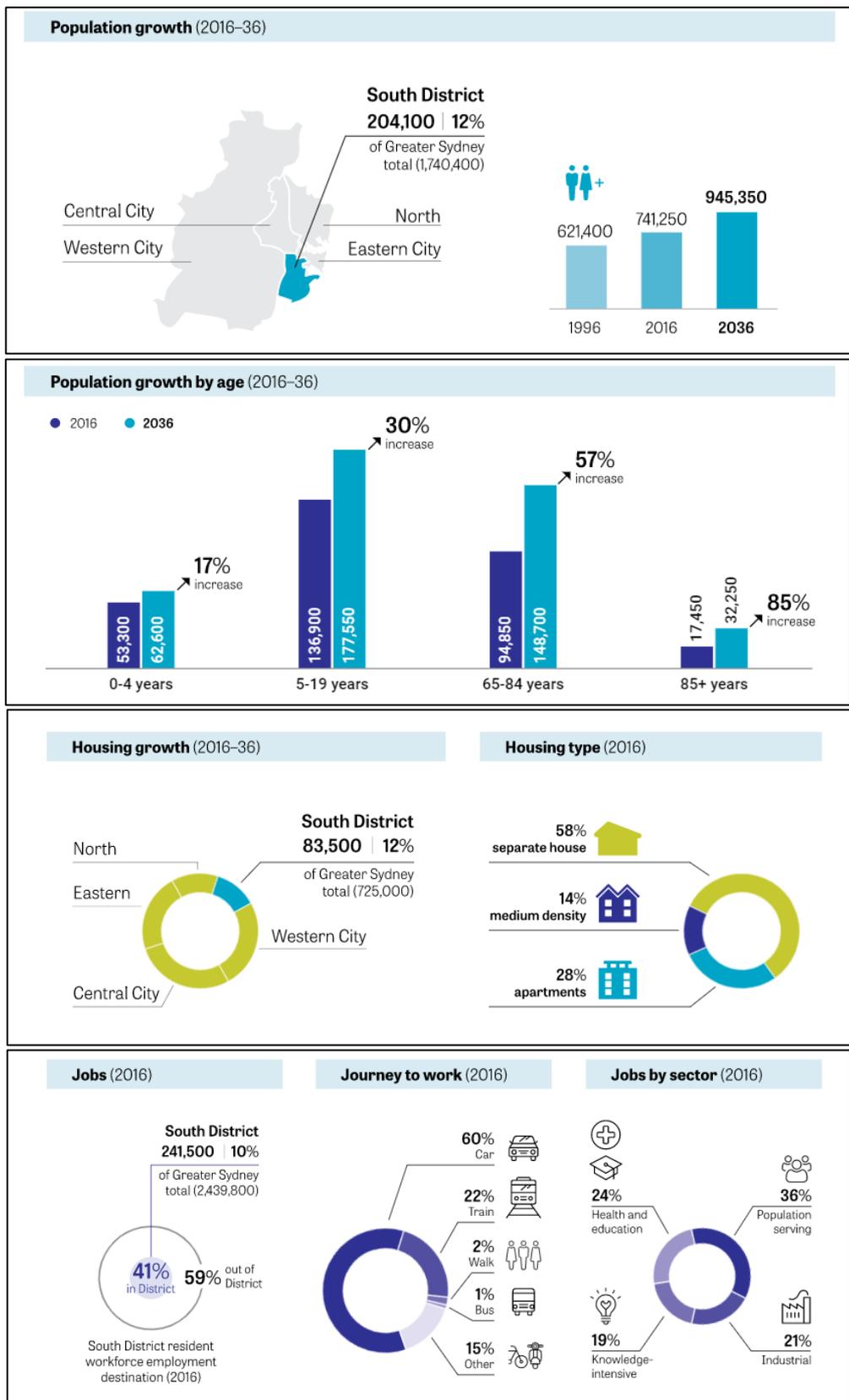
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*Bankstown-Lidcombe Hospital is located close to Bankstown strategic centre. A range of allied health care providers and services are already located at the centre, as is TAFE Bankstown College.*

*A health and education precinct will emerge from the co-location of health and education facilities in the centre, as well as improved transport connections from Sydney Metro City & Southwest.*

*Residents of the District will benefit from improved health care services, particularly in the western part of the District. Collaborative planning will assist in identifying locations for the key facilities and create opportunities for allied health and education services to locate in the precinct. Providing housing and choice for moderate-income households, students and health visitors are important to support the growth of the precinct, as is improving accessibility and connections from the public transport network.*

The location of the proposed hospital is in accordance with directions for new health facilities to form clusters around existing facilities. The site is in proximity to the existing Bankstown-Lidcombe Hospital which is close to the Bankstown strategic centre and will contribute to the growth of smart jobs in the southern district and, specifically, the Canterbury-Bankstown LGA. The provision of an allied health facility in the locality will accelerate the maturity pathway for the precinct in accordance with the District Plan. The proposed hospital will also provide significant local employment opportunities. Accordingly, the proposal will facilitate growth as an economic catalyst for the district.

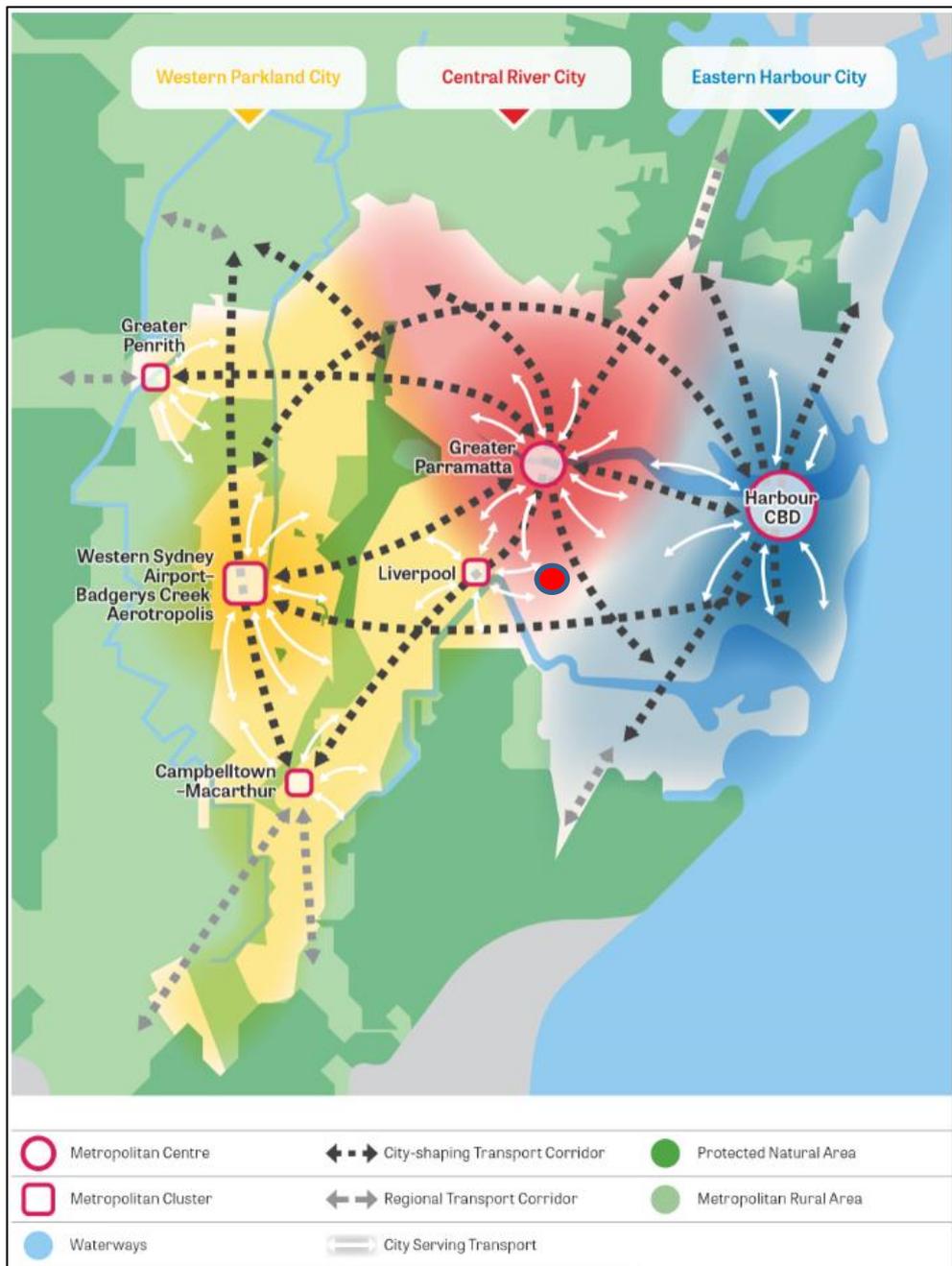


Source: South District Plan (GSC)

**Figure 5: Expected Population, Housing Growth, and Current Employment Statistics – South District**

### 4.3 Future Transport 2056 Strategy

The Transport for NSW Future Transport 2056 strategy provides strategic directions for metropolitan and rural transport throughout the State. Section 3 of the strategy refers to future transport in Greater Sydney and applies to the subject site. While most of the customer outcomes are not relevant to the proposed development, the proposal will contribute to creating a 30-minute city in accordance with Outcome 5. In addition, the subject site appears in proximity to several city-shaping transport corridors shown in Figure 6. Accordingly, the subject site is strategically located near major transport corridors which will provide convenient future access. Providing a hospital in proximity to train or bus services will increase public transport patronage in accordance with the strategy.



**Figure 6: A Metropolis of Three Cities Transport Plan**

Source: GSC, 2018



Approx. Location of Subject Site

## 4.4 Canterbury-Bankstown Employment Lands Strategy

The Employment Lands Strategy provides a pathway to attract support economic development and has been prepared to facilitate growth in employment lands within the Canterbury-Bankstown LGA. The Strategy focuses on land that is primarily zoned for commercial and industrial activities that will result in employment.

The site is identified as industrial zoned land in the vicinity of employment and business precincts. The Strategy identifies employment anchors such as universities, hospitals and airports play a vital role in the community and economy. These facilities are seen as unlikely to move locations, will provide employment and stimulate the local economy. These also attract other local businesses which provide goods and services to employees. The anchors identified in this Strategy are the Western Sydney University Bankstown City Campus, a future (relocated and redeveloped) Bankstown Hospital and the Bankstown Airport. In respect of hospitals, Council's report states, inter alia:

"The healthcare and social assistance industry – which includes doctors, nurses, dentists, physiotherapists, childcare workers and aged care providers – has made the largest contribution to the nation's jobs growth over the past 15 years. It now employs more than 1.5 million people; it was the largest industry by employment in the 2016 census of Population and Housing. Spanning sectors such as hospitals, GPs and aged and child care, the industry grew by around 16 per cent and now accounts for 12.6 per cent of Australia's working population, increasing from 11.6 per cent in 2011 and 10.5 per cent in 2006 (ABS Census 2016).

This trend is reflected in Canterbury Bankstown LGA with recent job growth being predominantly in the health and education industry sector. As outlined in the Greater Sydney Region Plan, Bankstown is an emerging health and education precinct with a hub of medical expertise. Growth of the health and education sectors will boost the District's skills base and economic contribution and increase opportunities to high-wage local employment for residents."

The Strategy estimates an approximate increase of 24,000 jobs to be created in the LGA by 2036, on the basis of 'business as usual growth'. Up to 44,200 jobs are anticipated should planned projects within the Bankstown CBD and Airport, as well as development in under the South District Plan are implemented (see Figure 7).

The site is located in proximity of Bankstown, which is identified by the Greater Sydney Commission as one of seven strategic centres within the South District, and has been set a minimum target of 17,000 additional jobs by 2036. As the site is also located approximately 2.5km of these facilities, the proposal would assist in further boosting employment opportunities planned for these areas.

Employment scenario	2016	2026	2036	Net change	% Increase
Business as usual growth (employment precincts + business centres)	111,034	122,985	135,247	24,214	22%
Business as usual growth (employment precincts + business centres), plus Bankstown Airport Master Plan forecast growth	111,034	127,940	140,508	29,474	27%
Growth with intervention (employment precincts + business centres + Bankstown Airport Master Plan), using low growth scenarios for Bankstown and Campsie as per the South District Plan	111,034	137,773	146,748	35,715	32%
Growth with intervention (employment precincts + business centres + Bankstown Airport Master Plan), using high growth scenarios for Bankstown and Campsie as per the South District Plan	111,034	142,023	155,248	44,215	40%

Source: Canterbury Bankstown Employment Lands Strategy

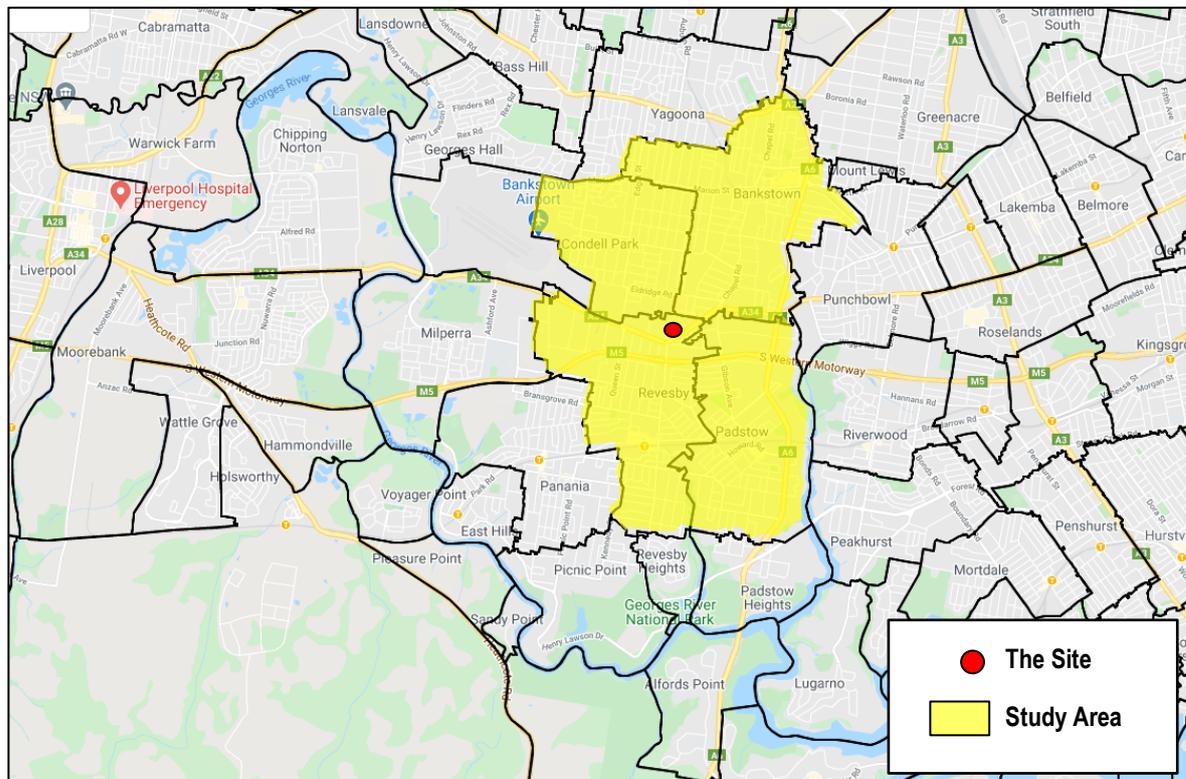
**Figure 7: Employment Outlook for the Canterbury Bankstown LGA**

## 5.0 COMMUNITY PROFILE

### 5.1 General

This section outlines the current socio-economic profile of the community living in proximity to the site. An overview of the current economic and social trends are also provided. As part of this profile, a study area comprising the suburbs of Revesby, Bankstown, Padstow, and Condell Park has been used which represents the immediate community surrounding the site (see Figure 8).

It is noted that not all areas within the study area will be directly affected by the proposal in respect during the construction and operational stages. However, these areas remain relevant of understanding the overall context, and given the site is located near the centre of these suburbs when combined. It is also understood that the services provided by a new private hospital will attract people from areas within the entire Canterbury-Bankstown LGA and indeed from other parts of Sydney. Accordingly, the majority of profiles within the study area have been benchmarked against the Canterbury Bankstown LGA and Greater Sydney.



Source: sydneysuburbsmap.com.au

**Figure 8:** Study Area (Revesby, Bankstown, Padstow, Condell Park)

### 5.2 Socio-Economic Profile of Study Area and Canterbury-Bankstown LGA

Australian Bureau of Statistics (ABS) data was sourced identify a snapshot of the socio-economic and demographic characteristics of the community. Where other sources have been used, these have been identified. A more detailed breakdown of these characteristics are included as Attachment A. The key observations are outlined below.

#### Resident Population and Age Structure

- In 2016, the population of the study area was 71,169. When compared with the population in 2006 (approximately 64,313), this represents a 10.6% increase.

- 
- The population of the study area has a median age of 35 years as at the 2016 Census, which is consistent with the median age of the Canterbury Bankstown LGA (35 years) and Greater Sydney (36 years).
  - The highest three age cohorts comprised people 0-19 years (26.8% of the residents in the study area), 20-34 years (22.35%) and 35-49 years (19.4%). This is consistent with the LGA and Greater Sydney.

### **Housing and Households**

- In 2016 there were approximately 21,985 occupied dwellings in the study area, which comprised an average of 58% detached houses, 24% semi-detached/terrace houses and close to 17% apartments/units/flats.
- The study area comprises an average of 78% family households which is higher than the LGA and Greater Sydney. Group households and single persons comprised 2.5% and 19% respectively, which is lower than the LGA and Greater Sydney.

### **Educational Qualifications**

- 19.1% of the study area residents obtained a tertiary level qualification in the form of a Bachelors degree or above, which is similar to the LGA but lower than Greater Sydney.
- 8.7% obtained a diploma or advanced diploma which is slightly higher than the LGA and lower than Greater Sydney.
- An average of 10.8% obtained a Certificate III or IV, which is lower than the LGA and Greater Sydney.

### **Income**

- In 2016 the average weekly median household income within the study area was \$1,391.
- This was greater than the median household income across the Canterbury-Bankstown LGA of \$1,298.
- The median household income across Greater Sydney was more than that of the study area at \$1,750.

### **Employment and Occupation by Industry**

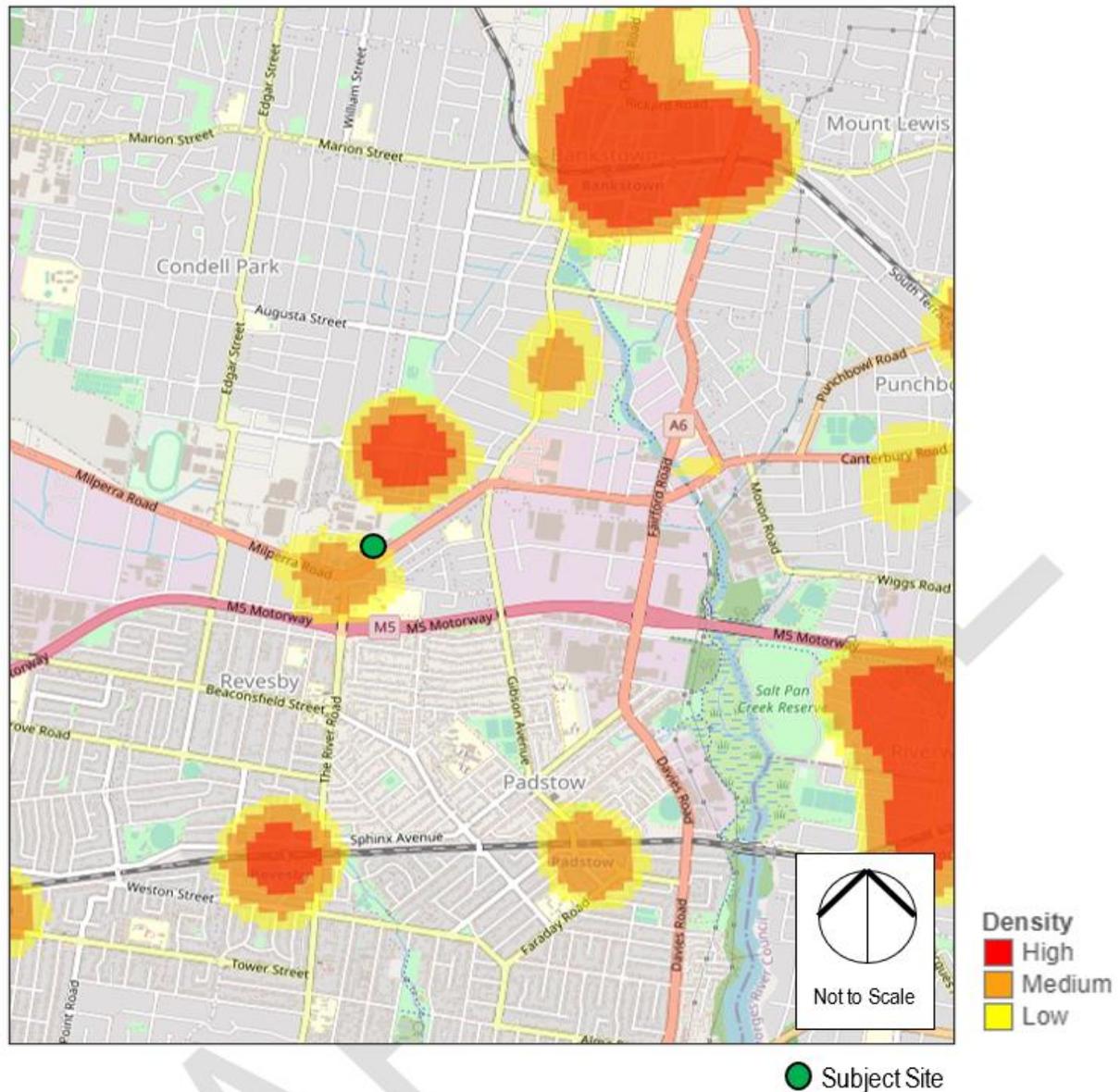
- In 2016 the study area had a full and part time workforce of approximately 7,727 people, of which 8% was unemployed. The unemployment rate was slightly lower than the LGA rate (8.2%) and Greater Sydney (6.0%).
- Health Care and Social Assistance in the study area was the highest industry of residential employment in 2016 (10.8%). This is consistent with the LGA (10.8%) and lower than Greater Sydney (11.5%)
- Retail Trade in the study area was the second highest industry of residential employment (10.4%), followed by construction (9.1%). These were similar to the LGA

### **Travel**

- The 2016 Census data indicates that residents in the study area on average tended to travel a greater distance to work from their place of residence than the median for the LGA and Greater Sydney.
- A higher proportion of people travelled to work by car in the study area (58.7%), which is slightly higher than the LGA and Greater Sydney.
- The percentage of people who travelled to work by public transport (eg either train, or combination of train and bus) at 18% was higher than the LGA and Greater Sydney averages.

## Safety

According to information provided by the Bureau of Crime Statistics and Research (BOSCAR), the site is located in an area where the incidence of crime is 134.1 – 182.8 per 100,000 for non-domestic assault. When searching for hotspots for specific incidents (such as non-domestic assault, robbery the like), the site is located within a low density crime hotspot, compared to the higher density areas in the vicinity such as the Bankstown-Lidcombe Hospital and areas around the Bankstown City Centre (see Figure 9 on the following page).



**Figure 9:** Example of Crime Hot Spots in the Vicinity of the Site  
(Incidents of non-domestic assault – July 2019 - June 2020)  
(Source: BOSCAR)

## Population Projections - General

Information on population projections have been sourced from *.id community – demographic resources*. These figures include Revesby Heights, Padstow Heights, and the Bankstown Aerodrome in its calculations of Revesby, Padstow, and Condell Park, respectively. As this will result in a slightly varied population than the study area due to estimated 2020 populations being used, these figures will be used indicatively. Accordingly, the following is noted for estimated population increases between 2020 and 2036:

- 
- Condell Park/Bankstown Aerodrome population is forecast to increase from 12,300 to 14,102 (14.6% increase)
  - Bankstown population is expected to significantly increase from approximately 39,252 to 58,769 (49% increase); of this area, 62% of the increase will occur within the Bankstown CBD
  - Revesby/Revesby Heights population is expected to increase from approximately 16,845 to 17,935 (6.4%)
  - Padstow/Padstow Heights population is forecast to increase from 17,660 to 19,659 (11%)
  - The resident population in the Canterbury Bankstown LGA will increase from close to 390,000 at current predicted levels to approximately 463,311 (19%).

The population projections in the vicinity of the site and indeed within the LGA indicate there will be an increase in demand for services. It also indicates that healthcare and social assistance are the highest industry of residential employment. In respect of travel, the percentage of people who travelled to work by car was higher than the LGA and also travelled a greater distance to work. The proposed private hospital will assist in satisfying the demand for services for an increasing population. Its location near the main areas of activity but away from high level crime hotspots will provide greater opportunities to work closer to home.

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## 6.0 SOCIAL AND ECONOMIC BENEFITS OF THE PROPOSAL

The following section outlines the social and economic benefits of the proposed private hospital on the site.

### 6.1 General

A hospital is recognised as being a significant destination which has positive social benefits through providing a necessary service and an employment hub to the surrounding area.

Private hospitals play a vital role in partnering with the public sector in the provision of a broad range of services. While larger private hospitals provide similar services to their public sector counterparts, private hospitals are in some respects different from the public system in terms of size and types of services offered. According to the Australian Private Hospitals Association's (APHA) *Private Hospitals Service Provision 2015* fact sheets:

- Private hospitals account for two in five (41%) hospitalisations in Australia;
- The largest categories of service in private hospitals are medical and surgical;
- Private hospitals provide one in three patient days;
- Private hospitals and day surgeries provide one in three beds;
- Two in three (66%) elective surgeries are performed in private hospitals;
- More than 70% of eye surgeries occur in private hospitals and day surgeries;
- 45% of chemotherapy treatments are provided in private hospitals and day surgeries;
- Nearly half of heart surgeries (46%) are performed in private hospitals;
- 70% rehabilitation admissions occur in private hospitals;
- 40% of hospitalisations where patients are aged 65+ are treated in private hospitals and day surgeries;
- 32,000 people are cared for in private psychiatric hospitals; and
- Two in three admitted veterans are serviced by private hospitals and day surgeries.

The proposed concept for a hospital incorporates a number of facilities to support the recovery and well-being of future patients. One example is the provision of an in-house rehabilitation facility (including the hydrotherapy pool) which will be able to service a growing, ageing population. According to the APHA document mentioned above, the majority of rehabilitation for people who have had accidents, injuries or falls is provided in private hospitals, where patients needing in-hospital rehabilitation are transferred after surgery and recovery in the public or private sectors to a private rehabilitation hospital. With an increase in the population, there will be an increase in demand for some acute services and along with it, substantial waiting lists for the nearest existing rehabilitation facilities in Westmead and Strathfield (both outside of the LGA).

The proposed hospital would also be able to provide a range of other health services to a broad spectrum of the community. For example, there is expected to be a demand for an in-house obesity clinic. The *2019 Population Health Survey* by NSW Health indicates that around 55% of the adult population is overweight or obese. Obesity is a chronic medical condition which is associated with a wide range of debilitating and life-threatening conditions. The 2016 Census also identified over 23,000 people living within the Canterbury-Bankstown LGA who require special assistance with core activities, with expectations this will increase significantly over the next 20 years, as the population ages. In addition, a demographics, population, and household forecast conducted by Canterbury-Bankstown in 2016 estimates that females of child bearing age will number of 63,000 by 2026. Given that the average length of stay for a caesarean section for example is 5 days (*Admitted Patient Care 2016-17 Hospital Statistics*), they may benefit from more options to access a private maternity ward (and potentially a single room). The proposal will assist in providing additional services to the locality in the form of tenancies for medical or allied health specialists

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who may already have and/or will attract patients from both the local and wider area.

The rise of the “smart hospital” will be at the leading edge of digital transformation and technological innovation globally into the future. Smart hospitals will focus on optimising, redesigning and building new clinical processes and management of resources. Together with infrastructure, they will provide a valuable service by achieving better patient care and experience, and operational efficiency.

The health network encompasses the whole spectrum of health facilities and services for every segment of the community. This includes hospitals and emergency services as well as associated surgeries, clinics, pathology and allied health providers. It is anticipated that a future hospital will have a significant social advantage in being purpose-built to accommodate the latest advances in medical technology and equipment so that the residents of Canterbury-Bankstown can be better served.

## **6.2 Potential to Provide Infrastructure Support During Medical Crises**

The proposal would have the potential to provide beds and associated medical support services in the event of unprecedented medical crises. An example of this is the current COVID-19 pandemic which in many countries has placed a significant strain on the existing hospitals. While Australia has substantially lower case numbers than other parts of the world, a new private facility could be adapted to suit future circumstances. As indicated in a media release on 31 March 2020, the Federal Government announced a partnership with the private hospital sector to ensure resources are available as required, alongside the public hospital sector, as a method of strengthening Australia’s COVID-19 response. In conjunction with Commonwealth, State and Territory Health Ministers, private hospitals would support the COVID-19 response through the provision of hospital services (including equipment), elective surgery, utilisation of wards and theatres to expand Intensive Care capacity. The proposal would in the future form part of the private hospital network with infrastructure that could support future agreements.

## **6.3 Accessibility within the Locality**

The site is located off major transport gateways and arterial roads such as the M5 Motorway and Canterbury Road. These roads provide efficient access to the subject site for staff, the general public and emergency vehicles. The site is readily accessible by public transport, with a number of bus routes running along Canterbury Road. A bus stop is located directly in front of the site and the next stops are within 200m of the site. These routes include Nos. 922, 923, 924, 926 and 962 and connect Bankstown to Revesby, East Hills and Menai via the subject site (see Figure 10). The site is also within 2km of Revesby Railway Station and 3km of Bankstown Railway Station. Lidcombe-Bankstown Public Hospital is conveniently located within 400m and it is anticipated that health-care employment resources and opportunities will be enhanced as a result. There are distinct knowledge sharing and economic cluster benefits to locating allied health land uses in close proximity.

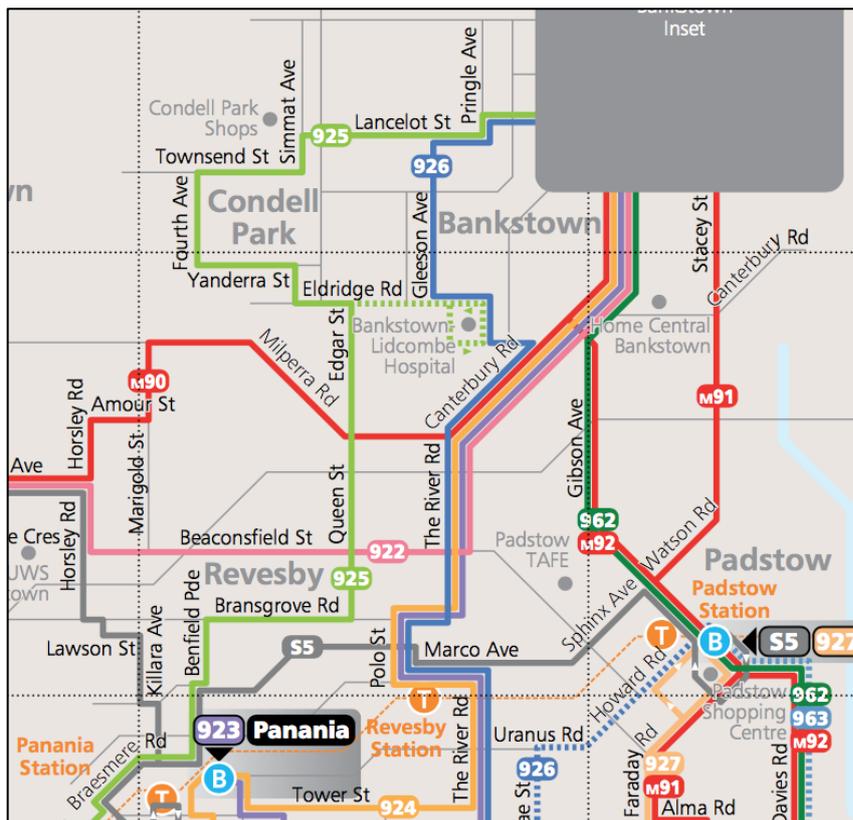


Figure 10: Existing Bus Network

#### 6.4 Improved Public Domain/Infrastructure

The redevelopment of the site into a hospital would require a substantial upgrade to the nearby intersection, the cost of which would largely be borne by the proponent. This would potentially include the following infrastructure improvements:

- Provision of traffic signals at the Canterbury Road/Mavis Street intersection
- Associated adjustment of right turning bay from Canterbury Road into Mavis Street and medians near the intersection
- Construction of a left turn slip lane on Canterbury Road into Mavis Street and painted pedestrian crossing
- Construction of new footpaths and kerbs at the south-eastern corner of the site to accommodate the slip lane;
- Relocation of an existing bus stop at the corner of Canterbury Road and Mavis Street further to the north-east on Canterbury Road, to accommodate the left turn slip lane (subject to State Transit Authority (STA) approval).

Public domain/infrastructure works would also include new footpaths, kerbs and lighting to selected areas. The public domain works would contribute to an increased level of vehicular and pedestrian safety in the locality.

#### 6.5 Addressing the Current Hospital Gaps in the Locality and Demand for Private Care

Australia is regarded as having one of the best healthcare systems in the world with world class medical research and healthcare infrastructure, a stable socio-economic environment and some of the world's leading healthcare physicians and professionals.

With a current population of approximately 390,000, the Canterbury-Bankstown LGA is the most populous

in NSW and accounts for 7.2% of Sydney's residents. This LGA also has one of the lowest ratios of beds per 1,000 population at merely 1.5 beds per 1,000 population as opposed to Australia's average of almost 4 beds per 1,000 population.

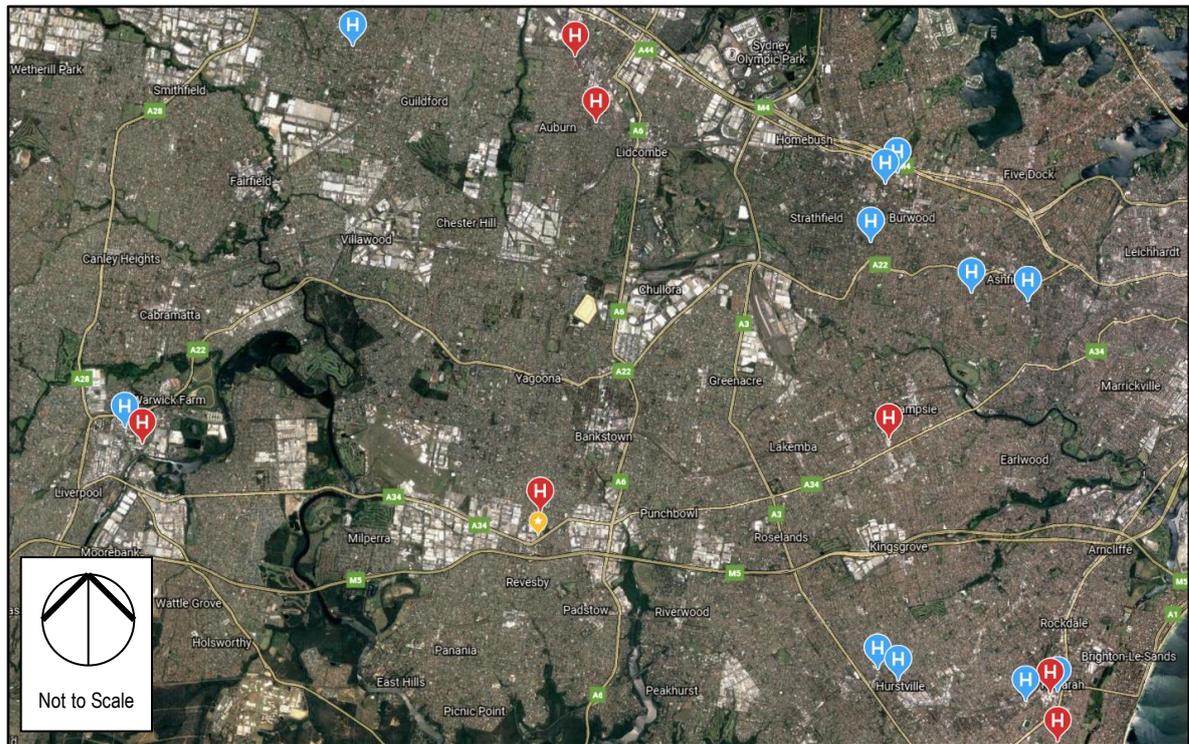
According to the *Greater Sydney Commission's (GSC) Draft South District Plan 2016*, it is reported that Western Sydney and South Western Sydney Local Health Districts will experience the greatest increases in acute health service activity, with increases of 91 percent and 80 percent respectively by 2032, placing pressure on major hospitals at Liverpool and Westmead.

According to the Australian Institute of Health and Welfare (AIHW), in 2017/2018 Australia had 693 Public Hospitals with over 62,000 beds and 657 private hospitals with over 33,000 beds. Based on the ratio of 4 beds per 1,000 population, there ought to be at least 1,560 beds for the 390,000 residents in the LGA. This is not the case.

The two public hospitals in the LGA, Bankstown-Lidcombe and Canterbury hospitals, have a combined total of approximately 650 beds, and no private hospitals in the LA. Accordingly, there is a shortage of approximately 900 beds. By comparison, Canberra, with a 2016 Census population of 395,790, has three public and three private hospitals.

A review of the existing hospital locations was undertaken within a 12km radius of the site. The nearest public hospital (Bankstown-Lidcombe) was identified as approximately 0.3km from the site, with the remaining public hospitals located at least 7.4km away. It is also noted that there are no private hospitals in Revesby, Bankstown, or surrounding suburbs. The public and private hospitals outside of the LGA are 8-12km from the site (see Table below and Figure 11 on the following page). The private hospitals that are 7-12km from the site are predominantly clustered around the Burwood/Strathfield and Hurstville/Kogarah areas.

<b>TABLE OF PUBLIC AND PRIVATE HOSPITALS WITHIN 12km OF THE SUBJECT SITE</b>		
<b>Public Hospitals</b>	<b>Suburb</b>	<b>Distance from Site (km)</b>
Bankstown Lidcombe Hospital	Bankstown	0.3
Canterbury Hospital	Campsie	7.4
Liverpool Hospital	Liverpool	8.0
Auburn Hospital	Auburn	8.5
St Joseph's Hospital	Auburn	9.7
St George Hospital	Kogarah	10.8
Calvary Hospital	Kogarah	11.5
<b>Private Hospitals</b>	<b>Suburb</b>	<b>Distance from Site (km)</b>
Hurstville Private Hospital	Hurstville	7.4
Waratah Private Hospital	Hurstville	7.9
Sydney Southwest Private Hospital	Liverpool	8.6
Alwyn Rehabilitation Hospital	Strathfield	9.1
Strathfield Private Hospital	Strathfield	10.1
Wesley Hospital Ashfield	Ashfield	10.2
St John of God Burwood Hospital	Burwood	10.5
Wesley Hospital Kogarah	Kogarah	10.5
Holroyd Private Hospital	Guildford	10.7
St George Private Hospital	Kogarah	11.1
The Sydney Private Hospital	Ashfield	11.1



**Figure 11: Map of Public and Private Hospitals within 12 km Radius of the Site**

Source: Google Earth (2020)



Aside from the lack of choice in relation to their preferred medical care provider, residents in the LGA do not have a local private solution in relation to rehabilitation treatment or elective surgery and have to endure substantial waiting periods for elective surgery, sometimes numerous weeks at already overwhelmed public hospitals.

This hindrance is exacerbated by the fact that many in the LGA are paying private health insurance premiums. According to the NSW Government study *South West Sydney: Our Health in 2019*, approximately 36.3% of people (approximately 140,000 of the estimated 390,000) have private health insurance. Those residents have no choice but to seek private medical treatment at private hospitals located in Kogarah (St George Private) and places further away such as Baulkham Hills (Norwest Private). As a result, many beds in the public hospital are being occupied by privately insured patients, instead of being made available for those patients solely relying on public health care. This situation is especially frustrating for the vulnerable and frail in the over-65 age group which comprises 15% of the population in the LGA and is set to increase to 20% by 2036 according to the *Admitted Patient Care Hospital Statistics 2016-17*.

It is noted that the *South Western Sydney Local Health Year in Review 2017* report includes the following findings:

- 48% of all surgery is performed on the 65+ age group;
- 67% of all surgery is elective surgery
- 66% of all elective surgery is performed in Private Hospitals
- Average length of stay is 5.2 days. This includes procedures such as Caesarean Section (5 days), heart or chronic obstructive airways disease (6 days), respiratory (5 days) and hip/knee replacements (5 days)

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The rise in specialist facilities and complexity of services offered in private hospitals such as intensive care, cardiac, oncology, rehabilitation units, sleep centres and other specialised services have driven higher admissions. The option for members to choose their specialist or surgeon and a shorter waiting period for elective surgery is possible in private hospitals as well as coverage for some services not funded by Medicare.

A new private hospital facility in the LGA would alleviate pressure on the existing public facilities and is consistent with the need for most residents to live within 30 minutes of their jobs, education and health facilities, services and recreational spaces, as envisaged by the GSC.

The private sector's capacity needs to grow for patients to use their health insurance. Infrastructure NSW recommends the Ministry of Health pursue reforms that will increase the private (and not-for-profit) market capacity in order to reduce the need for investment in new public facilities. It indicates that projected levels of activity growth cannot be accommodated without significant reforms to health service delivery models. Infrastructure NSW's *State Infrastructure Strategy Update 2014* indicates that without ongoing reform, a new hospital the size and scale of Westmead Hospital would be required to be built every two years. Based on the information provided below, it is evident that the proposed hospital would fill a gap in the locality and provide an increase in choice for those wanting to utilise the private health system.

There is a stated need to implement reforms that will increase the private capacity to reduce the need for investment in new public facilities, especially in fast-growing areas, such as Canterbury-Bankstown.

## **6.6 Employment**

As indicated, health facilities are anchors for employment, with Health Care and Social Assistance being the largest employer in City of Canterbury Bankstown, comprising 12.6% of total employment (Census 2016).

The proposal will generate a broad range of local jobs during the construction stage, as well as during the operational and maintenance stages. During the construction stage there will be direct employment on site for construction workers as well as associated management, administration and the like. Jobseekers would likely benefit from increased employment opportunities on a full time, part time, contractual or casual basis. There will also be an indirect flow of employment in associated industries such as material suppliers, financial and legal services. During the operational stage, there will be a broad range of employment opportunities. In addition to medical and allied health staff, there will be opportunities for range of roles in the fields of administration, technology, maintenance and hygiene. These roles may be well-suited for a range of age groups and may also be provided in varying employment types; full time, part time or casual.

The subject site exists in the vicinity of a recognised growth corridor of Sydney, currently servicing a population of approximately 390,000 people and forecast to increase substantially by 2036. The Bankstown area is a strategic centre within an emerging health and education precinct surrounding the Bankstown-Lidcombe Public Hospital and the proposed Western Sydney University Campus. A future hospital location on the subject site has the potential to create additional economic benefits through knowledge sharing and cluster benefits.

## **6.7 Increased Expenditure in the Locality**

The increase in the number of workers on site would also benefit local businesses, including those in the nearby Revesby and Bankstown centres. These centres contain a wide range of retail and commercial uses that serve the day to day needs of both residents and workers. Where there is no direct daily contact with local businesses, they are still expected benefit through exposure to an increased workforce population.

## 6.8 Visual, Built Form and Amenity

### Visual Impacts

The existing character of the site and surrounding area is an eclectic mix of industrial buildings with large building footprints. Existing development on the corner allotment has little street presence or architectural merit, and buildings are largely surrounded by hardstand areas.

The proposal will transform this industrial site into a contemporary hospital that will activate the street frontage and provide a substantially improved streetscape appearance. The design and heights of the proposed building are reasonable for the purpose of a hospital which will provide a valuable service to the local community. The proposal will have appropriate setbacks, use modulation and a variety of materials which serve to break up the five to six storey built form and create visual interest (see Figure 12 on the following page).

The design responds well to the constraints of the corner allotment, providing a feature corner towards Canterbury Road which could serve as a landmark in the local area. The proposed bulk is stepped back along shared boundaries with neighboring industrial sites, which creates an 'E' shaped design in plan which reduces the perceived scale. Accordingly, the proposal will present an appropriate built form and provide a significant visual benefit to the streetscape. The urban design measures ensure the proposed building will make a positive contribution to the existing industrial area.



**Figure 12: Concept Montages**

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### **Built Environment Amenity – Solar Access, Privacy and Views**

As the proposal is a concept plan, detailed shadow diagrams have not been provided. However, a preliminary assessment based on aerial maps indicates that the proposal will maintain reasonable solar access within an established area. This is because the site is bounded by streets to the north, east and south, and by industrial uses to the west.

The proposed hospital will likely maintain or improve the amenity in respect of privacy. This is because the site is located on the edge of industrial area, the proposed massing is away from the residential areas to the south and south east, and is separated from these areas by Canterbury Road. Noise management practices will be implemented in the future design and operation of the hospital to protect neighbouring properties. This will be outlined in a future development application.

As the site is not located in an area with any identifiable view corridors, the proposal will not impact on any views.

### **6.9 Other Benefits**

The proposed development may also provide some additional benefits to the locality, as outlined below:

- **New in-house business opportunities** – the proposal will include ancillary businesses such as a florist, café and other support services.
- **Additional medical services** – the proposal will include a GP Clinic as an additional medical service in the locality which will have a positive impact on the well-being of the community, along with pathology and medical imaging services. These services are used often by the public and co-locating them on the site provides more efficiency for both visitors and medical professionals.
- **Improved safety and security** – the site is located in an area that has relatively low levels of crime. The proposal and associated public domain works will improve street activation and pedestrian safety, and increase public surveillance around the site. This will discourage antisocial behaviour and increase safety for staff and visitors attending the site during the day and at night. A secure basement carpark will also improve the convenience and accessibility for staff and visitors.
- **Revitalisation catalyst** – redevelopment of the site would significantly improve the vitality of the area. The location of a new medical service in the vicinity of the Bankstown centre with upgraded public infrastructure supports economic growth and contributes to the attractiveness as a place to live and do business.
- **Increased opportunity for older residents** – The co-location of medical, pathology and rehabilitation services between the Bankstown and Revesby centres (and close to public transport) will enable older people to access these services closer to their residence, thus maintaining their independence.

### **6.10 Nexus Between Planning Proposal with the Bankstown-Lidcombe Hospital**

If the NSW State Government proceeds with its 2019 election promise of a \$1.3b public hospital facility, it will be required to fill the need for 1,560 beds to service the current LGA population of approximately 390,000. With the population in the LGA expected to increase by 19% by 2036, it would be safe to assume that there will be increasing pressure on all public facilities.

In July and August 2020, Health Infrastructure (a division of NSW Health), extended an invitation to landowners with potentially suitable sites in the East Hills and Bankstown region to nominate their land

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for the redevelopment of the new Bankstown-Lidcombe Hospital. It is expected that the project will commence prior to March 2023. Even if the current hospital is relocated to an alternate site in Bankstown or East Hills, the subject site is Revesby is still considered well-located between the two suburbs. A new private hospital will contribute to filling the existing health service gaps in the LGA.

The *GSC Draft South District Plan 2016* outlines the Government's desire to pursue opportunities for a better mix of services from the private sector for the delivery of infrastructure and public health services.

The NSW public sector delivers a higher share of health services, with less private sector participation and investment than in Victoria, Queensland or Western Australia. As the demand for new hospital capacity increases, partnerships with non-government providers will be needed to meet demand.

The *Infrastructure NSW 2014 State Infrastructure Strategy Update*, in relation to reducing the use of public hospitals by private patient states the following:

*When developing options to service activity growth, non-build solutions should be considered, including reducing the use of public hospitals by private patients. Estimates show that, if 50 percent of the private activity in public hospitals is moved to the private sector, the capacity freed-up would be equivalent of five years of future demand growth*

*The productivity commission has produced estimates that show the capital cost and operating costs are lower for private hospitals than for public hospitals, suggesting that greater private participation will deliver better value and productivity benefits.*

Infrastructure NSW recommends pursuing opportunities for a better mix of services from the not-for-profit and private sector for the delivery of infrastructure and public health services in NSW. This should include all new major public hospital capacity projects and fully considering opportunities for partnerships.

It is acknowledged that co-location of businesses, education institutions and industry provide a competitive advantage, and a strong health network also generates local jobs. It is not surprising that governments support private hospitals by encouraging private health insurance. This would ultimately reduce cost pressures of funding healthcare and reduce the reliance on public hospitals. A future private hospital on the subject site is expected to be located in proximity of the industries listed above providing an opportunity for collaboration in areas of medical training and education as well as technological innovation. On completion, it is proposed that the private hospital will be an incomparable multi-specialty, tertiary care hospital offering high quality, world class services that would complement existing (and future) facilities.

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## 7.0 CONCLUSION

This report has been prepared in response to Council's correspondence on 6 March 2020 following Gateway Determination for a planning proposal at Nos. 297-299 Canterbury Road, Revesby. The planning proposal is to permit an increase in FSR to a maximum of 2.3:1 on the site to facilitate the concept development and design of a new private hospital.

The proposal will meet the relevant objectives outlined in the Greater Sydney Regional Plan and South District Plan as it will optimise the use of existing infrastructure, serve the community by providing high quality health care for an increasing and ageing community, and will contribute to overall well-being. Its location in proximity of the existing Bankstown Lidcombe Hospital accords with the directions for new health facilities to form clusters around existing facilities, and will generate local employment opportunities and will be located on a site that would contribute to the creation of a 30-minute city.

The proposal is also consistent with the LGA's Employment Lands Strategy, which identifies employment anchors such as universities, hospitals and airports as playing an important role in the community and economy. It notes that employees in the healthcare and social assistance industry has made the largest contribution to the nation's jobs growth and will continue to grow in the LGA. The proposal will assist in meeting the overall growing demands for health infrastructure and support services in metropolitan Sydney.

This report has demonstrated that the proposal will provide a number of social and economic benefits both during the construction and operational phases.

The proposal will fill a current gap in the locality and provide increased choice in private healthcare services and facilities, and will be co-located in proximity of the existing Bankstown Lidcombe public hospital. The proposal will include a hydrotherapy pool, GP clinic, pathology services, and a suite of consulting rooms. This will increase the provision of medical and allied health services to residents, including those from the wider area. The availability of these support services will have a direct positive impact on the short and long term well-being of the community.

The proposal will present a significantly improved built form compared to the existing development on site, and will increase activation at the edge of an industrial area to improve safety. The proposal will upgrade existing public infrastructure in respect of a signalised intersection, pedestrian crossing and general kerb/footpath/lighting upgrades to improve vehicular and pedestrian access and safety in the immediate locality. Once constructed, the proposal would have the capability of providing additional health infrastructure, in the event of state-wide or nation-wide medical crises such as pandemics, and subject to any future agreements.

The proposal would provide a broad range of employment opportunities during the construction and operational stages to suit various skill levels, and with jobs offered on a full time, part time or casual basis. This would have flow on effects on other businesses in the locality, or indeed attract new business into the area. The proposed location would also potentially improve the work/life balance for local residents employed in the future, as it would reduce commute lengths to their place of work. As important, the proposal will provide an additional boost to the construction industry.

As indicated, the ongoing global COVID-19 pandemic has demonstrated that there is potential for existing medical facilities to be crippled in the event of this or any other major outbreak. Australia currently has lower incidences of positive cases, relative to other parts of the world. Notwithstanding, the proposal has the potential to offer additional beds and medical support services should this be required, and could be adapted to suit future events.

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In our opinion, the proposed hospital will assist in satisfying the objectives of strategic planning policy for the Canterbury-Bankstown LGA and indeed the South District.

We trust this information is of assistance to you. Should you require further clarification or wish to discuss this matter further, please do not hesitate to contact our office.

Yours faithfully,

A handwritten signature in black ink, appearing to read 'G. Karavanas', written in a cursive style.

George Karavanas  
**MANAGING DIRECTOR**

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**ATTACHMENT A:**  
**DEMOGRAPHIC INFORMATION**

## ABS 2016 Demographics Study

(Study Area (SA) includes Revesby, Bankstown, Condell Park and Padstow)

	Revesby	Bankstown	Condell Park	Padstow	Study Area Total	Canterbury Bankstown	Greater Sydney
<b>Demographics (2016)</b>							
Population	14,176	32,113	11,574	13,306	71,169 (total)	346,302	4,823,991
	Revesby	Bankstown	Condell Park	Padstow	Study Area (Average)	Canterbury Bankstown	Greater Sydney
% of pop. aged 19 yrs. and younger	24.4	27.8	30.6	24.4	26.8	26.8	24.6
% of pop. aged 20 – 34	20.9	26.0	21.9	20.6	22.35	22.4	23.1
% of pop. aged 35 – 49	20.0	19.2	19.0	19.4	19.4	19.9	21.2
% of pop. aged 50 – 64	18.4	15.9	15.5	20.8	17.65	17.0	17.1
% of pop. aged 65 – 79	10.6	8.0	9.5	10.9	9.75	9.8	10.1
% of pop. aged 80 and over	5.8	3.1	3.4	5.1	4.425	4.2	3.8
Median age	38	32	33	39	35	35	36
	Revesby	Bankstown	Condell Park	Padstow	Study Area	Canterbury Bankstown	Greater Sydney
<b>Ancestry (2016) – most common</b>							
Most common	Australian (17.0 %)	Vietnamese (16.3 %)	Lebanese (22.8 %)	Australian (16.9%)	-	Lebanese (12.5 %)	English (19.4 %)
Second most common	English (15.3 %)	Lebanese (12.7 %)	Vietnamese (11.6 %)	English (15.5%)	-	Australian (11.8 %)	Australian (18.1 %)
Third most common	Chinese (9.9 %)	Chinese (9.5 %)	Australian (11.3 %)	Chinese (13.8%)	-	English (10.2 %)	Chinese (7.8 %)
Fourth most common	Lebanese (6.8 %)	Australian (6.8 %)	English (8.6 %)	Irish (5.3%)	-	Chinese (9.4 %)	Irish (6.6 %)
Fifth most common	Irish (5.1 %)	English (5.6 %)	Greek (4.6 %)	Lebanese (4.9%)	-	Vietnamese (6.0 %)	Scottish (4.9 %)

<b>Languages (2016) – most common</b>							
Most common	English (51.2 %)	Arabic (21.1 %)	Arabic (29.5 %)	English (50.2%)	-	English (34.1 %)	English (58.4 %)
Second most common	Arabic (10.0 %)	Vietnamese (19.0 %)	English (29.1 %)	Cantonese (7.4%)	-	Arabic (17.2 %)	Mandarin (4.7 %)
Third most common	Vietnamese (6.4 %)	English (17.7 %)	Vietnamese (13.9 %)	Arabic (7.1%)	-	Vietnamese (7.2 %)	Arabic (4.0 %)
Fourth most common	Mandarin (5.4 %)	Mandarin (4.9 %)	Greek (4.7 %)	(6.4%)	-	Greek (5.4 %)	Cantonese (2.9 %)
Fifth most common	Cantonese (4.1 %)	Urdu (4.0 %)	Macedonian (2.7 %)	Vietnamese (4.6%)	-	Mandarin (5.0 %)	Vietnamese (2.1 %)
	<b>Revesby</b>	<b>Bankstown</b>	<b>Condell Park</b>	<b>Padstow</b>	<b>Study Area (Average)</b>	<b>Canterbury Bankstown</b>	<b>Greater Sydney</b>
<b>Families (2016)</b>							
No. of occupied dwellings	4,611	9,588	3,225	4,471	21,895 (total) 5,473 (average)	107,776	1,623,868
% people in family households	76.4	76.1	83.9	76.8	78.3	77	73.6
% of people in group households	2.6	3.8	1.5	2.3	2.5	3.3	4.7
% of people as single persons	21.0	20.1	14.6	20.9	19.1	19.6	21.6
<b>Disability (2016)</b>							
% of people need for Assistance with Core Activities	5.7	5.9	6.5	6.7	6.2	6.7	4.9
<b>Dwellings (2016)</b>							
% as detached houses	64.0	33.0	68.3	67.2	58.1	57.1	56.9
% as semi-detached/terrace	28.3	11.4	29.7	27	24.1	16.1	14.0
% as flats, units or apartments	6.6	54.5	1.0	5.2	16.8	25.9	28.1
Median home loan repayment (\$/month)	2,167	1,733	2,167	2,167	2,058	2,000	2,167
Median household rent	400	400	450	420	417	380	440

(\$/weekly)							
Av. no of persons per household	2.9	3.1	3.4	2.8	3	3	2.8
<b>Median Household Income (2016)</b>							
Median income (\$/week)	1,516	1,120	1,392	1,539	1,391	1,298	1,750
<b>Education (2016)</b>							
% of residents with bachelors or above	19.6	20.0	15.2	21.7	19.1	19.7	28.3
% of residents with diploma or adv. diploma	8.9	8.5	8.2	9.2	8.7	8.6	9.3
% of residents with certificate III & IV	13.9	8.8	12.7	13.3	10.8	11.3	12.1
	<b>Revesby</b>	<b>Bankstown</b>	<b>Condell Park</b>	<b>Padstow</b>	<b>Study Area (Average)</b>	<b>Canterbury Bankstown</b>	<b>Greater Sydney</b>
<b>Employment (2016)</b>							
No. in labour force (aged 15 and over)	6,732	12,876	4,771	6,530	7,727	150,615	2,418,902
% Employed (full and part time)	93.5	89.2	91.8	93.5	92	91.8	91
% Unemployed	6.5	10.8	8.2	6.5	8.0	8.2	6.0
<b>Industry of Employment (2016)</b>							
% of agriculture, forestry and fishing	0.1	0.1	0.0	0.27	0.1	0.1	0.4
% of mining	0.1	0.0	0.0	0.1	0.0	0.0	0.2
% of manufacturing	7.0	8.5	8.1	6.9	7.6	6.6	5.7
% of electricity, gas, water, waste services	0.7	0.4	0.5	0.8	0.6	0.6	0.7
% of construction	9.6	7.5	11.4	8.1	9.1	9.4	8.1
% of wholesale trade	3.7	3.5	3.4	3.8	3.6	3.4	3.5
% of retail trade	9.7	11.3	11.1	9.5	10.4	10.4	9.3
% accommodation and food	7.3	7.4	6.0	6.5	6.8	7.2	6.6

services							
% of transport, postal and warehousing	7.4	8.3	7.0	7.9	7.6	7.6	5.0
% of information, media, and telecommunications	1.8	1.7	1.7	2.0	1.8	1.9	2.7
% of financial and insurance services	6.2	4.1	4.0	6.4	5.1	5.0	6.3
% of rental, hiring and real estate services	1.4	1.4	1.4	1.5	1.4	1.5	1.9
% of professional, scientific, and technical services	6.9	5.6	6.6	7.5	6.6	6.3	9.8
% of admin and support services	2.9	3.7	3.0	3.4	3.25	3.9	3.5
% of public administration and safety	5.7	3.9	4.0	6.3	4.9	5.0	5.4
% of education and training workers	7.7	5.3	6.9	7.4	6.8	7.2	8.0
% of healthcare and social assistance	10.2	11.9	11	10.3	10.8	10.8	11.5
% of arts and recreation services	1.4	1.1	1.1	1.5	1.2	1.3	1.6
% of other services	4.0	4.9	5.3	5.1	4.8	4.3	3.5

	Revesby	Bankstown	Condell Park	Padstow	Study Area (Average)	Canterbury Bankstown	Greater Sydney
<b>Distance of Commute from Place of Usual Residence</b>							
Average commuting distance (kms)	15.2	12.9	12.3	15.1	13.8	12.65	16.5
<b>Travel to Work</b>							
%Car use (as driver)	56.3	56.8	66	55.9	58.7	57.2	52.7
%Train/train and bus	24.8	17.1	8.7	21.6	18	16.7	16.4