



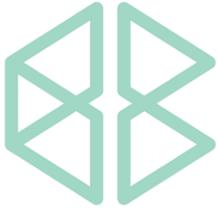
## Planning Proposal

### Nos. 297–299 Canterbury Road in Revesby

October 2018

AMENDED March 2021





## Part 1 – Intended Outcomes

This planning proposal applies to the site at 297 Canterbury Road (Lot 9, DP 663160) and 299 Canterbury Road (Lot 202, DP 840245) in Revesby as shown in Part 4.

The intended outcomes of this planning proposal are:

- To provide a site specific framework that enables the development of the site at 297–299 Canterbury Road in Revesby for the purposes of a hospital.
- To deliver certain public benefits to the emerging health and education precinct in the Bankstown strategic centre.
- To manage the likely environmental effects as a result of the proposal.



Figure 1: Location Map



## Part 2 – Explanation of Provisions

The proposed outcome will be achieved by adding an additional local provision to Part 6 of the Bankstown Local Environmental Plan 2015 to permit a maximum permissible floor space ratio of 2.3:1 on the site for the purposes of a hospital.

## Part 3 – Justification

### Section A–Need for the planning proposal

#### 1. Is the planning proposal a result of any strategic study or report?

The proposal is not the result of any strategic study or report.

#### 2. Is the planning proposal the best means of achieving the objectives or intended outcomes, or is there a better way?

This planning proposal is the best means of achieving the objectives and intended outcomes of the site. The Bankstown LEP 2015 permits hospitals in Zone IN1 General Industrial with an FSR of 1:1 without any height limit.

In October 2017, the proponent submitted a Concept Development Application to the Department of Planning & Environment to assess the proposal as state significant development (SSD). The proposal seeks to construct a six storey hospital with a FSR of 2.67:1 (251 beds and 433 parking spaces) in the vicinity of the Lidcombe Bankstown Hospital to support the emerging health and education precinct.

In March 2018, the Department issued the Secretary’s Environmental Assessment Requirements. The SEARs recommended a planning proposal as the best means to achieve the intended outcome and required the proponent to *‘provide justification for any contravention of the development standards, including the nature and timing for any proposed Local Environmental Plan amendments to facilitate the proposed development’*.

Acknowledging that the needs of a hospital with regard to floor plates and scale, amendments to the existing FSR are necessary as Council accepts that it is not feasible to accommodate the proposal within the permissible FSR of 1:1. As the extent of the FSR variation required to enable the proposal is well beyond the parameters of Clause 4.6 (as determined by the Department through the SEARs), the best means of achieving the intended outcome for a permissible use as a hospital was through amendments to the Bankstown Local Environmental Plan 2015.



For this reason, the proponent submitted an application to Council with a request to amend the Floor Space Ratio Map by applying a maximum 2.9:1 FSR to the site. According to the proponent, the request for a 2.9:1 FSR is *'in the event changes are required to be made to the 2.73:1 scheme as a result of any further consultant design input'*.

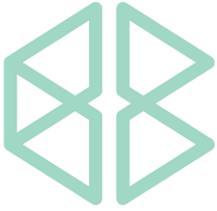
Based on the site conditions and the information submitted, Council's assessment indicated that a six storey building envelope below the prescribed airspace restriction is possible (assuming the storey at basement level can meet the relevant flooding requirements).

This equates to a maximum 2.3:1 FSR subject to confirmation as to whether the risks associated with habitable uses below the flood planning level (lower ground floor) may be dealt with via an evacuation management plan, in consultation with the NSW State Emergency Service. In September 2020 and March 2021, the proponent submitted a scheme that demonstrates a proposal for 2.3:1 FSR and provided a Flood Emergency Response Plan for the purposes of a public exhibition and consultation with NSW SES.

Based on Council's assessment, the preferred option is to proceed with a planning proposal to increase the FSR to 2.3:1, which is accompanied by a planning agreement to realise the infrastructure requirements of this development through the SSD process.

Alternative options are to amend the Floor Space Ratio Map, or to allow a variation of the development standards under clause 4.6 of Bankstown Local Environmental Plan 2015. However, these options will set an undesirable precedent.

In light of the above, a planning proposal is the best means of achieving the intended outcomes, giving the Council, the community and the proponent certainty as to the development outcomes envisioned for the site.



## Section B–Relationship to strategic planning framework

### **3. Is the planning proposal consistent with the objectives and actions of the applicable regional, subregional or district plan or strategy (including any exhibited draft plans or strategies)?**

#### **3.1 Greater Sydney Region Plan ‘A Metropolis of Three Cities’**

This planning proposal is consistent with the Greater Sydney Region Plan subject to additional information to address the following objectives:

##### Objective 22: Investment and business activity in centres

According to this objective, Bankstown is a strategic centre comprising an emerging health and education precinct. The precinct contains the Bankstown–Lidcombe Hospital and the proposed WSU Campus. As the precinct grows and evolves, the principle is to ensure new hospitals are *‘located within or directly adjacent to the precinct and ideally co-located with supporting transport infrastructure’*.

The site is located at the edge of the emerging health and education precinct, in proximity to the Bankstown–Lidcombe Hospital. Council’s investigations identify the site as having the potential to support the emerging health and education precinct.

Council’s assessment identifies the supporting traffic and transport infrastructure to meet the demands arising from the proposal. This is further discussed in Section D of this planning proposal. A draft planning agreement accompanies this planning proposal and identified the infrastructure needs to form part of the SSD assessment due to the nature of this proposal.

##### Objective 37: Exposure to natural and urban hazards is reduced

According to this objective, it is important to reduce the exposure of sensitive land uses to urban hazards such as contaminated land, noise and air pollution.

Hospitals are currently permissible in Zone IN1 General Industrial. Any outstanding matters identified in the proponent’s Phase 1 Preliminary Site Investigation report relating to urban hazards are to be addressed during the assessment of the State Significant Development, consistent with the directions of the Gateway Conditions.



### 3.2 South District Plan

This planning proposal is consistent with the South District Plan as follows:

Planning Priority S8: Growing and investing in health and education precincts and Bankstown Airport trade gateway as economic catalysts for the District and Planning Priority S9: Growing investment, business opportunities and jobs in strategic centres

According to these planning priorities, Bankstown is a strategic centre comprising an emerging health and education precinct. The precinct contains the Bankstown–Lidcombe Hospital, the WSU campus, Sydney Metro Line, TAFE Bankstown College and a range of allied health care providers and services.

As the precinct grows and evolves, the actions are to create the conditions for the continued co–location of health / education facilities and to support links to the Bankstown–Lidcombe Hospital. The jobs target is 17,000–25,000 jobs in Bankstown by 2036.

The site is located at the edge of the emerging health and education precinct, in proximity to the Bankstown–Lidcombe Hospital. Council’s investigations identify the site as having the potential to support the emerging health and education precinct.

Council’s assessment identifies a number of supporting traffic and transport infrastructure to meet the demands arising from the proposal. This is further discussed in Section D of this planning proposal. A draft planning agreement provides further details on the infrastructure needs which are to be further explored at the SSD stage due to the nature of this proposal.

Planning Priority S18: Adapting to the impacts of urban and natural hazards and climate change

According to this planning priority, it is important to reduce the exposure of sensitive land uses to urban hazards such as contaminated land, noise and air pollution.

Hospitals are currently permissible in Zone IN1 General Industrial. Any outstanding matters identified in the proponent’s Phase 1 Preliminary Site Investigation report relating to urban hazards will be addressed during the assessment of the SSD, consistent with the directions of the Gateway Conditions.

This planning priority also suggests an urban tree canopy along busy roads to reduce exposure to noise and air pollution. Appropriate DCP controls have been included to address this priority.



**4. Will the planning proposal give effect to a council's endorsed local strategic planning statement, or another endorsed local strategy or strategic plan?**

**4.1 Canterbury Bankstown Local Strategic Planning Statement 'Connective City 2036'**

Council's Local Strategic Planning Statements (LSPS) - Connective City 2036 guides the 20 year planning vision and changes to Council's planning framework for the LGA. The vision of the LSPS is about sustainably growing the City, maximising employment opportunities, delivering housing, creating vibrant and connected centres and protecting environmental values.

The planning proposal is consistent with a number of initiatives under Evolution 3 - Places for Commerce and Jobs, particularly with the following Priorities:

- **E1.4 Co-locate land uses to activate and optimise performance of State assets:** The planning proposal is generally consistent with the intent of the priority in terms of the private hospital proposing to co-locate in proximity to the existing Lidcombe Bankstown Hospital, intending to share and maximise health resources and knowledge.
- **E3.1 Increase job numbers, choice and diversity:** The proposal forms part of the broader Bankstown Health and Education precinct. The proposal has approximately \$66 million direct and indirect contribution to GDP and contributes towards achieving a variety of jobs associated with the operation of a private hospital, including 262 direct jobs on-site.

The planning proposal is also consistent with the following City Shaping Priorities:

- **E3.6 Protect and enhance employment lands:** Noting that hospitals are a permitted use in the Bankstown LEP and given the proximity to the existing hospital, the proposed co-location of health services within the employment lands would enhance jobs and services in this location.
- **E3.7 Increase the number of people living and working in the City:** As part of the broader Bankstown Health and Education precinct, the proximity between the two locations has positive implications on people living in the CBD and commuting to the proposal site for increased job opportunities and health services.

This planning proposal is generally consistent with Council's LSPS – Connective City 2036. It is noted that the LSPS includes a transition arrangement for planning proposals in business and industrial lands that have a gateway determination to continue and progress.



## **4.2 Community Plan ‘CBCity 2028’**

The vision of the Community Plan ‘CBCity 2028’ is to have a city that is ‘thriving, dynamic and real’. The ‘Prosperous & Innovative’ Direction will achieve this by promoting a smart and evolving city with exciting opportunities for investment and creativity. Council and other Government authorities will work together to support private investment, employment and growth. The proposal is consistent with the Community Plan.

## **4.3 Bankstown Employment Lands Development Study**

This ELS was the subject of the Gateway Determination. On 22 September 2009, the former Bankstown City Council adopted the Employment Lands Development Study. The intended outcome of the study is to provide recommendations for the renewal of key employment precincts.

The site is located within the Bankstown Industrial Precinct and is in proximity to the Bankstown–Lidcombe Hospital.

The study recognises the Bankstown–Lidcombe Hospital is relatively isolated from other activities. If the Bankstown–Lidcombe Hospital is to achieve long term success, it is important to improve the links to other activities. Action 9 of the study therefore recommends expanding the health and medical specialisations around the hospital precinct and to consider extending the precinct to the Bankstown CBD.

Council’s investigations identify the site as having the potential to support the emerging health precinct, in keeping with Action 9 of the study.

## **4.4 Canterbury Bankstown Employment Lands Strategy 2020**

The vision of Council’s Employment Lands Strategy 2020 is to sustainably plan for employment lands to deliver diversity of jobs and maximise employment opportunities. The strategy guides Council’s decision making to ensure that there is an adequate and appropriate supply of employment land that is serviced to meet the needs of businesses and employees.

The Planning proposal is consistent with the following strategic directions of the Employment Lands Strategy:

- Improve the amenity of employment precincts;
- Protect employment lands for employment uses; and
- Leverage infrastructure that supports jobs growth.

The proposal positively contributes on achieving 262 direct jobs on the site. As part of the broader Bankstown Health and Education precinct, the proposal intends to



share resources and knowledge via co-locating in proximity with the Bankstown Lidcombe Public hospital.

The proposed delivery of a private hospital not only fills the current gap in the private health care, but also contributes positively to enhancing the employment lands via infrastructure contributions relating to traffic, transport and public domain improvements.

This planning proposal is generally consistent with the Canterbury Bankstown Employment Lands Strategy 2020. Council's ELS identifies the subject site as a part of broader Milperra and Bankstown Aviation and Technology Precinct. The vision for the precinct is to develop into a cluster of aviation excellence, aviation training, advanced manufacturing and smart transport and logistics. The site is located at the boundary of Milperra Industrial Precinct and the Bankstown emerging health and education precinct.

Whilst on face value the proposal may be considered as a minor inconsistency with the emerging Bankstown Health and Education precinct, the proposal is co-located with the existing Bankstown-Lidcombe Hospital. No announcement has been made regarding any relocation of this hospital, which is currently receiving a \$25 million upgrade. The proposal was an unsolicited proposal where both Council and the Department's assessment supported the strategic merit of the proposal. A private hospital in this location retains its strategic merit and will both benefit and provide support through additional medical services to the existing public hospital. The location will not diminish the repositioning of the Bankstown CBD by virtue of the new major health and education anchors (WSU Bankstown Campus and new \$1Billion Hospital) that will be more attractive for associated medical uses and clustering within the strategic centre.

Acknowledging that hospitals are permissible in the General Industrial Zone under the Bankstown Local Environmental Plan 2015 and will remain permissible for this site; Council's assessment maintains that the site is suitable to support existing hospital and the minor inconsistency in relation to the locational attributes of the site is justified.

## **5. Is the planning proposal consistent with applicable State Environmental Planning Policies?**

This planning proposal is consistent with the applicable State Environmental Planning Policies as shown in Attachment A.

The following SEPPs are addressed in particular:



State Environment Planning Policy No. 55–Remediation of Land (now Ministerial Direction 2.6)

This planning proposal is consistent with SEPP 55 - Remediation of Land as hospitals are permissible in Zone IN1 General Industrial.

At the time of the Gateway Determination, this SEPP required Council to consider land contamination where it is proposed to enable development for sensitive land uses such as hospitals. Since the issue of the Gateway, these requirements have been moved into Ministerial Direction 2.6. Notwithstanding, the wording of the ministerial direction is consistent with the previous provisions of SEPP 55 and this assessment appropriately addresses both SEPP 55 and the Ministerial Direction 2.6. Council also notes the following findings of the proponent’s Phase 1 Preliminary Site Investigation report which concludes that:

*Areas that may be impacted by potential contamination were identified on the basis of the available Site information and during the Site inspection. Based on the data and evidence collected, the potential for contamination to be present within the Site is considered Moderate to High.*

Council and the Department’s Gateway assessment confirms that there is no inconsistency with SEPP 55 as the land use does not change and a Phase 2 Detailed Site Investigation would be completed as part of the SSD stage.

In consideration to the above matters, this planning proposal is consistent with SEPP 55 and Ministerial Direction 2.6 as a detailed site investigation will be undertaken at the SSD stage.

State Environment Planning Policy (Infrastructure) 2007

This SEPP identifies matters for consideration in relation to development adjacent to classified roads, such as Canterbury Road.

According to the traffic report submitted with the application, 81% of trips to and from the proposed hospital will be by car. This equates to a daily traffic generation of 1,939–2,303 vehicles.

The issues are the Canterbury Road / Mavis Street intersection currently experiences excessive traffic delays; B–Double trucks use Canterbury Road and Mavis Street to access industrial sites; public transport is through bus services; and there is limited walking and cycling facilities within the vicinity of the site.

Council’s assessment identifies a number of supporting traffic and transport infrastructure to meet the demands arising from the proposal. This is further discussed



in Section D of this planning proposal. The draft planning agreement outlines certain infrastructure to be further consulted with the RMS / Transport for NSW at the SSD stage. The planning proposal is therefore consistent with SEPP (Infrastructure) 2007.

## **6. Is the planning proposal consistent with applicable Ministerial Directions?**

This planning proposal is consistent with applicable Ministerial Directions (as shown in Attachment B), namely:

### Direction 1.1 – Business and Industrial Zones

The objectives of this direction are to encourage employment growth in suitable locations, and to protect employment land in business and industrial zones. The proposal is consistent with this direction as it retains the existing industrial zone and does not reduce the total potential floor space area for industrial zones.

### Direction 2.6 – Remediation of Contaminated Land

As detailed above in SEPP 55, the proposal is consistent with this direction and appropriate information will be required as part of the standard SSD process.

### Direction 3.4 – Integrating Land Use and Transport

The objective of this direction is to ensure building forms improve access to jobs and services by walking, cycling and public transport.

The planning proposal is generally consistent with this direction as the site is readily accessible by bus services and a draft planning agreement details infrastructure needs arising from the proposal which can be delivered as part of the SSD stage.

### Direction 3.5 – Development near Licensed Aerodromes

The objectives of this direction are to ensure the effective and safe operation of airports, and to ensure that their operation is not compromised by development that constitutes an obstruction, hazard or potential hazard to aircraft flying in the vicinity. Clause 4(d) requires Council to obtain permission from the Commonwealth Government (or delegate) if a planning proposal is to allow (as permissible with consent) development that encroaches above the Obstacle Limitation Surface.

The site is subject to prescribed airspace restrictions due to the proximity to the Bankstown Airport. Buildings and rooftop structures (such as plant rooms, lift motor rooms, fire stairs, signage, antennas and low impact telecommunication facilities) cannot encroach into the prescribed airspace as it may constitute an obstruction,



hazard or potential hazard to aircraft flying in the vicinity. However, there is currently no height limit for land zoned IN1 General Industrial in the Bankstown LEP 2015.

In May 2018, the proponent submitted an airspace study as recommended by the Local Planning Panel. According to the Panel, *'establishment of the height control for the site would then assist in determining the appropriate FSR for the site'*.

In August 2018, Bankstown Airport confirmed the prescribed airspace restriction is 51 metres AHD following a review of the airspace study. As there is no height limit in the Bankstown LEP 2015 for the site and the airspace protection is managed by the relevant airport authority, the Gateway Determination required that all references to the height limit be removed. Consistent with the above advice, this planning proposal has been amended to omit any reference to a maximum height limit.

As no change in height is proposed, the proposal remains consistent with this Direction.

#### Direction 7.1 – Implementation of *A Plan for Growing Sydney*

The objective of this direction is to give legal effect to the planning principles; directions; and priorities for subregions, strategic centres and transport gateways contained in the Metropolitan Plan, *'A Plan for Growing Sydney'*. The proposal is consistent with the directions of the Metropolitan Plan, *'A Plan for Growing Sydney'*, namely Direction 1.10 to plan for education and health services to meet Sydney's growing needs. The proposal supports the growth of complementary health activities in strategic centres.

Minor inconsistencies relating to certain directions are justified below:

#### Direction 4.3 – Flood Prone Land

The objective of this direction is to ensure the provisions of a LEP on flood prone land is commensurate with flood hazard and includes consideration of the potential flood impacts both on and off the subject land.

The site is affected by the medium stormwater flood risk precinct. According to Bankstown Development Control Plan 2015–Part B12, the medium flood risk precinct is defined as *'land below the 100 year flood that is not subject to a high hydraulic hazard and where there are no significant evacuation difficulties. There would still be a significant risk of flood damage in this precinct. However, these damages can be minimised by the application of appropriate development controls'*.



The proposal is inconsistent with clause 6 of this direction as it permits a significant increase in the development of the site. In accordance with clause 9(b), the inconsistency may be of a minor nature as any risks resulting from the future redevelopment of the site may be satisfactorily addressed by:

- Applying the provisions of Bankstown Development Control Plan 2015–Part B12 as part of the development application process.
- Confirming that the risks associated with habitable uses below the flood planning level (ground floor) may be dealt with via an evacuation management plan, in consultation with the NSW State Emergency Services.

Any risk associated with habitable uses below the flood planning level (ground floor) is to be confirmed via a Flood Emergency Response Plan and reviewed by the NSW State Emergency Service. In September 2020, the proponent submitted a Flood Emergency Response Plan for consideration, which will accompany the planning proposal exhibition package and be referred to NSW SES for comment.

It is also noted that the detailed design of the building would also be required to satisfy these requirements through the SSD process.

The Gateway Assessment and determination has confirmed that this inconsistency is minor in nature and is justifiably inconsistent with this direction.

#### Direction 6.3 – Site Specific Provisions

The objective of this direction is to discourage unnecessarily restrictive site specific planning controls.

The application requests an amendment to the Floor Space Ratio Map. Based on the assessment, the proposal to amend the Floor Space Ratio Map is not supported as the higher FSR would apply to all land uses permitted in the zone and would set an undesirable precedent for other sites within the Bankstown Industrial Precinct. The preferred option is to proceed with a new site specific clause in the Bankstown Local Environmental Plan 2015.

It is noted this scenario may be inconsistent with clause 4 of this direction as it proposes to impose a site specific provision in addition to the current provisions of the Bankstown Local Environmental Plan 2015. However, the inconsistency is minor in nature and is considered the most appropriate way to ensure the delivery of the required infrastructure, as supported in the Department's assessment.



## **Section C–Environmental, social and economic impact**

### **7. Is there any likelihood that critical habitat or threatened species, populations or ecological communities, or their habitats, will be adversely affected as a result of the proposal?**

The proposal is consistent with the Ministerial Direction 2.1 as it does not adversely affect any critical habitat or threatened species, populations or ecological communities, or their habitats.

### **8. Are there any other likely environmental effects as a result of the planning proposal and how are they proposed to be managed?**

Based on the site conditions and the information submitted, Council's assessment indicates a six storey building envelope below the prescribed airspace restriction is possible. This equates to a maximum 2.3:1 FSR subject to confirmation as to whether the risks associated with habitable uses below the flood planning level (ground floor) may be dealt with via an evacuation management plan, in consultation with State Emergency Service. The proponent submitted this plan in September 2020 for Council's consideration to provide to the NSW SES during exhibition.

Notwithstanding, there is no height limit for the subject site. The appropriateness of habitable floor levels below the flood planning level is also matter for the SSDA.

### **9. Has the planning proposal adequately addressed any social and economic effects?**

In relation to social and economic effects, this planning proposal is consistent with the Greater Sydney Region Plan and the South District Plan (see Section B (3) of this planning proposal for details).

The subject site is easily accessible by public transport, with a number of bus routes running along Canterbury Road. Revesby and Bankstown Railway Stations are located within 2km and 3km distance respectively. It is anticipated that there will be distinct knowledge and resource sharing between the private hospital and the Lidcombe-Bankstown Public Hospital which is located within a kilometre.

There is a growing need for additional hospital facilities, particularly private hospitals within the area and the proposal would substantially improve access to private healthcare for residents in a wider catchment, due to the current lack of such services within the Canterbury Bankstown LGA. The hospitals would also benefit from the co-location of public and private medical infrastructure.

According to the proponent's *Social and Economic Benefits Statement* the proposal incorporates a number of facilities such as an in-house rehabilitation facility, obesity



clinic and a range of other health services to a broad spectrum of the community to support the recovery and well-being of future patients. It is also capable of providing health infrastructure support during medical crises.

In March 2021 Council engaged HillPDA to peer review the proponent's *Social and Economic Benefits Statement* to confirm details included in the proponent's statement. The review confirmed that a private health facility was lacking in the area and the proposal would fulfil that need.

HillPDA found that: *'residents of Canterbury Bankstown are generally healthier than the state-wide average, presenting with fewer recurrent health problems, although it can be seen that heart-related (pulmonary and cardiovascular) disease has been rising, against the state average. It can also be seen that potentially preventable hospitalisations have been rising both within the LGA and state-wide, an increase which has been occurring since 2010-12, also with a higher rate in the LGA.'*

*This could indicate a need for the proposal, which would augment the existing public healthcare options to offer preventative health services to segments of the local population, as well as specialised services for ongoing chronic conditions.'*

Other social benefits include new in-house business opportunities for ancillary businesses such as café, florist as well as other support services, including the proposed co-location of a new GS services, pathology & medical imaging services would have a positive impact to a wider community.

The peer review indicates that although the proponent's statement lacks detailed description of their calculations, source material or benchmarks; applying a construction cost of \$112.9 million, approximately 262 jobs would be directly generated on-site. This equates to 87 jobs on-site per annum over the construction period and around 73 to 107 jobs per annum lower than that estimated in proponent's report.

Notwithstanding, the peer review's model suggests that the economic benefits created by the proposed development would generate:

- A further 150 job years indirectly generated over the construction period,
- Around \$13.7 million in on-site wages; and
- A further \$7.2 million in indirect wages over the construction period,
- Totalling just over \$21 million in direct and indirect wage creation.
- The proposal would directly contribute around \$34 million in Gross Value Added (GVA) and a further \$32 million GVA indirectly, totalling approximately \$66 million in direct and indirect contribution to GDP.

The peer review confirms that the site and the surrounding area would benefit greatly from the improvements to the public domain, public amenity and safety. These are



included as part of the draft planning agreement and in the site specific DCP to be assessed during the detailed design phase of SSD.

The infrastructure demand (public domain and traffic/transport infrastructure) created by this planning proposal is being addressed by the draft planning agreement which is to be exhibited concurrently with this planning proposal.

### Section D–State and Commonwealth interests

#### **10. Is there adequate public infrastructure for the planning proposal?**

Given the size of the proposed hospital, the assessment identifies the need for supporting traffic and transport infrastructure works to improve the walking and cycling access arrangements in the vicinity of the site, and to improve connections to public transport services.

At its ordinary meeting of 25 September 2018, Council resolved that certain supporting traffic and transport infrastructure were needed to meet the demands arising from the proposal. The infrastructure works include (but are not limited to):

- The installation of traffic signals and slip lanes at the intersection of Canterbury Road and Mavis Street, in consultation with the Roads & Maritime Services.
- The installation of new bus shelters on both the northern and southern sides of Canterbury Road (next to the Canterbury Road / Mavis Street intersection) to cater for staff, patients and visitors using public transport. The locations may be considered in conjunction with the proposed Canterbury Road / Mavis Street intersection design. The bus shelters must be accessible for seniors and people with disabilities, and comply with the Disability Discrimination Act 1992.
- The embellishment of Mavis Street to improve the public domain, street lighting, road line markings and other safety measures.
- The construction of new pedestrian crossings, footpaths and associated public domain improvements (e.g. street lighting and seating) between the site and the Bankstown–Lidcombe Hospital (via Claribel Road and Artegall Street) given that the proposal is looking to share resources and knowledge between the two facilities. The improvements must comply with the Disability Discrimination Act 1992.

The draft planning agreement outlines the infrastructure requirements to be further consulted with Transport for NSW / RMS at the SSDA stage. On this basis, the proposal will be adequately serviced by public infrastructure.



**11. What are the views of state and Commonwealth public authorities consulted in accordance with the Gateway Determination?**

An update to this section of the planning proposal will occur following consultation with the State and Commonwealth public authorities in accordance with the Gateway determination.

**Part 4 – Maps**

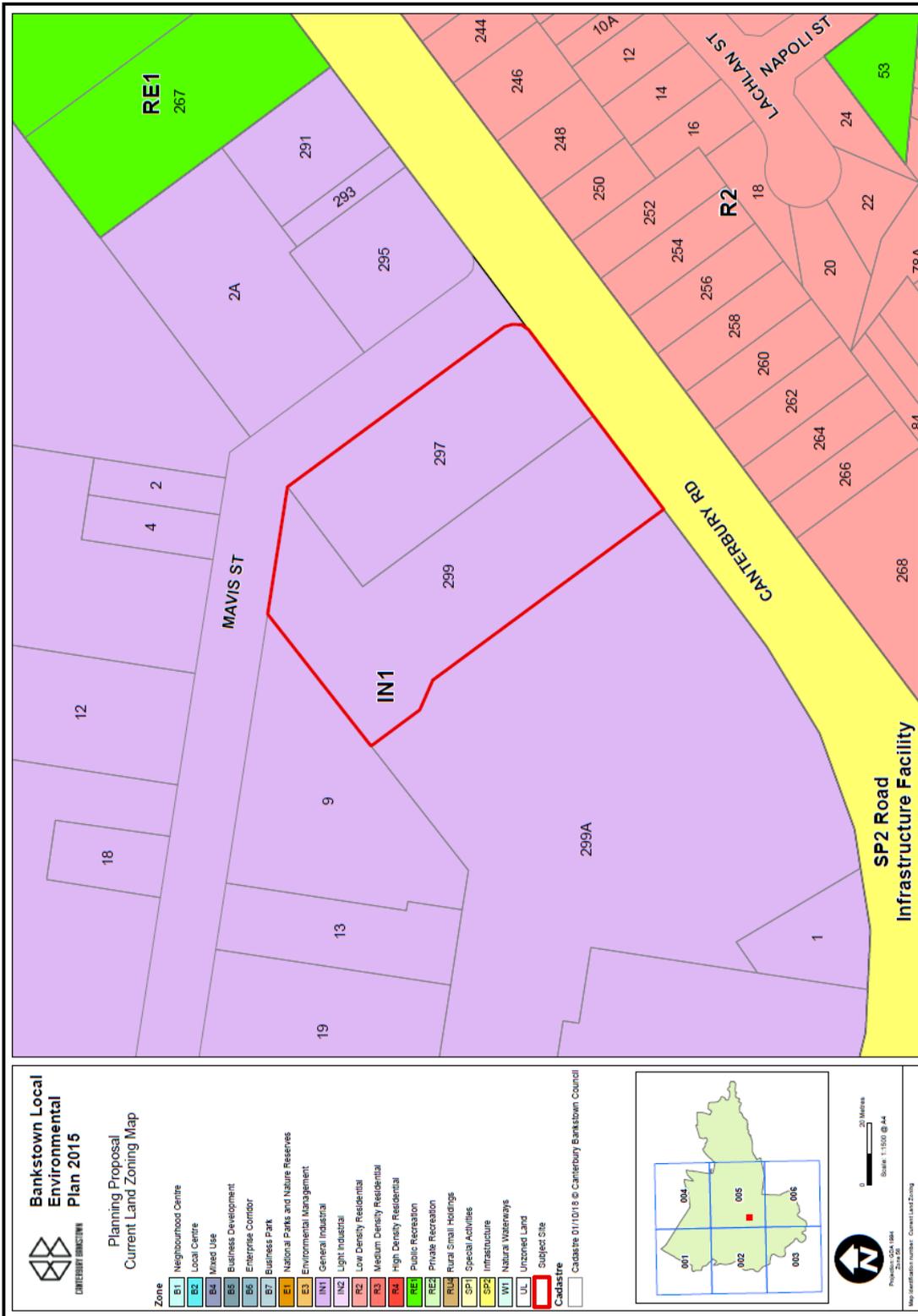
The maps accompanying this planning proposal are:

- Map 1 – Land Application Map
- Map 2 – Current Land Zoning Map
- Map 3 – Current Floor Space Ratio Map
- Map 4 – Current Aerial Image



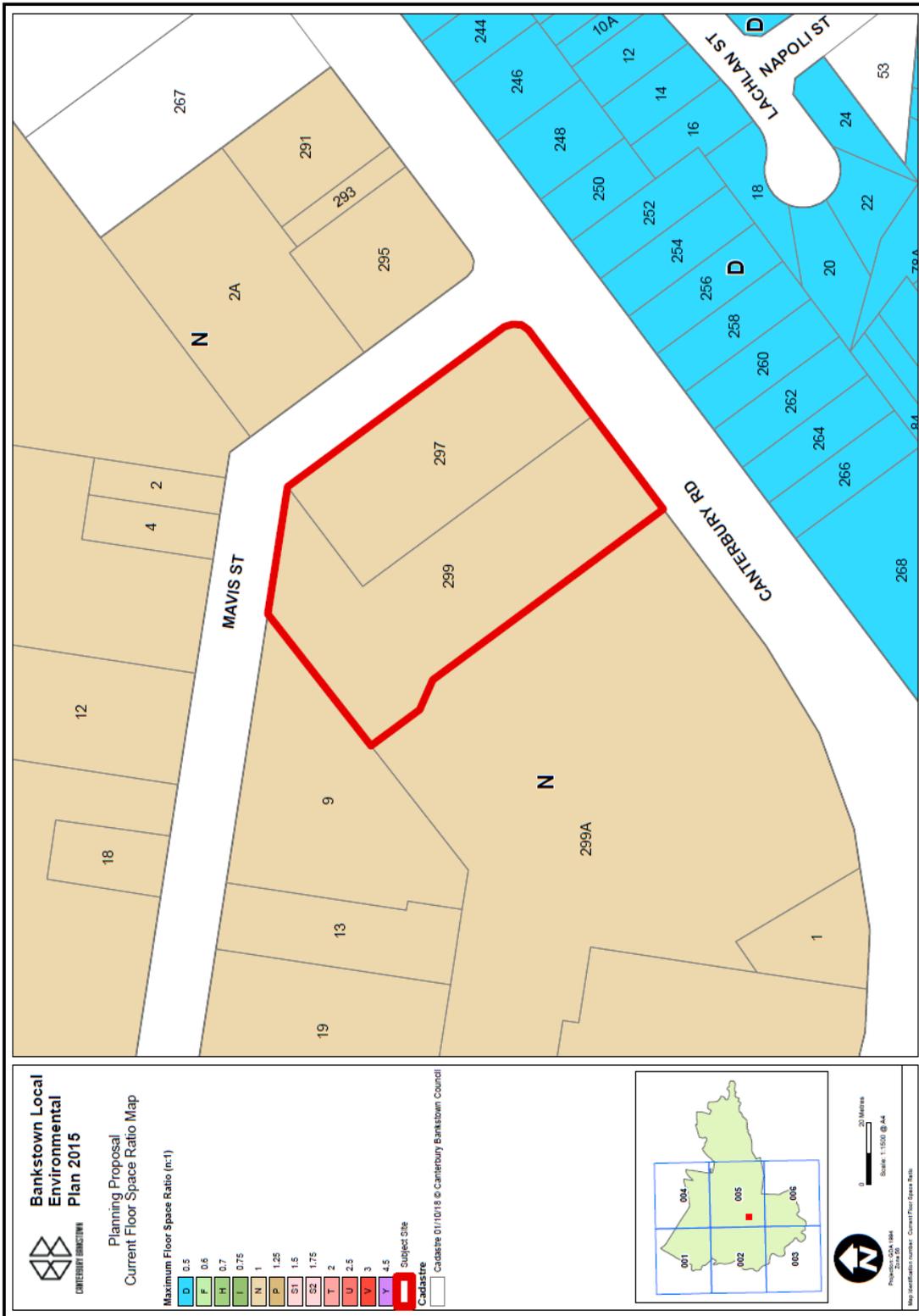


Map 2 – Current Land Zoning Map





### Map 3 – Current Floor Space Ratio Map





Map 4 – Current Aerial Image





## Part 5–Community Consultation

Although the Gateway Determination will confirm the public consultation that must be undertaken, the exhibition period for this planning proposal is for a minimum of 28 days and would comprise:

- Notification in the local newspaper that circulates in the area affected by the planning proposal.
- Displays at the Council administration building (Bankstown Branch) and corporate website.
- Written notification to affected and adjoining property owners where practical.
- Email / written notification to state and Commonwealth public authorities including:
  - Ausgrid
  - NSW Environment Protection Authority
  - Roads & Maritime Services
  - South Western Sydney Local Health District
  - NSW State Emergency Services
  - Sydney Water
  - Sydney Metro Airports
  - Transport for NSW

## Part 6 – Project Timeline

Dates	Project timeline
June 2019	Issue of Gateway Determination.
April 2020	Issue of Amended Gateway Determination.
March 2021	Exhibit planning proposal.
May 2021	Report to Council following the exhibition, plus report to DPIE
May 2021	Submit planning proposal to the Department of Planning, Industry and Environment to be finalised.



## ATTACHMENT A–State Environmental Planning Policies

SEPPs (as at March 2021)		Applicable	Consistent
19	Bushland in Urban Areas	Yes	Yes
21	Caravan Parks	Yes	Yes
30	Intensive Agriculture	Yes	Yes
33	Hazardous & Offensive Development	Yes	Yes
36	Manufactured Home Estates	No	N/A
44	Koala Habitat Protection	No	N/A
47	Moore Park Showground	No	N/A
50	Canal Estate Development	Yes	Yes
52	Farm Dams & Other Works in Land & Water Management Plan Areas	No	N/A
55	Remediation of Land	Yes	Yes
62	Sustainable Aquaculture	Yes	Yes
64	Advertising & Signage	Yes	Yes
65	Design Quality of Residential Apartment Development	Yes	Yes
70	Affordable Housing (Revised Schemes)	Yes	Yes
	(Affordable Rental Housing) 2009	Yes	Yes
	(Building Sustainability Index: BASIX) 2004	Yes	Yes
	(Coastal Management) 2018	No	N/A
	(Educational Establishments & Child Care Facilities) 2017	Yes	Yes
	(Exempt & Complying Development Codes) 2008	Yes	Yes
	(Housing for Seniors or People with a Disability) 2004	Yes	Yes
	(Infrastructure) 2007	Yes	Yes



	(Kosciuszko National Park–Alpine Resorts) 2007	No	N/A
	(Kurnell Peninsula) 1989	No	N/A
	(Mining, Petroleum Production & Extractive Industries) 2007	Yes	Yes
	(Miscellaneous Consent Provisions) 2007	Yes	Yes
	(Penrith Lakes Scheme) 1989	No	N/A
	(Rural Lands) 2008	No	N/A
	(State & Regional Development) 2011	Yes	Yes
	(State Significant Precincts) 2005	Yes	Yes
	(Sydney Drinking Water Catchment) 2011	No	N/A
	(Sydney Region Growth Centres) 2006	No	N/A
	(Three Ports) 2013	No	N/A
	(Urban Renewal) 2010	No	N/A
	(Vegetation in Non–Rural Areas) 2017	Yes	Yes
	(Western Sydney Employment Area) 2009	No	N/A
	(Western Sydney Parklands) 2009	No	N/A
	Greater Metropolitan REP No.2–Georges River Catchment	Yes	Yes
	(Aboriginal Land) 2019	No	N/A
	(Activation Precincts) 2020	No	N/A
	(Major Infrastructure Corridors) 2020	No	N/A
	(Western Sydney Aerotropolis) 2020	No	N/A



## ATTACHMENT B – Ministerial Directions

Direction & Issue Date		Applicable	Consistent
<b>Employment and Resources</b>			
1.1	Business and Industrial Zones [01/05/17]	Yes	Yes
1.2	Rural Zones [14/04/16]	No	N/A
1.3	Mining, Petroleum Production & Extractive Industries [01/07/09]	No	N/A
1.4	Oyster Aquaculture [01/07/09]	No	N/A
1.5	Rural Lands [01/07/09]	No	N/A
<b>Environment and Heritage</b>			
2.1	Environment Protection Zones [14/04/16]	Yes	Yes
2.2	Coastal Protection [03/04/18]	No	N/A
2.3	Heritage Conservation [01/07/09]	Yes	Yes
2.4	Recreation Vehicle Areas [14/04/16]	Yes	Yes
2.5	Application of E2 and E3 Zones & Environmental Overlays in Far North Coast LEPs [02/03/16]	No	N/A
2.6	Remediation of Contaminated Land	Yes	Yes
<b>Housing, Infrastructure and Urban Development</b>			
3.1	Residential Zones [14/04/16]	No	N/A
3.2	Caravan Parks & Manufactured Home Estates [14/04/16]	Yes	Yes
3.3	Home Occupations [01/07/09]	Yes	Yes
3.4	Integrating Land Use & Transport [14/04/16]	Yes	Yes
3.5	Development Near Licensed Aerodromes [14/04/16]	Yes	Yes
3.6	Shooting Ranges [16/02/11]	No	N/A
3.7	Reduction in non-hosted short term rental accommodation period	No	N/A



<b>Hazard and Risk</b>			
4.1	Acid Sulfate Soils [01/07/09]	No	N/A
4.2	Mine Subsidence & Unstable Land [14/04/16]	No	N/A
4.3	Flood Prone Land [01/07/09]	Yes	No, minor justified inconsistency.
4.4	Planning for Bushfire Protection [01/07/09]	No	N/A
<b>Regional Planning</b>			
5.1	Implementation of Regional Strategies [Revoked]	No	N/A
5.2	Sydney Drinking Water Catchments [03/03/11]	No	N/A
5.3	Farmland of State & Regional Significance on the NSW Far North Coast [01/05/17]	No	N/A
5.4	Commercial & Retail Development along the Pacific Highway, North Coast [21/08/15]	No	N/A
5.5	Development in the vicinity of Ellalong, Paxton and Millfield (Cessnock LGA) [Revoked]	No	N/A
5.6	Sydney to Canberra Corridor [Revoked]	No	N/A
5.7	Central Coast [Revoked]	No	N/A
5.8	Second Sydney Airport: Badgerys Creek [14/04/16]	No	N/A
5.9	North West Rail Link Corridor Strategy [30/09/13]	No	N/A
5.10	Implementation of Regional Plans [14/04/16]	No	N/A
5.11	Development of Aboriginal Land Council land	No	N/A

<b>Local Plan Making</b>			
6.1	Approval & Referral Requirements [01/07/09]	Yes	Yes
6.2	Reserving Land for Public Purposes [01/07/09]	Yes	Yes
6.3	Site Specific Provisions [01/07/09]	Yes	No, minor justified inconsistency



<b>Metropolitan Planning</b>			
7.1	Implementation of A Plan for Growing Sydney [14/01/15]	Yes	Yes
7.2	Implementation of Greater Macarthur Land Release Investigation [22/09/15]	No	N/A
7.3	Parramatta Road Corridor Urban Transformation Strategy [09/12/16]	No	N/A
7.4	Implementation of North West Priority Growth Area Land Use & Infrastructure Implementation Plan [15/05/17]	No	N/A
7.5	Implementation of Greater Parramatta Priority Growth Area Interim Land Use & Infrastructure Plan [25/07/17]	No	N/A
7.6	Implementation of Wilton Priority Growth Area Interim Land Use & Infrastructure Plan [05/08/17]	No	N/A
7.7	Implementation of Glenfield to Macarthur Urban Renewal Corridor [22/12/17]	No	N/A
7.8	Implementation of the Western Sydney Aerotropolis Plan	No	N/A
7.9	Implementation of Bayside West Precincts 2036 Plan	No	N/A
7.10	Implementation of Planning Principles for the Cooks Cove Precinct	No	N/A
7.11	Implementation of St Leonards and Crows Nest 2036 Plan	No	N/A
7.12	Implementation of Greater Macarthur 2040	No	N/A
7.13	Implementation of the Pyrmont Peninsula Place Strategy	No	N/A



**ATTACHMENT C – Development concept for a proposal with an FSR of 2.3:1  
(separate document)**