

Planning Proposal

250 Howick Street and George Street, Bathurst
Bathurst Integrated Medical Centre & George Street Carpark



Amendment to Bathurst Regional Local Environmental Plan 2014

Prepared for BIMC Pty Ltd
Submitted to Bathurst Regional Council

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(Revised August 2022)



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Cover image: Indicative photomontage of the proposed Bathurst Integrated Medical Centre and George Street Carpark in background (Source: Leffler Simes Architects)

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Abbreviations

Applicant	BIMC Pty Ltd
BIMC	Bathurst Integrated Medical Centre
CBD	Central Business District
DA	Development Application
DP	Deposited Plan
DPE	Department of Planning and Environment
EA	Economic Assessment
EP&A Act	<i>Environmental Planning and Assessment Act 1979</i>
EPI	Environmental Planning Instrument
FSR	Floor space ratio
GFA	Gross floor area
GSC	George Street Carpark
HCA	Heritage conservation area
BRDCP 2014	<i>Bathurst Regional Development Control Plan 2014</i>
BRLEP 2014	<i>Bathurst Regional Local Environmental Plan 2014</i>
LEP	Local Environmental Plan
LGA	Local government area
LoS	Level of Service
SEPP	State Environmental Planning Policy
SIA	Social Impact Assessment
TIA	Transport Impact Assessment

Executive Summary

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of *BIMC Pty Ltd* (the Applicant) and relates to a site at 250 Howick Street and George Street, Bathurst in the Bathurst Regional Local Government Area (LGA).

The Planning Proposal seeks to amend the current development controls that apply to the Site to enable its future redevelopment for the purposes of an integrated medical centre and associated carpark to service the medical facility which will also provide additional public car parking.

The Bathurst Integrated Medical Centre (BIMC) and George Street Carpark (GSC) will facilitate the provision of significant infrastructure services to meet the demand and growing population of the Bathurst Regional LGA. This can only be achieved through the amendments to the *Bathurst Regional Local Environmental Plan 2014* (BRLEP 2014) as proposed under this Planning Proposal.

On 23 May 2022, the Department of Planning and Environment (DPE) issued a Gateway Determination for the Planning Proposal. The Gateway Determination contains several conditions including the need for further justification of the proposed height and FSR. It also states that Council is not authorised to be the local plan making authority.

The Proponent has since consulted with both Council and DPE and has revised the Planning Proposal in response to the Gateway conditions and this consultation. This also includes supplementary specialist advice in relation to urban design, visual impact, and heritage which confirms the Site is suitable to facilitate the BIMC and GSC development.

The Site

The Site has an area of approximately 1.55 hectares, inclusive of the BIMC and GSC sites, with frontage to Howick Street, Gallipoli Road and Milne Lane in Bathurst. The Site is located within the Bathurst Town Centre and 1.5km northwest of Bathurst Train Station.

The Site is currently occupied by the former Clancy Motor Group building at the Howick Street frontage and a Council carpark with frontage to Gallipoli Road and Milne Lane.

The Site is located within a Heritage Conservation Area (HCA) known as the Bathurst Conservation Area.

The Planning Proposal

The Planning Proposal seeks to amend the Site's maximum building height and floor space ratio (FSR) controls under the BRLEP 2014.

The primary objective of the Planning Proposal is to facilitate the construction and use of the BIMC for a medical centre, private hospital and educational uses, and the associated GSC to service the BIMC and the broader Bathurst Town Centre.

The BIMC is a further development of existing and successful integrated medical centres developed by interests associated with the proponent at Gardens Albury and Bloomfield

Orange. These integrated centres require vertical integration in order to be efficient and successful.

The Planning Proposal seeks to amend BRLEP 2014 as follows:

Planning control	Existing development controls	Proposed development controls (BIMC Site)	Proposed development controls (GSC Site)
Height of buildings	12m	29m	21m
Floor space ratio	2:1	2.6:1	2:1 (no change)

It is anticipated that these amendments would be addressed under a new clause in *Part 7 Additional local provisions* of the BRLEP 2014. The new clause would detail the increased height and FSR controls that would apply to the development of a health services facility and a carpark on the Site. That is, the proposed height and FSR increases would not apply to development for any other purposes than a health services facility and car park on the Site.

The new clause would also set out design excellence matters for consideration through future development applications, generally addressing issues such as:

- building design and siting including bulk, massing, modulation, setbacks and materials
- visual impacts and impacts on views
- heritage and streetscape
- environmental impacts such as sustainable design, overshadowing, wind and reflectivity,
- pedestrian, cycle, vehicular and service access, circulation and requirements
- relationship to the public domain
- landscaping

Strategic context

The Planning Proposal has been prepared in consideration of the following strategic plans and policies prepared by the NSW State Government and Bathurst Regional Council (Council):

- *Central West and Orana Regional Plan*
- *Bathurst Regional Local Strategic Planning Statement*
- *Bathurst 2040 Community Strategic Plan*
- *Bathurst Town Centre Master Plan*
- *Bathurst Bulky Goods and Business Development Strategy 2011*

The strategic justification for the Planning Proposal and detailed consideration of the above strategic plans and policies is discussed in Section 7.3, which demonstrates the proposal is consistent with these strategic planning documents.

Statutory context

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and the Department of Planning, Industry and Environment's (DPIE's) *Local Environment Plan Making Guideline* (2021).

An assessment has also been undertaken which demonstrates that the Planning Proposal is generally consistent with the relevant Local Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act.

Environmental, social and economic considerations

The Planning Proposal is accompanied by various technical reports and studies that assess relevant environmental, social and economic issues, including the following:

- built form, urban design and public domain
- traffic, access and car parking
- heritage
- economic impacts
- contamination

The Planning Proposal is found to have a minimal and acceptable environmental impact and will provide substantial net social and economic benefits for Bathurst and the wider Bathurst Regional LGA. These issues are discussed in further detail in Section 7.3.3.

Public benefits

The Planning Proposal will deliver significant public benefits, including:

- provision of a vertically integrated health building to provide much needed health infrastructure for the population of Bathurst and surrounds and to facilitate additional health professionals in the Bathurst region to service its needs by providing the required infrastructure.
- a substantial increase to the available public car parking within the Bathurst Town Centre, relieving existing inadequate parking provisions

The proponent is currently in discussions with Council regarding a potential public benefit offer through a Voluntary Planning Agreement (VPA) or similar arrangement. This matter will be further discussed with Council throughout the assessment process of the Planning Proposal.

Next steps

The next step is for the Planning Proposal to be publicly exhibited in accordance with the Gateway Determination.

Following public exhibition of the Planning Proposal, all submissions received will be considered by Council and any resultant amendments made to the Planning Proposal, before being formally submitted to DPE for finalisation.

The applicant has also commenced the State Significant Development (SSD) application process through DPE. Secretary's Environmental Assessment Requirements (SEARs) were issued for the project on 26 October 2021.

Conclusion

The primary objective of the Planning Proposal is to facilitate the construction of the BIMC and associated GSC.

There is a compelling strategic justification for the Planning Proposal as it:

- will meet the demonstrated shortfall of the provision of health infrastructure in the Bathurst region
- will meet the demand of a growing population by providing essential services
- responds to the design principles outlined in the *Bathurst Town Centre Masterplan* by investing in infrastructure and subsequently facilitating a healthy community
- facilitates the retention and expansion of the existing Bathurst Private Hospital, which is approaching the end of its lease in its current facility

1 Introduction

This Planning Proposal has been prepared by *Keylan Consulting Pty Ltd* (Keylan) on behalf of *BIMC Pty Ltd* (the Applicant), to support amendments to the *Bathurst Regional Local Environmental Plan 2014* (BRLEP 2014). The Planning Proposal relates to a 1.5 hectare site at 250 Howick Street and George Street, Bathurst in the Bathurst Regional Local Government Area (LGA).

The Site is currently occupied by a former vehicle sales premises at 250 Howick Street and surface car parking to the rear at George Street which services the adjoining Bathurst RSL and other surrounding uses within the Bathurst Town Centre.

The Site is zoned B3 Commercial Core with a maximum building height of 12m and maximum FSR of 2:1 under BRLEP 2014.

This Planning Proposal seeks to increase the maximum height for the Bathurst Integrated Medical Centre (BIMC) Site from 12m to 29m and the George Street Carpark (GSC) Site from 12m to 21m. It also seeks to amend the maximum FSR of the BIMC Site from 2:1 to 2.6:1. There are no additional proposed amendments to any other planning controls applicable to the subject Site.

The increase in height and FSR will facilitate the BIMC which will provide hospital, medical centre and educational establishment uses within the Bathurst Town Centre. The height increase will also facilitate the construction of a multi-level carpark on the existing GSC Site to provide additional parking within the Town Centre.

It is noted that the GSC Site is owned and operated by Bathurst Regional Council (Council). Council have consented to the lodgement of this Planning Proposal and will continue to own the GSC and associated land following finalisation of the Planning Proposal.

The Planning Proposal is submitted to Council. The intent is for Council to support the proposed amendments to the BRLEP 2014 and refer the Planning Proposal (as the Planning Proposal authority) to the Department of Planning and Environment (DPE) for review and subsequent issuing of a Gateway determination.

The Planning Proposal has been prepared in accordance with the requirements of Section 3.33 of the *Environmental Planning and Assessment Act 1979* (EP&A Act) and in consideration of the *Local Environmental Plan Making Guideline* (2021).

1.1 Project Team

The project team formed to deliver the Planning Proposal is outlined in Table 1.

Discipline	Consultant
Project Management	Zauner Construction
Urban Planning	Keylan Consulting
Urban Design	Leffler Simes Architects
Heritage Impact	Heritage Concepts

Discipline	Consultant
Traffic Impact Assessment	Spotto Consulting
Economic Impact Assessment	Location IQ
Contamination	Envirowest Consulting

Table 1: Project Team

1.2 Consultation with Council

The Applicant and its project team have undertaken extensive consultation with Council and the Community throughout the preparation of the Planning Proposal, which has assisted in the refinement of the proposed development controls that are proposed for the Site.

The Applicant will continue to consult with Council following the lodgement of the Planning Proposal. A summary of consultation activities carried out with Council to date is provided in Appendix 7.

1.3 Gateway Determination

The table below summarises how the Planning Proposal has been revised in response to the conditions of the Gateway Determination:

Gateway Condition	Response
1. Prior to community consultation the planning proposal is to be updated to:	
(a) clarify the extent of the site boundary and the site area (i.e., whether the northern end of Gallipoli Road forms a part of the site)	<ul style="list-style-type: none"> as identified in Section 2.1, the Site does not extend onto Gallipoli Road. Figure 1 demonstrates the site boundaries and extent.
(b) include a timeframe for the LEP amendment to be complete	<ul style="list-style-type: none"> an updated project timeline has been prepared and contained in Section 7.6 of this Report.
(c) clarify the bulk and scale impacts of a 29m and 21m high building envelope for the BIMC site and GSC site. Revised visual impact assessment is to be undertaken considering impacts of the full building envelope from all four streetscapes	<ul style="list-style-type: none"> a revised Visual Impact Assessment has been prepared to address this Gateway Condition the revised VIA specifically addresses the potential visual impact of the full building envelope under the proposed controls for the Site refer to Appendix 2 and Section 7 of this report
(d) update the Heritage Impact Assessment to undertake a detailed assessment of the heritage impacts, including heritage view impacts associated with the proposed building envelope	<ul style="list-style-type: none"> a revised Heritage Impact Assessment has been prepared to address this Gateway Condition the revised HIA identifies the potential impacts associated with the proposed envelope refer to Appendix 4 and Section 7 of this report
(e) provide additional justification for an FSR 2.6:1 for the health care facility noting that the proposed scheme only requires an FSR	<ul style="list-style-type: none"> the proposed FSR for the BIMC of 2.6:1 has been calculated to provide an appropriate degree of flexibility for ongoing

Gateway Condition	Response
<p>of 2.4 (based on a GFA of 9,634m² as shown on the architectural plans)</p>	<p>detailed design. While the concept architectural plans show a FSR of 2.4:1, there may be slight increases in GFA as the design progresses through DA and subsequent stages.</p> <ul style="list-style-type: none"> the proposed FSR of 2.6:1 is therefore aimed at avoiding the need for either a further planning proposal or a clause 4.6 variation if there are increases in GFA through ongoing detailed design.
<p>(f) clarify if the overshadowing diagrams provided in the Design Statement is accurate and resolve the discrepancy between the overshadowing diagrams provided in the Architectural Plans, dated February 2022 and the Design Statement dated February 2022.</p>	<ul style="list-style-type: none"> a revised set of Architectural Plans and Design Statement is provided at Appendix 2 both revised documents accurately reflect the overshadowing diagrams.

Table 2: PP 2021/6620 Gateway Conditions and Response

2 The Site and Locality

2.1 Site Description

The Site is located in the suburb of Bathurst within the Bathurst Regional Local Government Area (LGA). The Bathurst Town Centre is largely characterised by ornate buildings which remain from the mid to late 19th century as a result of the gold rush period.

Bathurst's central business district (CBD) is located on William, George, Howick, Russell, and Durham Streets. The CBD is about 25 hectares (62 acres) in area. Services including banking, government services, shopping centres, retail shops, a park and monuments are provided in this area.

The Site is known as 250 Howick Street and George Street, Bathurst. The total site area is approximately 1.55ha, and is legally described as:

- Lot 2 in DP568837;
- Lot 71 in DP579908;
- Lots A and B in DP163425;
- Lot 20 in DP549764;
- Lot 17 in DP584625; and
- Lot 11 in DP1160748

The BIMC Site is regular in shape and has dimensions of 76m x 54m. The GSC Site is irregular in shape with general dimensions of 91m x 108m.



Figure 1: Site context (Base source: Nearmap)



Figure 2: Site image looking south (Base source: Zauner Construction)



Figure 3: Site aerial showing existing development at subject site (Base source: Zauner Construction)

2.2 Characteristics of the Site

2.2.1 Built Form

The Site is currently occupied by the former showroom for Clancy Motor Group, a single storey glass and concrete building formerly accommodating offices and floor area for vehicle sales.



Figure 4: Existing built form at 250 Howick Street accommodating Clancy Motor Group (Source: Google Maps)

The GSC Site is currently occupied by an at-grade carpark providing 320 car parking spaces interspersed with planter beds and an amenities block.



Figure 5: Aerial view of the existing GSC with BIMC site in foreground (Source: Zauner Construction)

2.2.2 Services

The Site currently has access to potable water, wastewater, electricity, gas and telecommunications services. These services will need to be upgraded to service the proposal.

2.2.3 Topography

On approach to the Site from the south-west, there is a gradual decline along Howick Street from its intersection with George Street. There is also a gentle slope from the Howick Street frontage to the centre of the Site.

2.2.4 Vegetation

There is currently no significant vegetation on the Site. Vegetation is limited to medium size trees scattered throughout the existing George Street Carpark.

2.2.5 Contamination

A Preliminary Contamination Investigation (PCI) prepared by Envirowest Consulting is included at Appendix 6.

The PCI notes that previous uses on the BIMC site for motor vehicle servicing has resulted in hydrocarbon contamination, limited to a small portion of the site occupied by the Clancy Motor Group showroom in the eastern corner of the Site. Underground storage tanks previously located in the street footpath north-west of Lot B have been removed and validated. An oil storage tank remains in the former workshop of Lot B.

The previous uses on the GSC Site for residential purposes does not indicate contaminating activities. Fill for levelling and constructing the carpark may have been imported but no intrusive investigations have been undertaken.

The report concludes that the Site can be made readily suitable for the proposed BIMC and GSC. It is recommended that a detailed investigation be undertaken for the GSC Site whilst effective remediation works are undertaken for the future BIMC Site.

2.2.6 Heritage

The subject Site is located within a Heritage Conservation Area (HCA) known as the Bathurst Conservation Area, although the existing development on the Site is identified as being intrusive in nature in the Bathurst Conservation Area Management Strategy (BCAMS) mapping.

2.2.6.1 Aboriginal

The Site is not known to have any archaeological potential for items of Aboriginal significance given the Site has been previously developed. The Site is also not known to be a site of Aboriginal significance.

Based on the above, no further assessment of Aboriginal heritage has been undertaken for the purpose of this report. An Aboriginal Cultural Heritage Assessment Report will be prepared and included as part of the subsequent SSD application.

2.2.6.2 European

The Site does not contain any items of European heritage. However, it is located within the Bathurst Conservation Area.

The Site adjoins a heritage item of local significance to the northwest at 114 Rankin Street. This item is the Bronze Soldier (I347). The item is a statue of a soldier to commemorate Boer War veterans and is hosted at Bathurst RSL. It is noted that the heritage item is hosted within the Bathurst RSL and cannot be sighted from the streetscape.

There are also a number of other heritage items within close proximity to the Site as detailed in Section 4.4. A Statement of Heritage Impact (SoHI) has been prepared by Heritage Concepts and is included at Appendix 4.

2.3 Surrounding Locality

The surrounding locality is largely characterised by commercial and retail uses. Bathurst Chase Shopping Centre is located approximately 200 metres east of the Site and is occupied by a variety of retail premises.

The built form of the surrounding locality is generally characterised by two-storey brick and rendered buildings. The block to the south, bound by George Street, Howick Street, Russell Street and William Street, is characterised by taller buildings including Bathurst Presbyterian Church, a four storey commercial building, the Australian Fossil and Mineral Museum, a three storey commercial building and the Bathurst War Memorial Carillon.

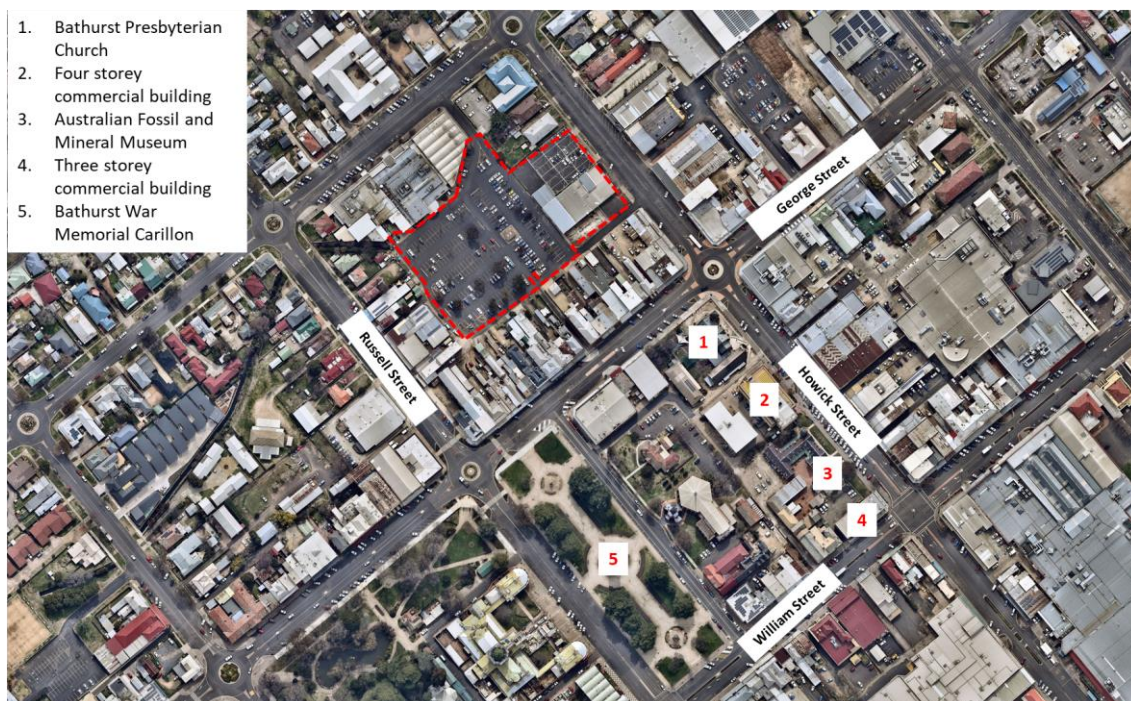


Figure 6: Surrounding built form in locality (Base source: Nearmap)

2.4 Constraints and Opportunities

The constraints and opportunities for the future redevelopment of the Site are described below.

Constraints to future development on the Site include:

- existing FSR and height standards do not enable development of a new health services facility and car park of the scale and capacity envisaged for the Site
- current streetscape built form, bulk and scale of the Site and locality
- location of the Site within the Bathurst Conservation Area
- heritage item I347 'Bronze Soldier' directly adjoins the Site along the north-western boundary, albeit inside the Bathurst RSL
- potential to overshadow adjoining properties to the south-east
- noise impacts generated by the proposal on neighbouring residential properties during and post construction

The Site **opportunities** include:

- location within the Bathurst Town Centre and CBD
- existing B3 Commercial Core zoning under the BRLEP 2014
- responding to the foundational principles of the *Bathurst Town Centre Master Plan* (BTCMP), including increased building heights on the Site
- the Site is identified for the redevelopment of the GSC under the *Bathurst Town Centre Master Plan*
- partnership between a private and public entity to share the responsibility for the delivery of the project
- opportunity to provide a large health infrastructure development in Bathurst to satisfy the strategic directions and priorities outlined in the relevant strategic policy

3 Strategic Planning Context

3.1 Central West and Orana Regional Plan

The Central West and Orana Regional Plan provides a 20-year blueprint for the future of the region. The vision for the region will be delivered through 4 goals to create:

- The most diverse regional economy in NSW
- A stronger, healthier environment and diverse heritage
- Quality freight, transport and infrastructure networks
- Dynamic, vibrant and healthy communities

These goals are to be met through various directions outlined under the plan.

The proposal ensures consistency with the directions under the Central West and Orana Regional Plan as outlined in the table below.

Direction	Comment
<i>Direction 5: Improve access to health and aged care services</i>	<p>The proposal directly meets this direction through the provision of an integrated medical facility in the Bathurst Town Centre.</p> <p>The medical centre will be the first of its kind in Bathurst and will provide high accessibility to health services for local residents who currently have to travel out of area for such services.</p> <p>Action 5.1 under this direction states, 'Establish health precincts around hospitals in regional cities and strategic centres'. Given the location of the existing Bathurst Base Hospital at 361 Howick Street and Bathurst Private Hospital and St Vincent's Private Hospital located along Gormans Hill Road, the proposed Site is located central to both current forms of health services and will assist in providing private hospital, medical centre and educational uses. Additionally, it is anticipated that the existing private health services will relocate to the BMC and subsequently result in a more centralised health precinct at the benefit of the community.</p> <p>The integrated nature of the intended future development of the Site represents an innovative approach to providing health services which varies from existing hospitals to the north and south of the Site. It also presents an opportunity to provide health and educational services within the centre of the Bathurst CBD ensuring high accessibility for existing and future residents of the region. This location of health services in the CBD is</p>

Direction	Comment
	consistent with the <i>Bathurst Health & Knowledge Precinct Discussion Paper 2020</i> and <i>Bathurst Town Centre Master Plan</i> (refer Sections 3.1 and 3.4).
<i>Direction 12: Plan for greater land use compatibility</i>	The proposed amendments to BRLEP 2014 will facilitate an integrated medical facility and additional public car parking in the Bathurst Town Centre. These uses are entirely permissible within the B3 zone and consistent with the objectives of this zone.
<i>Direction 22: Manage growth and change in regional cities and strategic and local centres</i>	The provision of a major new medical facility will enable the management of the growing and ageing population within Bathurst by providing services to meet demand.
<i>Direction 23: Build the resilience of towns and villages</i>	The provision of essential health infrastructure will assist in building a resilient Bathurst as the population has increased access to health services.

Table 3: Consistency with directions of the Central West and Orana Regional Plan

3.2 Bathurst Regional Local Strategic Planning Statement

The *Bathurst Regional Local Strategic Planning Statement* (LSPS) was finalised and published on the NSW Planning Portal in July 2020. The LSPS is a 20-year plan which sets out Council's land use vision and planning priorities for the LGA.

The LSPS identifies the Site as being within the 'Built Up Area' and the 'CBD' as shown on the Structure Plan in Figure 7.

The proposal is consistent with the LSPS, in particular the priorities addressed in the table below.

Planning Priority	Comment
<i>Planning Priority 2: Align development, growth and infrastructure</i>	Aligning development with population growth in Bathurst is critical, including the provision of health infrastructure to support an additional 12,600 persons expected to reside in the Bathurst locality by 2036. Council will ensure this provision through the collaboration with partners to provide health infrastructure. It will also ensure that all planning proposals adequately consider infrastructure provision as demonstrated by this proposal.
<i>Planning Priority 19: Deliver social, community and cultural infrastructure</i>	Demographic studies of Bathurst have determined that the population over 60 is forecast to increase by over 36% between 2016-2036. This ageing population will place an increasing demand on the need for health infrastructure as existing services become saturated. Council is to encourage health

Planning Priority	Comment
	<p>services fitting to its regional setting which will allow ageing in place.</p> <p>Council is to prepare a Masterplan for its Health and Knowledge Precinct focusing on the delivery of health services to the Bathurst community.</p>

Table 4: Consistency with LSPS Priorities

The Structure Plan demonstrates that the Site is located within the CBD, in close proximity to the Transport Interchange. It is noted that the Site is located to the south of an identified hospital precinct surrounding the Bathurst Base Hospital.

With consideration to the Structure Plan above, the *Bathurst Health & Knowledge Precinct Discussion Paper 2020* also notes that the strategic direction for the CBD is to accommodate a greater deal of community, primary and allied health, and social support related activity. Stakeholder consultation identified the CBD as the preferred location for health services that need to be accessed on a more regular basis.

The proposed amendments will facilitate an integrated medical facility which will provide private hospital, medical centre and education uses. This will allow for community, primary and allied health, and social support uses ancillary to the hospital uses. The co-location of such services within the Bathurst CBD ensures high accessibility and amenity whereby visitors to the BIMC are provided with a variety of facilities.

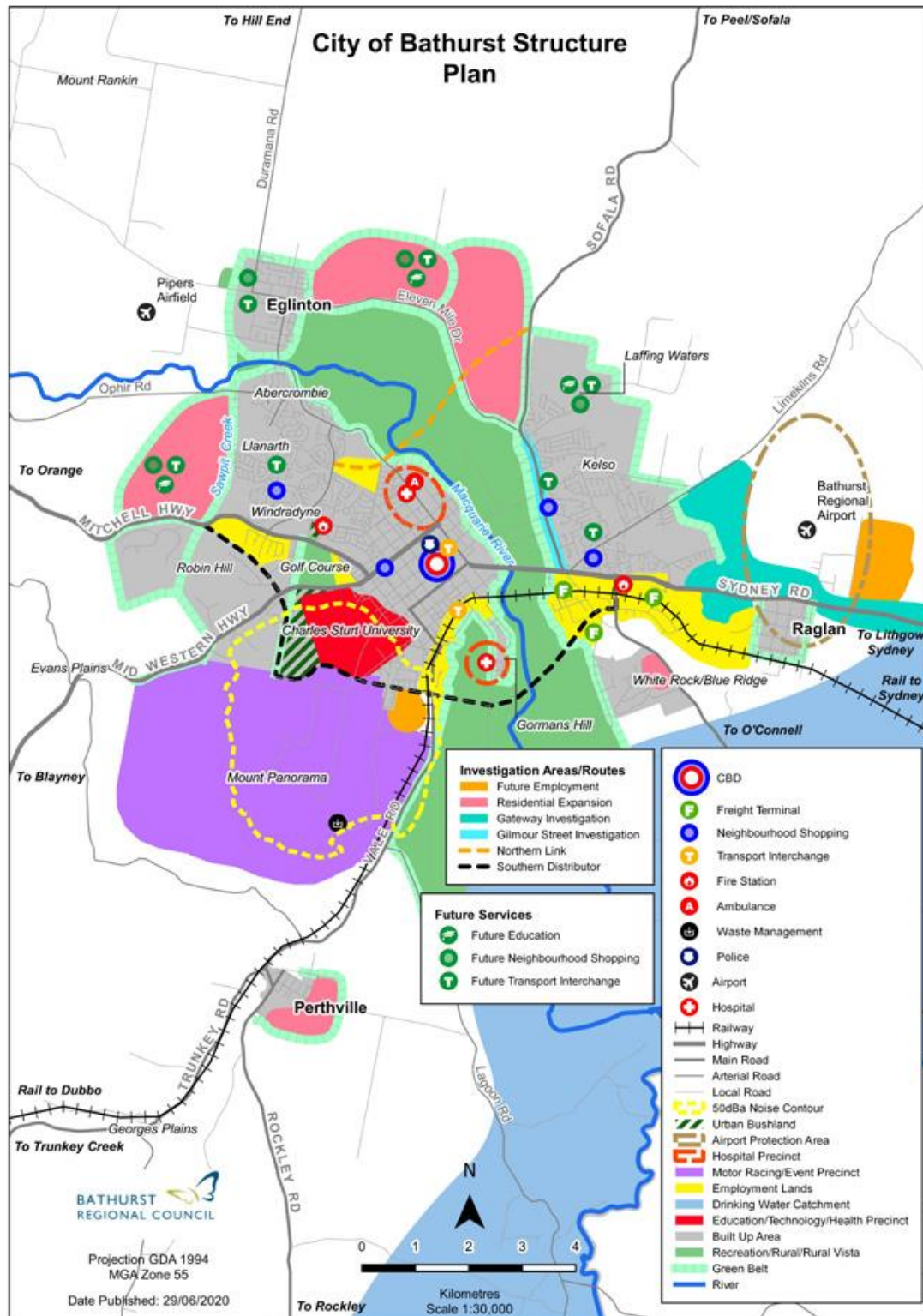


Figure 7: City of Bathurst Structure Plan (Source: LSPS)

3.3 Bathurst 2040 Community Strategic Plan

Bathurst 2040 Community Strategic Plan (Community Strategic Plan) sets out Council's vision and priorities for the LGA. The Community Strategic Plan has a broader focus than the LSPS as it addresses long term social, environmental and economic goals for the community that have been developed following extensive community consultation and engagement.

The proposal is consistent with the Community Strategic Plan as it will:

- Grow local employment and investment in Bathurst by supporting partnerships and local skill development (Strategy 2.2)
- Facilitate development in the region that considers the existing and future needs of the community (Strategy 4.1)
- Ensure that services, facilities and infrastructure meet the changing needs of the region (Strategy 4.3)
- Provide parking to meet the needs of the city (Strategy 4.4)
- Plan and respond to demographic changes in the community (Strategy 5.5)
- Communicate and engage with the community, government and business groups on important matters affecting the Bathurst region (Strategy 6.1)

3.4 Bathurst Town Centre Master Plan

The *Bathurst Town Centre Master Plan* (BTCMP) was prepared by Allen Jack + Cottier (AJC) on behalf of Council and finalised in February 2021. The BTCMP has been developed to guide future development within the Town Centre and is based on four main principles:

1. Invest in infrastructure and facilitate transport
2. Support a diverse and strong economy
3. Protect heritage and champion sustainability
4. Create dynamic and healthy communities

Council at its meeting held on 20 July 2022 resolved to adopt the BTCMP as its reference document to inform future decision making within the Bathurst CBD.

The proposed amendments to the BRLEP under this Planning Proposal will facilitate the construction of the BIMC and associated GSC. This directly responds to all foundation principles of the BTCMP as:

- The proposal will provide much needed health infrastructure within the Bathurst Town Centre.
- The construction of the BIMC and associated GSC will result in a significant investment in the local economy and assist in maintaining a strong economy through the provision of a variety of ongoing health services.
- As demonstrated in the accompanying SoHI, the proposal does not have any significant impacts to the HCA in which it is located. It will also incorporate a number of sustainability initiatives to ensure it minimises environmental impacts.
- The provision of a number of health services within the Bathurst Town Centre will assist in creating and maintaining a healthy community.

The BTCMP also identifies a number of key sites within the Town Centre which includes the GSC Site. The Master Plan identifies the Site for the redevelopment of the carpark which will be facilitated as a result of the amendments proposed.

One of the key qualitative responses to the public exhibition of the BTCMP was the provision of specific buildings for a 'Town Centre Health Precinct'. Importantly, the proposed amendments under this proposal are capable of acting as a catalyst in facilitating this health precinct.

Changes to height and density provisions are also recommended under the BTCMP. The Master Plan states the delivery of public benefits could be potentially paired with increases in height and density. It is noted that such increases are supportable outside of the main heritage streets. As shown in the figure below, the Site is identified for additional height and density in the Master Plan.

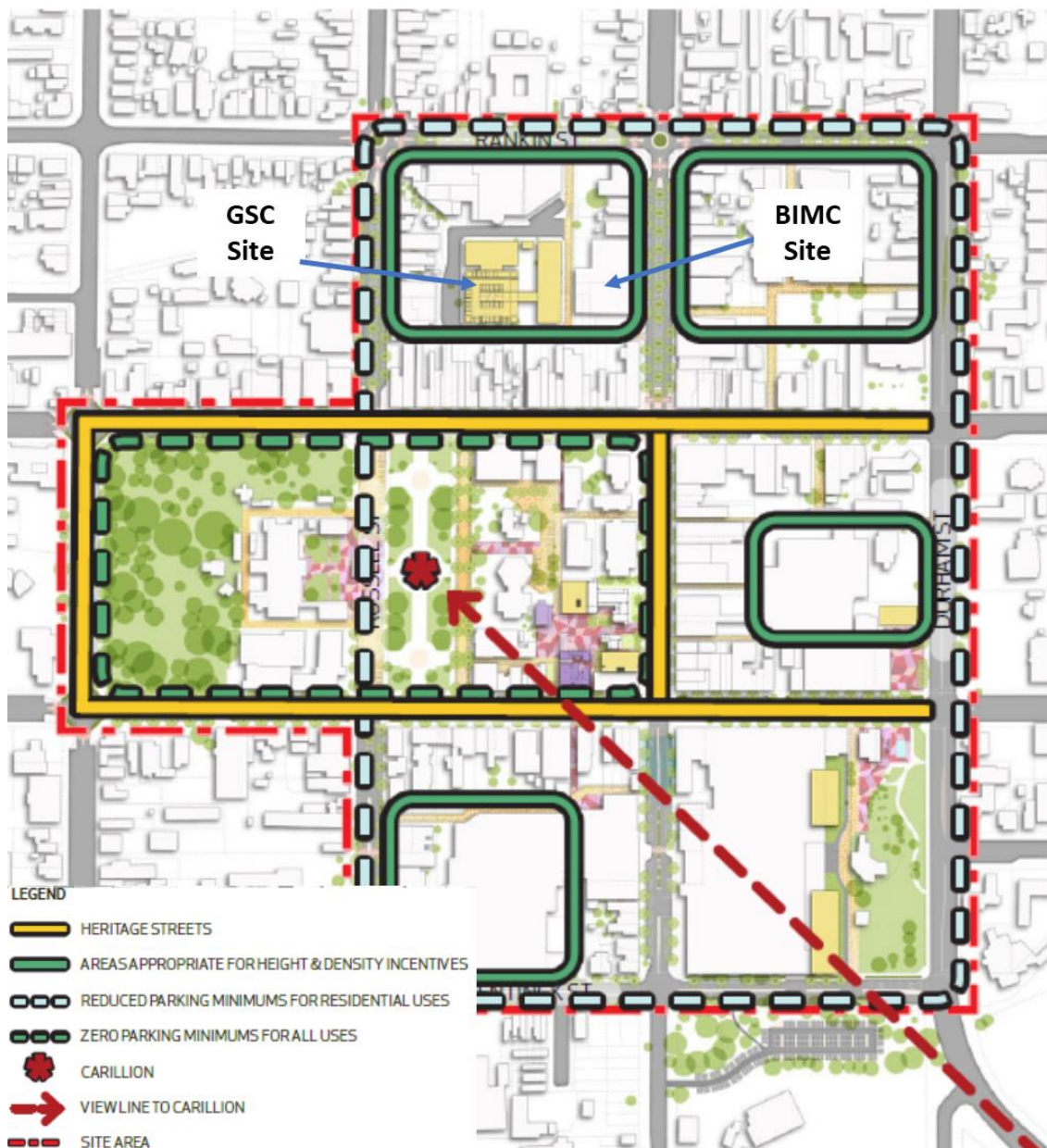


Figure 8: Areas appropriate for height and density increases (Source: AJ+C)

Figure 63 of the BTCMP outlines one potential method for establishing appropriate height and density increases within the Town Centre as shown in Figure 9. The methodology demonstrates a sight line intersecting with the current 12m height limit (approximately 20 degree angle), from the heritage streets identified yellow in Figure 8. It is noted that the BIMC Site falls outside of these identified heritage streets, however the design largely adopts this methodology.

The BTCMP notes that mid-block height increases must be considered on a case-by-case basis. These increases are to account for impacts on existing viewlines and heritage streets. It is noted that the subject site is not located on a heritage street as per Figure 62 of the BTCMP (shown at Figure 8) and is considered to be of low heritage value as per the BCAMS. Further assessment of the proposal against the BTCMP is provided at Section 7.3.3.

[illegible]

Figure 9: Viewshed methodology for establishing appropriate height and density increases (Source: BTCMP)

The *Bathurst Bulky Goods and Business Development Strategy 2011* identified the GSC portion of the Site for redevelopment for the purposes of a shopping centre/arcade. The Land Use Plan demonstrating this anticipated land use is provided in the figure below.

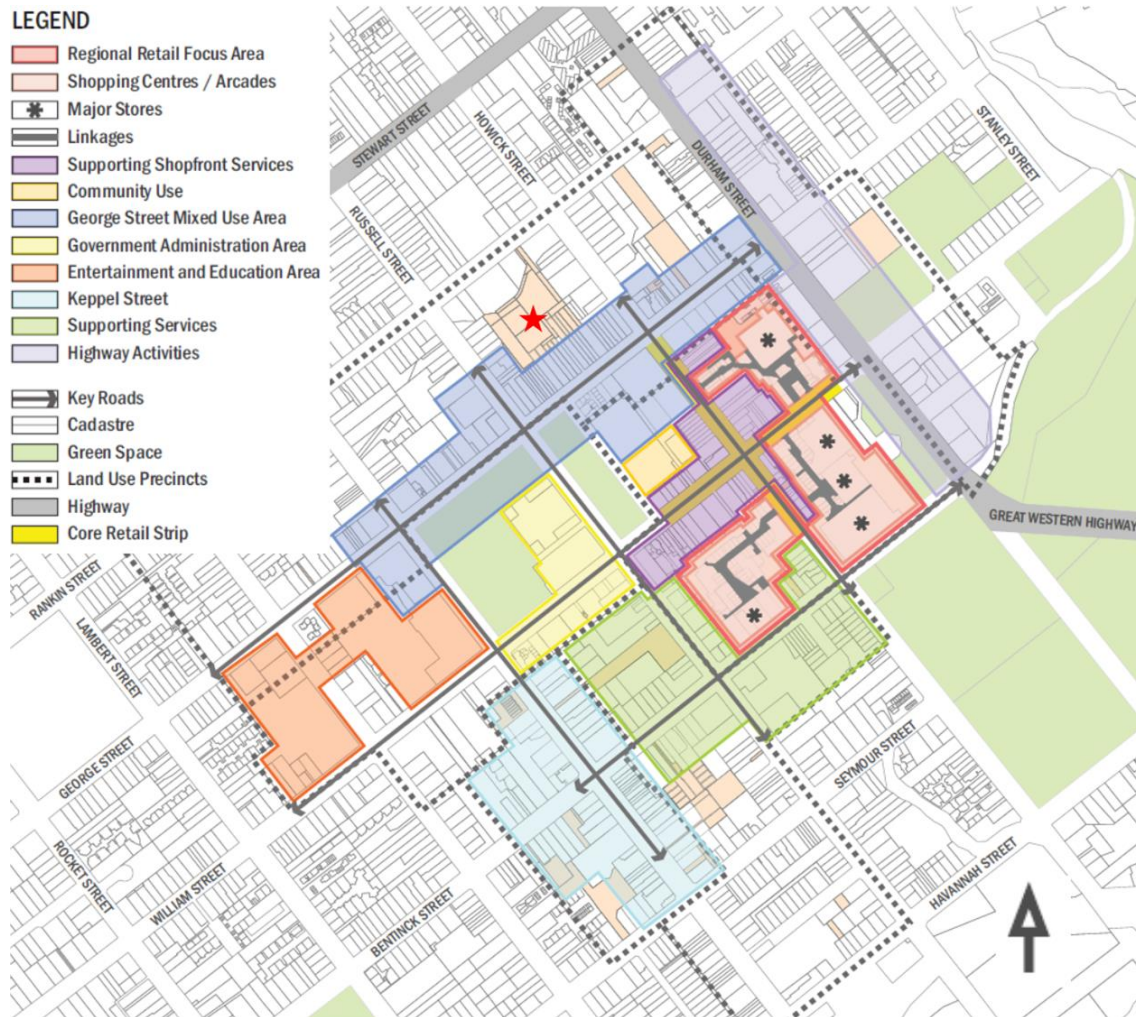


Figure 10: Land Use Analysis of the CBD (Source: Bathurst Bulky Goods and Business Development Strategy)

However, it is noted that this is now an outdated strategy, which has been superseded by a number of other strategic policies which identify that the current strategic direction for land use in the CBD does not include a new shopping centre on the Site. In particular:

- the *Bathurst Health & Knowledge Precinct Discussion Paper 2020* prepared by DestraVis on behalf of the DPE, Bathurst Regional Council and the Western NSW Local Health District identifies a CBD Health Precinct, whereby the Site is located.
- the *Bathurst Health & Knowledge Precinct Discussion Paper 2020* notes that the strategic direction for the CBD is to accommodate a greater deal of community, primary and allied health, and social support related activity
- the *Bathurst Town Centre Master Plan* recommends the Site be redeveloped for the purposes of a multi-storey car park. As part of the preparation of the BTCMP, extensive community consultation was undertaken which demonstrated that there was significant support for the Site's redevelopment for additional car parking within the CBD.
- as noted in Section 3.4, one of the key qualitative responses to the public exhibition of the BTCMP was the provision of specific buildings for a 'Town Centre Health Precinct'.

As noted in the Economic Impact Assessment (EIA), the Site is within close proximity to a significant amount of retail floorspace and shopping centres. This includes:

- Bathurst Chase – 230m to the east
- Armada Bathurst – 350m to the south-east
- Bathurst City Centre – 400m to the south

This proximity to a number of shopping centres demonstrates that there is a significant amount of existing retail floorspace within the CBD.

4 Existing Planning Controls

The BRLEP 2014 sets out the legislative framework for land use and development in the Bathurst Regional LGA through the application of land use zones and development controls. This Planning Proposal seeks to amend the maximum building height and FSR controls that currently apply to the Site by way of an amendment to the BRLEP 2014.

In summary, the Planning Proposal seeks to:

- amend the height of building controls for the BIMC Site to 29m and the GSC Site to 21m
- amend the FSR controls to 2.6:1 for the BIMC Site

The relevant land use zones and development controls that currently apply to the Site are outlined in Section 4.1 to Section 4.4. The proposed amendments that are sought as part of the Planning Proposal are described in Section 7.

4.1 Land Use Zones

The Site is zoned B3 Commercial Core under the BRLEP, as shown in the figure below. “Health services facilities”, “educational establishments” and “car parks” are permissible with consent in the B3 zone.

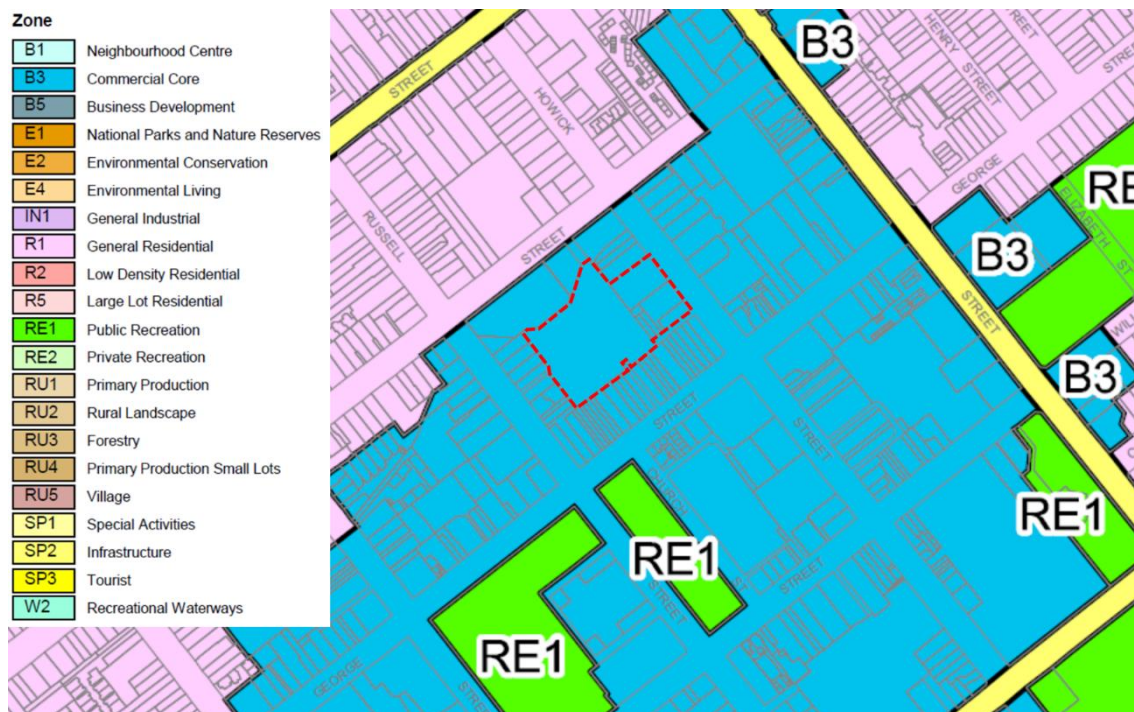


Figure 11: Existing site zoning (Source: BRLEP 2014)

4.2 Height of Buildings

A maximum building height of 12m applies across the Site as shown in the figure below.

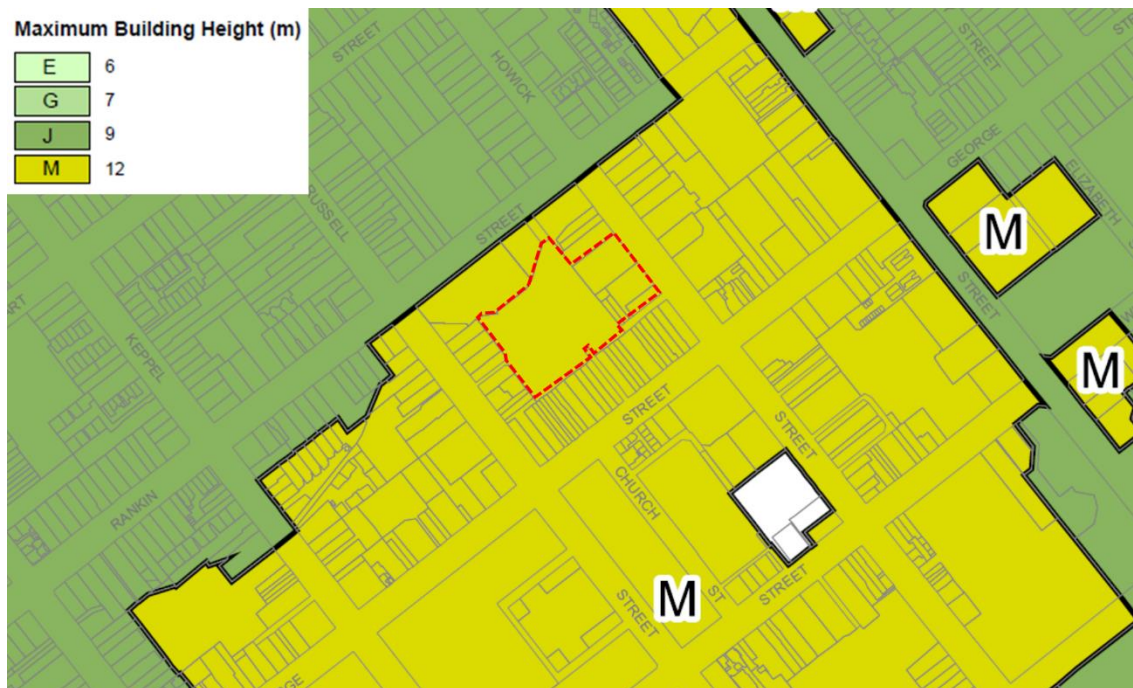


Figure 12: Existing maximum building height control (Source: BRLEP 2014)

4.3 Floor Space Ratio

The maximum FSR permissible on the Site is 2:1.

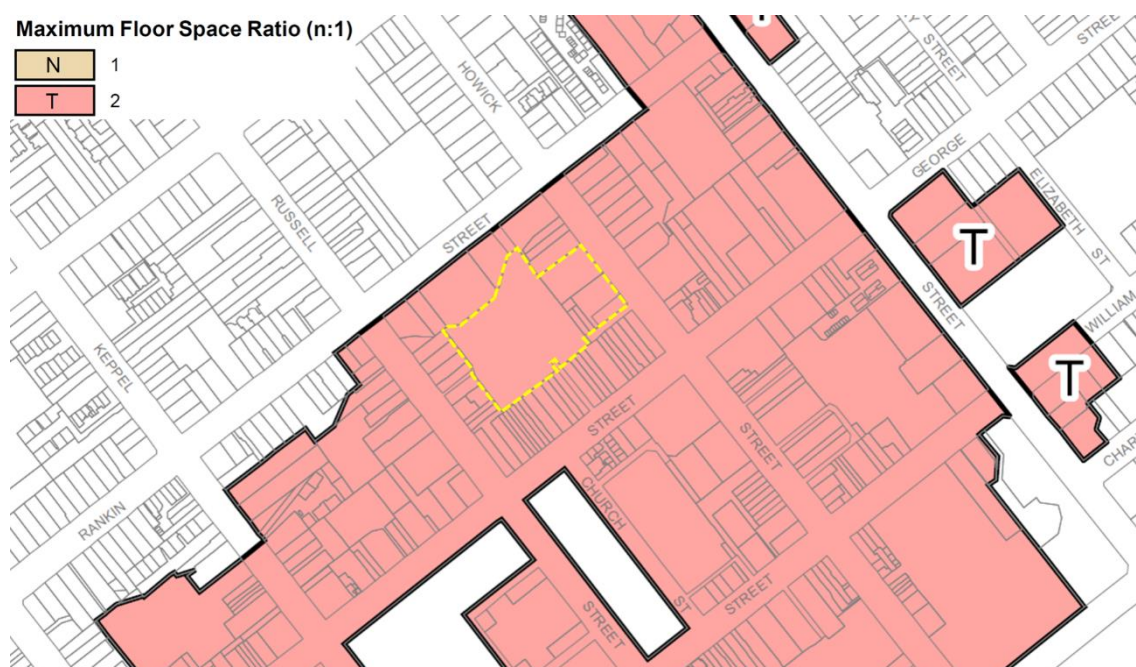


Figure 13: Existing maximum floor space ratio (FSR) (Source: BRLEP 2014)

4.4 Heritage

The Site is located within the Bathurst Conservation Area as shown in the figure below.

It is also noted that the Site adjoins an item of local heritage significance (I347). Item 347 is identified as 'Bronze Soldier' and is located at 114 Rankin Street, Bathurst, within the Bathurst RSL.



Figure 14: Relevant heritage mapping (Source: BRLEP 2014)

'Rankin Cottage' (I159) is also located in close proximity to the northwest, approximately 60m from the GSC Site. The majority of other local heritage items are located to the south and are bound by George Street, Howick Street, William Street and Keppel Street.

5 The Case for Change

As demonstrated by the detailed assessment in Section 3, the proposal has strong strategic merit and a number of significant benefits including:

- Strategically located, large site in Bathurst CBD
- Retains the existing B3 Commercial Core zone and seeks to provide significant employment generating GFA and new health services infrastructure for Bathurst
- Site's location and strategic significance warrant appropriate density controls to ensure redevelopment for health and employment generating uses, consistent with the BTCMP
- Supported by NSW and local government's strategic planning framework
- Meets demonstrated demand for such services in the Bathurst Regional LGA

The current planning controls under the BRLEP 2014 do not facilitate the redevelopment of the Site as envisioned under the BTCMP or by any relevant strategic policy and limit its otherwise strong strategic potential to significantly contribute to the demonstrated need for health services and additional public car parking within the Bathurst Regional LGA.

The Planning Proposal seeks to address this by amendments to relevant built form controls for the Site which specifically relate to the proposed BIMC and GSC developments.

6 Development Concept

The Planning Proposal seeks to facilitate the construction of a 6-storey medical complex, incorporating medical centre, private hospital and educational uses. It will also facilitate construction of a new carpark which will also provide car parking for the medical centre and for surrounding uses in the Bathurst Town Centre.

The proposed BIMC will provide approximately 10,300m² of GFA for the provision of a variety of health and related education services catering to the population of Bathurst. The BIMC will include the provision of a pedestrian bridge on Level 1, connecting it to the GSC.

The redevelopment of the GSC will serve future visitors to the BIMC in addition to providing car parking for surrounding uses within the Town Centre, including the adjacent Bathurst RSL. The additional parking provided by the GSC is anticipated to cater for approximately 915 car spaces.

It is noted that the GSC Site is owned and operated by Bathurst Regional Council (Council). Council have consented to the lodgement of this Planning Proposal and will continue to own the GSC and associated land following finalisation of the Planning Proposal.



Figure 15: Indicative photomontage of BIMC, with GSC in the background, as viewed from Howick Street (Source: Leffler Simes Architects)



Figure 16: Proposed southern elevation of GSC (Source: Leffler Simes Architects)

As previously noted, the proposed development is subject to a State significant development application process, through which additional detailed design and impact issues will be addressed. As outlined in Section 7, the Planning Proposal includes design excellence matters for consideration at DA stage.

SEARs were issued for the project on 26 October 2021.

7 The Planning Proposal

The Planning Proposal has been prepared in accordance with Section 3.33(2) of the EP&A Act which outlines the required contents of a Planning Proposal. Accordingly, this Planning Proposal includes:

- a description of the Site and the surrounding locality (refer Section 2)
- a statement of the objectives or intended outcomes of the proposed instrument (refer Section 7.1)
- an explanation of the provisions that are to be included in the proposed instrument (refer Section 7.2)
- the justification for those objectives, outcomes and provisions and the process for their implementation, including whether the proposed instrument will give effect to the local strategic planning statement of the council of the area and will comply with relevant directions under section 9.1 of the EP&A Act (refer Section 7.3)
- maps to be adopted by the proposed instrument (refer Section 7.4)
- details of the community consultation that is to be undertaken before consideration is given to the making of the proposed instrument (refer Section 7.5)
- details on the proposed project timeframe for the completion of the Planning Proposal (refer Section 7.6).

The Planning Proposal has also been prepared in accordance with the Department's *Local Environmental Plan Making Guideline* (2021).

7.1 Part 1: Objectives and Intended Outcomes

The objective of the Planning Proposal is to:

Amend the *Bathurst Regional Local Environmental Plan 2014* to enable the redevelopment of the site for an integrated medical facility and carpark.

The intended outcomes of the Planning Proposal are to enable the future redevelopment of the Site which provides a unique opportunity to:

- provide a significant amount of floor space to meet the demand for health services within the Bathurst region
- provide additional car parking within the Bathurst Town Centre to ensure the sufficient provision of parking and ensuring equitable access to the Town Centre
- provide a significant investment in the local economy of Bathurst, with associated positive economic benefits

The amendments proposed to the existing development controls applicable to the Site are summarised in Table 5.

Planning control	Existing development controls	Proposed development controls
Height of buildings	12m	29m (BIMC Site) 21m (GSC Site)
Floor space ratio	2:1	2.6:1 (BIMC Site)

Table 5: Summary of proposed amendments to the BRLEP 2014

It is also proposed that a new clause will be included in *Part 7 Additional local provisions* of the BRLEP 2014, addressing these proposed amendments. The clause would refer to the proposed height and FSR increases in relation to the delivery of a health services facility and ancillary carpark and set out design excellence considerations for future development on the Site.

7.2 Part 2: Explanation of provisions

The Planning Proposal seeks to achieve the intended outcomes outlined under Part 1 (refer Section 7.1) through the inclusion of a new clause in Part 7 Additional local provisions of BRLEP 2104 which:

- applies only the Site, as identified by relevant property descriptions for the BMC and GSC site
- states that despite any other provision of the plan:
 - development consent can be granted for the purposes of a health services facility with a maximum height of 29 m and a maximum FSR of 2.6:1
 - development consent can be granted for the purposes of a car park with a maximum height of 21 m

These site-specific provisions are proposed in order to limit these built form control amendments to the proposed BMC and GSC car park developments only, rather than allowing development for any purposes with these heights and FSR. That is, the proposed height and FSR increases would not apply to development for any other purposes than a health services facility and car park on the Site.

The new clause would also set out design excellence matters for consideration through future development applications, generally addressing issues such as:

- building design and siting including bulk, massing, modulation, setbacks and materials
- visual impacts and impacts on views
- heritage and streetscape
- environmental impacts such as sustainable design, overshadowing, wind and reflectivity,
- pedestrian, cycle, vehicular and service access, circulation and requirements
- relationship to the public domain
- landscaping

7.2.1 Rationale for Proposed Controls

The proposed built form controls directly reflect the intended outcomes of the BTCMP. They also have been carefully determined through a detailed design process to ensure the provision of a landmark health infrastructure building and new public car park which will service the immediate and future population of Bathurst.

The proposed height and FSR is consistent with the areas identified for incentivised height and density provisions outlined under the BTCMP. The proposed controls reflect the anticipated built form within the Town Centre as outlined under the Master Plan.

The proposed height controls reflect the operational requirements of the proposed health services facility and the intended capacity of the carpark, as well as earlier discussions with Council regarding an appropriate height plane for the Site.

The proposed height for the car park site has been determined following discussions with Council to allow for some flexibility if additional levels of car parking are required in the future. Similarly, the proposed height control for the BIMC Site has resulted from considerations to enable some flexibility during detailed design development at the DA stage.

The proposed FSR for the BIMC of 2.6:1 has been calculated to provide an appropriate degree of flexibility for ongoing detailed design. While the concept architectural plans show a FSR of 2.4:1, there may be slight increases in GFA as the design progresses through DA and subsequent stages. The proposed FSR of 2.6:1 is therefore aimed at avoiding the need for either a further planning proposal or a clause 4.6 variation if there are increases in GFA through ongoing detailed design.

The bulk and scale of the proposed BIMC building would be effectively managed through the provision of appropriate setbacks, including increased setbacks to the two uppermost levels of the building. These elements ensure that the proposal is compatible with both the existing heritage nature of the locality and the desired future character of the area. It also ensures the development does not unnecessarily overshadow neighbouring commercial, retail or residential properties.

The BIMC footprint of approximately 1,800m² and generally square shape (and resultant proposed building height) has been determined based on the following principles:

- maximising construction efficiency by using a single central fire stair and lift core system, where a larger floor area or a rectangular shape would require a second stair core as the fire escape distances would exceed the National Construction Code regulations
- reduced floor plates and greater setbacks to Howick Street at levels 4 and 5 to achieve an articulated appearance and reduce bulk when viewed at the pedestrian scale
- optimal layout for the private hospital tenancy
- providing greater external publicly accessible area to enhance the quality of public green space
- maximising access to natural light around the building perimeter

The proposed street wall height is also consistent with existing taller developments within the Bathurst Town Centre as shown in the figure below.



Figure 17: Existing development south of the proposed BIMC along Howick Street with indicative photomontage of BIMC shown (Source: Leffler Simes Architects)

The proposed design excellence matters for consideration are intended to ensure that future development application/s for the new health services facility and car park on the Site satisfactorily address relevant matters to facilitate high quality design, public domain, and sustainability outcomes on the Site.

7.3 Part 3: Justification

7.3.1 Section A: Need for a Planning Proposal

Is the Planning Proposal a result of an endorsed local strategic planning statement, strategic study or report?

The Planning Proposal is consistent with the goals and priorities outlined in the following strategic plans and reports that have been prepared and endorsed by Council:

- *Bathurst Regional Local Strategic Planning Statement*
- *Bathurst 2040 Community Strategic Plan*
- *Bathurst Town Centre Master Plan*

The above listed plans are addressed in further detail at Section 3.

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

The Planning Proposal is the best and most appropriate means of achieving the desired future redevelopment of the Site. The current built form controls do not allow the Site to be developed in a manner that will deliver a health services facility incorporating private hospital, medical centre and educational uses to directly meet strategic planning objectives outlined in the relevant strategic policy.

The current built form controls would therefore limit the Site's future development for permissible uses, such as those proposed, given the relevant height and FSR controls do not reflect the intended directions of the strategic policies discussed in Section 3.

Furthermore, the proposed height and FSR controls are of an extent that would be difficult to address through a request to vary the current development standards under clause 4.6 of the LEP.

The proposed BIMC would result in a range of important economic benefits summarised in Section 7.3.3 of this report.

7.3.2 Section B: Relationship to Strategic Planning Framework

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

The Planning Proposal will give effect to the objectives and actions of the *Central West and Orana Regional Plan*. As outlined in the Plan, the vision for the region will be delivered through 4 goals to create:

- The most diverse regional economy in NSW
- A stronger, healthier environment and diverse heritage
- Quality freight, transport and infrastructure networks
- Dynamic, vibrant and healthy communities

The proposal is consistent with the goals and directions outlined under the Central West and Orana Regional Plan as it will:

- improve access to health and aged care services;
- plan for greater land use compatibility;
- assist in managing growth and change in Bathurst; and
- build the resilience of Bathurst and surrounding suburbs.

The *Central West and Orana Regional Plan* is addressed in greater detail at Section 3.1.

Is the Planning Proposal consistent with a Council's Local Strategy or Other Local Strategic Plan?

Yes. The Planning Proposal is consistent with the following local strategies prepared by Council:

- *Bathurst Regional Local Strategic Planning Statement*
- *Bathurst 2040 Community Strategic Plan*
- *Bathurst Town Centre Master Plan*
- *Bathurst Bulky Goods and Business Development Strategy 2011*

The above listed local strategies are addressed in detail at Section 3.

Strategic and site-specific merit

The strategic and site-specific merit test is outlined in the *Local Environment Plan Making Guideline* (2021) to assist proponents in justifying a Planning Proposal. An assessment against this test is provided in the below table.

Provision	Consistency
Strategic Merit	
Does the proposal:	
<ul style="list-style-type: none"> • give effect to the relevant regional plan outside of the Greater Sydney Region, the relevant district plan within the Greater Sydney Region, or corridor/precinct plans applying to the Site; or 	<ul style="list-style-type: none"> • The Planning Proposal is consistent with the relevant objectives and planning priorities of the Region Plan, LSPS, Community Strategic Plan and the BTCMP as it retains the B3 Commercial Core zoning for the site and provides for significant additional employment generating floor space and health services to meet the directions and priorities of these plans.
<ul style="list-style-type: none"> • demonstrate consistency with the relevant local strategic planning statement or strategy that has been endorsed by the Department or required as part of a regional or district plan or local strategic planning statement; or 	<ul style="list-style-type: none"> • As detailed in this report, the Planning Proposal is consistent with the: <ul style="list-style-type: none"> ○ <i>Bathurst Regional Local Strategic Planning Statement</i> ○ <i>Bathurst 2040 Community Strategic Plan</i>
<ul style="list-style-type: none"> • respond to a change in circumstances, that has not been recognised by the existing planning framework. 	<ul style="list-style-type: none"> • The Planning Proposal responds to the vision in the <i>Bathurst Town Centre Master Plan</i>. The Master Plan specifically identifies

Provision	Consistency
	potential increases in height and density in certain areas, including the Site, to facilitate infrastructure and support a diverse and strong economy.
Site-specific merit Does the proposal give regard and assess impacts to:	
<ul style="list-style-type: none"> the natural environment on the site to which the proposal relates and other affected land (including known significant environmental values, resources or hazards) 	<ul style="list-style-type: none"> The Site is located in an urban setting and is heavily modified. There are no known site-specific environmental considerations identified in the Planning Proposal and supporting material that would preclude further consideration of the proposed urban renewal.
<ul style="list-style-type: none"> existing uses, approved uses, and likely future uses of land in the vicinity of the land to which proposal the proposal relates 	<ul style="list-style-type: none"> The site is zoned B3 Commercial Core and is not proposed to be changed under this Planning Proposal. It is noted all future intended uses on the site are permissible. The surrounding land within the Bathurst Town Centre is predominantly zoned B3.
<ul style="list-style-type: none"> services and infrastructure that are or will be available to meet the demands arising from the proposal and any proposed financial arrangements for infrastructure provision. 	<ul style="list-style-type: none"> The site is well serviced by existing infrastructure, utilities and services. Notwithstanding, upgrades will be made to facilitate the future development on site.

Table 6: Strategic and site-specific merit test

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

Relevant State Environmental Planning Policies are addressed below.

State Environmental Planning Policy (Infrastructure) 2007

The *State Environmental Planning Policy (Infrastructure) 2007* (ISEPP) aims to facilitate the effective delivery of infrastructure across the State by improving regulatory certainty and efficiency, providing greater flexibility in the location of infrastructure and service facilities, allowing development of surplus government owned land, identifying environmental assessment categories and matters to be considered in assessments, and providing for consultation with relevant public authorities.

Health Services Facilities

Clause 57(1) states that development for the purpose of health services facilities may be carried out by any person with consent on land in a prescribed zone. As B3 Commercial Core is a prescribed zone, the ISEPP permits the development of a medical centre and hospital on the Site. Notwithstanding the ISEPP, these uses are already permissible under BRLEP 2014.

Traffic generating development

Clause 104 requires that development applications for certain traffic generating development, as set out in Schedule 3 of the policy, be referred to the Roads and Maritime Services (RMS) and that any submission from the RMS be considered prior to the determination of the application.

The Proposal seeks to redevelop the GSC which will provide up to 915 car parking spaces within the Bathurst Town Centre.

An assessment of the key traffic impacts is provided at Section 7.3.3.

State Environmental Planning Policy No.55 – Remediation of Land

State Environmental Planning Policy No. 55 – Remediation of Land (SEPP 55) applies to the State and states that where a DA is made concerning land that is contaminated, the consent authority must not grant consent unless:

- (a) *it has considered whether the land is contaminated, and*
- (b) *if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out, and*
- (c) *if the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is satisfied that the land will be remediated before the land is used for that purpose.*

A contamination report has been prepared by Envirowest Consulting (Appendix 6) and finds that the site is considered suitable for the proposed land use. The contamination report prepared for this proposal concludes the following:

- Evidence of minor hydrocarbon contamination on the Site, limited to a small portion of the site occupied by the Clancy Motor Group showroom in the eastern corner
- Underground storage tanks previously located in the street footpath north-west of Lot B (Clancy Motor Group site) have been removed and validated
- Previous uses on the GSC Site are limited to residential purposes and does not indicate any former contaminating activities onsite
- An oil storage tank remains in the former workshop of Lot B which will need to be safely removed for any future development onsite

The report recommends that a detailed investigation be undertaken for the GSC Site whilst effective remediation works will be required for the future BIMC Site. Site remediation and further investigations would be subject to the future SSD application for the Site.

State Environmental Planning Policy (Vegetation in Non-Rural Areas) 2017

SEPP (Vegetation in Non-Rural Areas) 2017 applies to land zoned B3 Commercial Core.

The Site has been heavily modified with regard to the existing carpark and buildings onsite. With consideration to the Site conditions and there being no significant trees present, the proposal is not likely to have any impact on flora or fauna species.

A Biodiversity Development Assessment Report (BDAR) waiver will be submitted with the SSD application.

State Environmental Planning Policy No 64 – Advertising and Signage

State Environmental Planning Policy No 64 - Advertising and Signage (SEPP 64) aims to ensure that advertising and signage is well located, compatible with the desired amenity of an area and of high quality.

SEPP 64 applies to all signage, advertisements that advertise or promote any goods, services or events and any structure that is used for the display of signage that is permitted under another environmental planning instrument.

SEPP 64 is not relevant to this Planning Proposal. Any signage and associated SEPP 64 assessment will be addressed through the SSD application.

Draft State Environmental Planning Policy (Environment)

Draft State Environmental Planning Policy (Environment) (Environment SEPP) aims to promote the protection and improvement of key environmental assets for their intrinsic value and the social and economic benefits they provide. Once adopted it will consolidate the following existing SEPPs:

- *State Environmental Planning Policy No.19 – Bushland in Urban Areas*
- *State Environmental Planning Policy (Sydney Drinking Water Catchment) 2011*
- *State Environmental Planning Policy No.50 – Canal Estate Development*
- *Greater Metropolitan Regional Environmental Plan No.2 – Georges River Catchment*
- *Sydney Regional Environmental Plan No.20 – Hawkesbury-Nepean River (No.2-1997)*
- *Sydney Regional Environmental Plan (Sydney Harbour Catchment) 2005*
- *Willandra Lakes Regional Environmental Plan No.1 – World Heritage Property*

It is noted that the preliminary maps accompanying the Draft Environment SEPP do not identify the site as urban bushland or a critical habitat area.

Draft Remediation of Land State Environmental Planning Policy

Draft Remediation of Land State Environmental Planning Policy (Remediation SEPP) aims for better management of remediation works by aligning the need for development consent with the scale, complexity and risks associated with the proposed works.

Once adopted, the Draft Remediation SEPP will:

- Provide a state-wide planning framework for the remediation of land
- Require consent authorities to consider the potential for land to be contaminated when determining DAs
- Clearly list the remediation works that require development consent
- Introduce certification and operational requirements for remediation works that can be undertaken without development consent

As discussed in Section 2.2.5, the contamination report prepared concludes that the site can be made readily suitable for the proposed uses.

Draft Design and Place State Environmental Planning Policy 2021

The Draft Design and Place State Environmental Planning Policy (D&P SEPP) was aimed at consolidating the following existing SEPPs:

- *State Environmental Planning Policy No 65 – Design Quality of Residential Apartment Development (SEPP 65) and the supporting Apartment Design Guidelines (ADG)*
- *State Environmental Planning Policy (Building Sustainability Index: BASIX) 2004*

The D&P SEPP was to also introduce an Urban Design Guide (UDG) to provide design guidance and standards for place-based design of high-quality neighbourhoods and precincts.

The draft D&P SEPP Explanation of Intended Effect (EIE) was initially exhibited between February and April 2021. On 5 April 2022, the Minister for Planning and Public Places announced that the draft SEPP was not being progressed.

Is the Planning Proposal consistent with applicable Ministerial Directions (section 9.1 directions)?

Yes. The Planning Proposal is consistent with the Directions issued by the Minister for Planning and Public Spaces under section 9.1 of the EP&A Act (formerly section 117). The Directions that are relevant to the Planning Proposal are addressed in Table 7.

Relevant Ministerial Direction	Consideration
Employment and Resources	
Direction 1.1: Business and Industrial Zones	<p>The objective of Direction 1.1 is to:</p> <ul style="list-style-type: none"> • encourage employment growth in suitable locations, • protect employment land in business and industrial zones, and • support the viability of identified centres, <p>The proposal meets these directions by facilitating a health services facility which will provide a number of employment opportunities through varying health and educational uses within an identified centre. Furthermore, the proposal does not seek to amend the Site's current B3 Commercial Core zoning.</p>
Environment and Heritage	
Direction 2.3: Heritage Conservation	<p>The objective of Direction 2.3 is to conserve items, areas, objects and places of environmental heritage significance and indigenous heritage significance.</p> <p>The subject sites are located within the Bathurst Conservation Area HCA. No changes are proposed to the listing of this HCA under Schedule 5 of the BRLEP 2013.</p>

Relevant Ministerial Direction	Consideration
	As detailed in the accompanying Statement of Heritage Impact (SoHI) at Appendix 4, future development on the site consistent with the proposed height and FSR controls will not result in any tangible impacts to the HCA. The existing built form on the BIMC Site is considered to be 'intrusive' under the Bathurst Conservation Area Management Strategy (BCAMS) and therefore the proposed redevelopment of the Site is considered to improve this relationship to the Site's heritage context.
Direction 2.6: Remediation of Contaminated Land	As outlined in Sections 2.2.5 and under <i>State Environmental Planning Policy No. 55 – Remediation of Land</i> , a Preliminary Site Investigation (PSI) has been prepared which concludes that the site can be made suitable for the proposed development. Any future development application will include a contamination assessment.
Housing, Infrastructure and Urban Development	
Direction 3.4: Integrating Landuse and Transport	<p>The objectives of Direction 3.4 are to ensure that urban structures, building forms, land use locations, development designs, subdivision and street layouts achieve the following planning objectives:</p> <ul style="list-style-type: none"> • improving access to housing, jobs and services by walking, cycling and public transport • increasing the choice of available transport and reducing dependence on cars • reducing travel demand including the number of trips generated by development and the distances travelled, especially by car • supporting the efficient and viable operation of public transport services • providing for the efficient movement of freights <p>The site is strategically located in Bathurst's Town Centre, on a site that is well integrated with the surrounding road network and accessible by public transport with the nearest bus stop 260m away on Rankin Street and Bathurst Train Station located 1.5km to the south.</p>
Hazards and Risk	
Direction 4.1: Acid Sulfate Soils	<p>The objective of Direction 4.1 is to avoid significant adverse environmental impacts from the use of land that has a probability of containing acid sulfate soils.</p> <p>The Site is not identified as being affected by Acid Sulfate Soils under the BRLEP 2014 and is therefore considered to have a very low probability of containing acid sulfate soils.</p>
Direction 4.2: Mine Subsidence and Unstable Land	Not applicable to the site.
Direction 4.3: Flood Prone Land	<p>The objectives of Direction 4.3 are:</p> <ul style="list-style-type: none"> • to ensure that development of flood prone land is consistent with the NSW Government's Flood Prone

Relevant Ministerial Direction	Consideration
	<p>Land Policy and the principles of the Floodplain Development Manual 2005, and</p> <ul style="list-style-type: none"> to ensure that the provisions of an 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. <p>The BRLEP 2014 does not identify the site on any relevant flood mapping.</p>
Direction 4.4: Planning for Bushfire Protection	The Site is not identified as being bushfire prone land.
Regional Planning	
Direction 5.10: Implementation of Regional Plans	<p>The objective of Direction 5.10 is to give legal effect to the vision, land use strategy, goals, directions and actions contained in Regional Plans.</p> <p>The Central West and Orana Regional Plan is addressed in detail at Section 7.3 and the proposal is considered to be consistent with the plan. The proposal is therefore consistent with this direction.</p>
Local Plan Making	
Direction 6.1 Approval and Referral Requirements	<p>The objective of Direction 6.1 is to ensure that LEP provisions encourage the efficient and appropriate assessment of development.</p> <p>The Planning Proposal does not include consultation, concurrence or referral above and beyond the existing provisions of the BRLEP 2014. The Planning Proposal is consistent with this Direction.</p>
Direction 6.2: Reserving Land for Public Purposes	The redevelopment of the GSC on Council owned land ensures the Site continues to be operated for public purposes. It will facilitate additional parking within the Town Centre for public use, in addition to allocated spaces for the BIMC.
Direction 6.3 Site Specific Provisions	<p>The objective of Direction 6.3 is to discourage unnecessarily restrictive site specific planning controls.</p> <p>The Planning Proposal includes a site specific provision to enable increased height and FSR for development for the purposes of a health services facility and car park on the Site. This is specifically intended to permit the proposed height and FSR increases only in relation to the development of a new health services facility and car park on the site, rather than a general height and FSR increase that would apply to any form of permissible development on the Site.</p> <p>The Planning Proposal also includes design excellence heads of consideration in the relevant Clause. These have been included at the request of Council to ensure high quality design outcomes on the site through the future DA process.</p>

Relevant Ministerial Direction	Consideration
	<p>It is also noted that this Planning Proposal includes concept architectural plans of the future proposed health services facility and car park on the Site. The inclusion of concept designs or plans is common practice for Planning Proposals relating to changes to built form controls as it provides greater clarity on the form of development envisaged by the proposed changes and the manner in which relevant environmental, social and economic issues can be satisfactorily addressed.</p> <p>As outlined in Clause 6 of Direction 6.3, a planning proposal may be inconsistent with this direction if it can be demonstrated that the inconsistency is of minor significance. The inconsistency with this direction is considered to be relatively minor and justifiable as it provides greater certainty on the form and function of future development on the Site. It is also considered that the inclusion of urban design heads of consideration within the site specific provision justifies the inclusion of detailed plans indicating the anticipated design outcomes for the proposal.</p>

Table 7: Section 9.1 Directions by the Minister

7.3.3 Section C: Environmental, Social and Economic Impact

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 Site is currently developed and located within an urbanised, built-up area with minimal natural vegetation, as addressed in Section 2.2.4. The Site is not identified within any environmental planning instrument as containing critical habitat, threatened species or ecological communities.

It is therefore considered that the proposal is extremely unlikely to have any adverse biodiversity impacts.

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

The Planning Proposal includes a detailed consideration of a range of relevant issues which demonstrates that it will have minimal environmental impact and is an appropriate response to the Site and its context. These issues include:

- built form, urban design and public domain
- traffic, access and car parking
- non-Aboriginal (archaeological) heritage
- European heritage

Built Form and Amenity

As detailed in the Design Report provided at Appendix 2, the proposed development on the Site has been designed with detailed consideration of the Site's surrounding context, including its heritage setting. While these design matters will be considered in detail through the SSD assessment process, they are summarised below.

The accompanying Design Report details the development of the proposed design which has resulted from the primary need for a medical centre within the Bathurst Town Centre. The proposed location is on the edge of the Town Centre which is characterised by traditional and larger buildings. It is located in the low-lying topographical area of the western Town Centre, reducing its potential dominance on the skyline despite the proposed height of the future buildings on the Site. This lower topography results in a maximum RL of approximately 693.1 whilst the highest point of the Bathurst Town Centre, the Carillon, sits at an RL of approximately 703.5 (30.5m).

The BIMC building is also proposed to incorporate a number of key design features to respond to the Site and surrounds, including.

- Upper level setbacks to the two upper most levels of 3.5m to 4.4m at the eastern and western elevations of the BIMC building:
 - this has been carefully designed to mitigate visual impacts and reduce any amenity impacts to surrounding sites; and
 - upper level setbacks reduce any additional overshadowing to adjoining properties and provide variation in the building articulation.
- These setbacks achieve a sight line of 33 degrees from the opposite side of Howick Street, guiding the resultant height plane.
- Corner treatments vary between square and rounded to ensure variation in the building façade.
- Articulation of the building through four main axes, all emphasised through materiality utilising red clay finishes to provide project character
- Louvres have been provided which vary between vertical and horizontal to create contrast and interest, dispersed on different elevations of the building

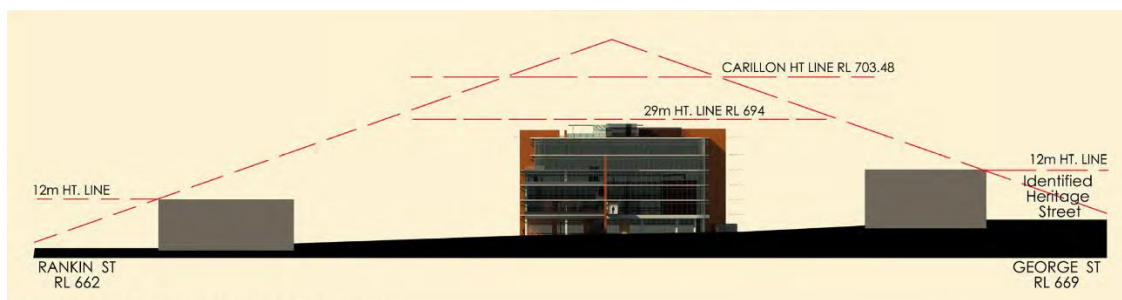


FIGURE 63 ANALYSIS EAST WEST SECTION

Figure 18: East west section showing analysis of anticipated heights based on BTCMP methodology (Source: Leffler Simes Architects)

Figure 18 shows the proposed building heights viewed from Russell Street against the methodology for determining appropriate building heights as presented in the BTCMP. It demonstrates that when viewed from the south-west that the site's location is appropriate for increases in height as identified by the plan.

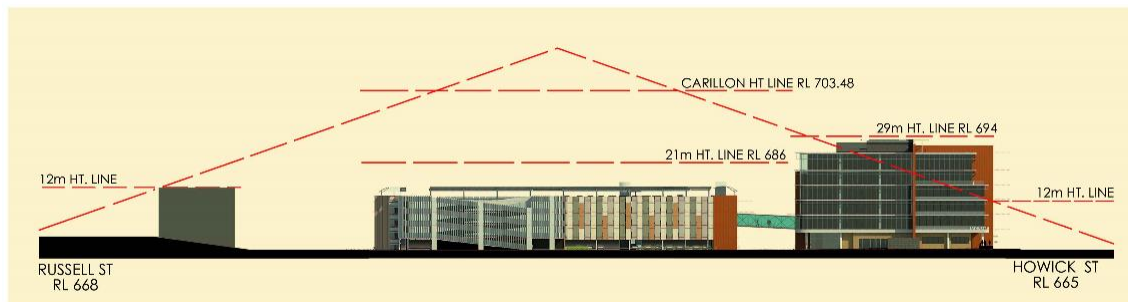


FIGURE 63 ANALYSIS NORTH SOUTH SECTION

Figure 19: North south section showing analysis of anticipated heights based on BTCMP methodology (Source: Leffler Simes Architects)

Conversely, when viewed from the south-east as shown in Figure 19, the Site's frontage to Howick Street means that at the Site boundary any sightlines from the opposing side of the street would limit the height of the building to the existing controls.

However, the BTCMP also specifically states that increases in height at street frontages should be taken at a case-by-case basis and that this proposed methodology is appropriate from the 'identified heritage streets' of which this location at Howick Street is not identified. Accordingly, the proposed height has been assessed and found to be acceptable as detailed in Section 3.4 for the following reasons:

- the proposal is at least one storey below the existing height of the Carillon aligning with the BTCMPs height limitation
- the provision of upper level setbacks assists in stepping back the built form to reduce any perceived impacts from street level
- creating active frontages to ensure better connection to the streetscape and achieve a human scale
- despite adopting the methodology for determining height under the BTCMP, the Site is not located within an identified significant heritage street and is, '*largely out of sight from the designated heritage streets*'
- the BTCMP specifically states that, '*Height and density increases in the areas identified should be considered at an individual development level,*'
- increase in building scale at street frontages is 'considered appropriate' by the BTCMP when significant upper level setbacks are provided

As such, it is considered that the proposal effectively responds to the methodology outlined in the BTCMP in terms of the proposed building height.

The redevelopment of the GSC has also been carefully designed to ensure cohesion with the surrounding built form. These design features include:

- building perforations which allow for good natural ventilation and surveillance
- rooftop shade structure covered entirely in solar panels to ensure a high level of sustainability for both aspects of the development
- maximum height of approximately 20.5m, ensuring it is not visually impeding to the locality given its location behind the BIMC

The future BIMC would utilise a number of materials and finishes with consideration to its context in the broader Bathurst Town Centre. These materials include:

- Terracotta tiling – two shades have been selected (red brick and sand) to mitigate any visual impacts to the heritage context through empathetic colour choices. The tiling also ensures a proportionate presentation to the streetscape and is more sympathetic than normal face brick.
- Double glazed windows – such glazing to windows will ensure sufficient insulation for the building and minimise any acoustic emissions.
- Powder coated aluminium – windows will be framed with powder coated aluminium with bronze and silver finishes to tie into the heritage setting of the building.
- Perforated metal sheeting – the GSC will utilise this material to ensure appropriate screening of the carpark whilst also allowing for appropriate ventilation.
- Vertical and horizontal louvres – aluminium louvres finished in a timber look provide a sun protection element and variation in the building façade

A detailed consideration of design treatments and materials will be undertaken through the SSD assessment process. In this regard, the SEARs require demonstration of design quality and the submission of supporting information relating to built form and urban design.

Overshadowing

A key consideration for the development of the Site is the impact on the surrounding properties. In relation to built form, the size and nature of the Site combined with careful urban design and Site planning ensure no unacceptable impacts on surrounding properties in particular those adjoining the south-eastern boundary of the BIMC Site.

The anticipated shadows cast by the current and proposed maximum building height controls are provided in Figure 20, Figure 21 and Figure 22 below. The shadows cast by the proposed maximum building height control demonstrate a worst case scenario, with the proposed detailed design building height resulting in far lesser impacts to surrounding development as shown by the red line in Figure 20-22 below.

The overshadowing analysis in the Design Report reveals that there is minimal impact to adjoining properties including no overshadowing to residential properties to the northwest, as demonstrated by the figures below. Surrounding properties will continue to receive adequate solar access during mid-Winter, particularly in the morning. The properties most impacted by the proposal's overshadowing are commercial and retail premises to the south-east. This is generally only in the late afternoon as shown in Figure 22. Even in this instance, the shadows cast by the proposed BIMC building only slightly exceed the shadows which would be cast by a building compliant with the existing 12m height control, while the shadows cast by the proposed car park are less than those cast a building built to the current 12 m height control.

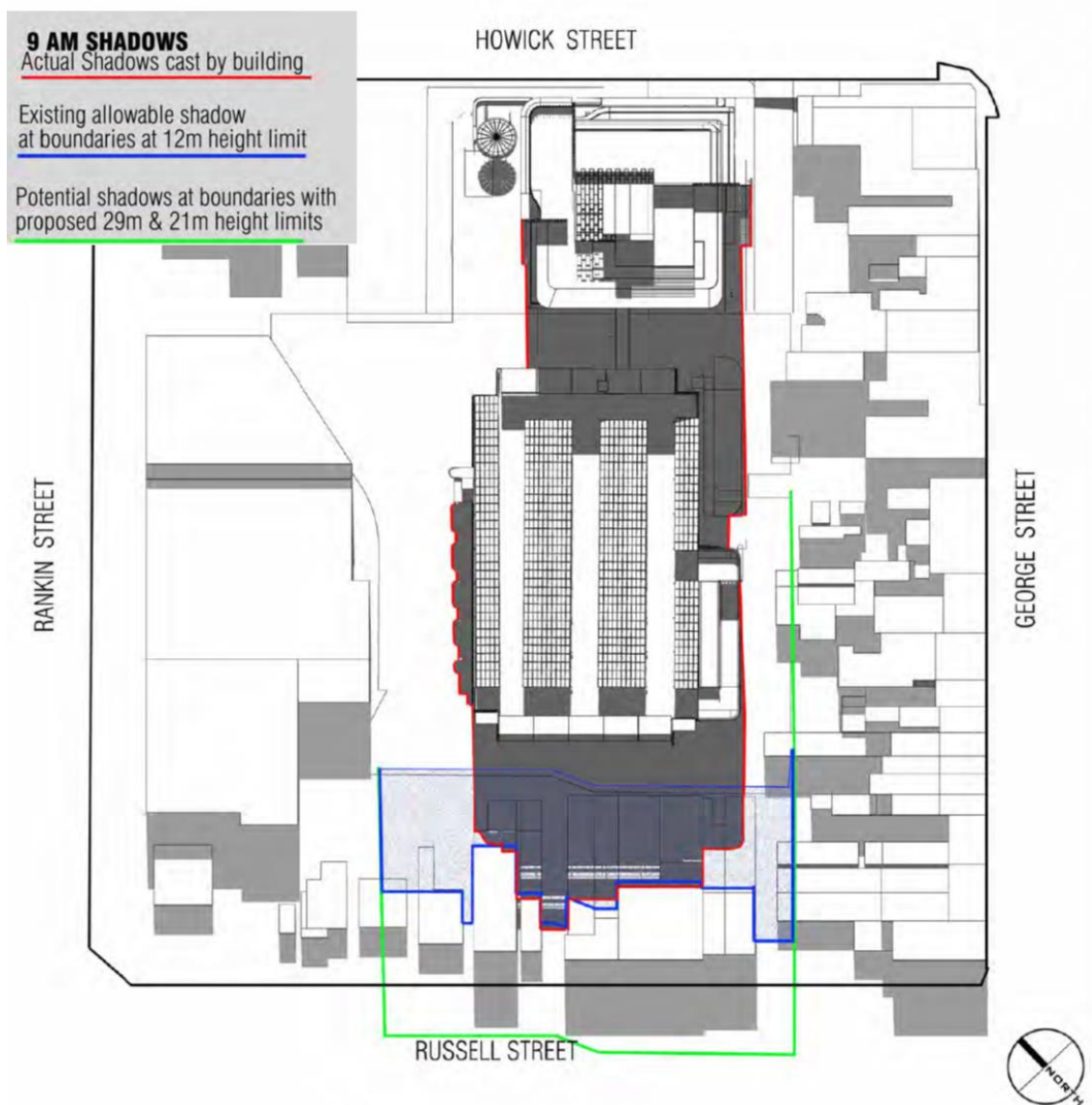


Figure 20: Shadows cast by building envelope at 9am during mid-winter (Source: Leffler Simes)

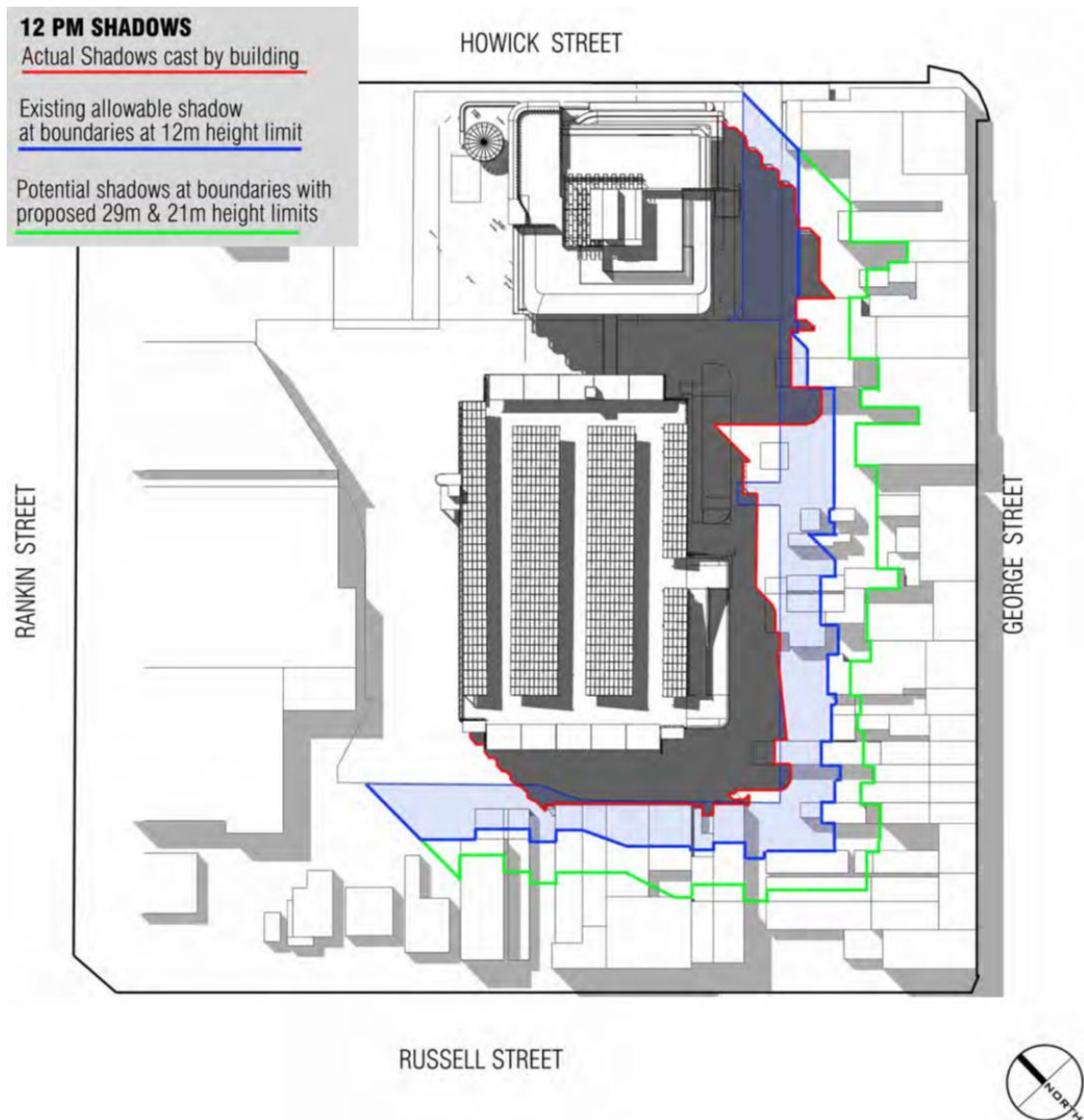


Figure 21: Shadows cast by building envelope at 12pm during mid-winter (Source: Leffler Simes)

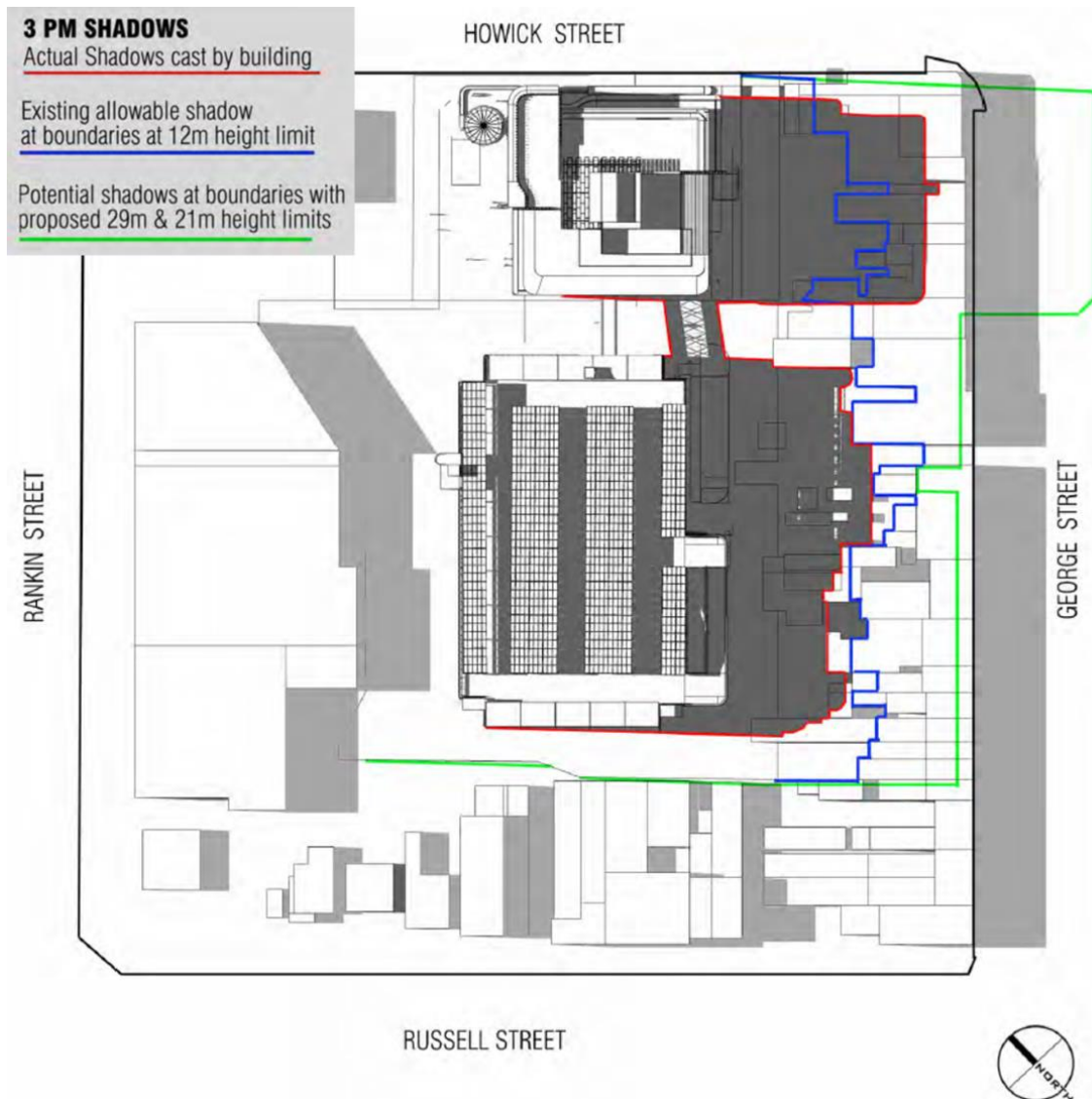


Figure 22: Shadows cast by building envelope at 3pm during mid-winter (Source: Leffler Simes)

Heritage

A detailed assessment of heritage impacts has been undertaken for the Site by Heritage Concepts (Appendix 4). The Statement of Heritage Impact (SoHI) presents a number of key findings, summarised below:

- The proposed amendments to the BRLEP 2014 will allow for the redevelopment of the Site for health services facility purposes, which will be guided by a series of heritage principles to ensure that the resulting building is respectful of the heritage items in its vicinity and the HCA in which it is situated.
- Heritage impacts have been assessed as being of a moderate nature and overall will not diminish the cultural heritage significance of the Bathurst Conservation Area. The highly significant civil and civic area roughly bounded by Howick, Russell, George and William Streets will receive minor, if any, impacts.

- The benefits of the proposed BIMC and GSC redevelopment, which will be facilitated by the Planning Proposal, will outweigh any of the identified impacts. The majority of the impacts are localised to an area that has a fragmented integrity and intactness with the primary significant areas largely untouched by the proposed development.
- The existing development on the Site does not positively contribute to the HCA in which it is located, identified as 'intrusive' under the Bathurst Conservation Area Management Strategy. The concept proposal will result in a positive impact on the streetscape through materiality, architectural features which play homage to local heritage and pedestrian accessibility.
- A number of moderating factors have been introduced as part of the design response to mitigate any potential impacts from the proposed height of the BIMC. The design response aims to ensure the heritage significance of the locality is not diminished by reducing the visual dominance of the new buildings.
- The proposed building envelopes will have some presence from a number of viewpoints but do not present as a dominant feature within the Bathurst skyline. This can be attributed to the Site's location at the edge of the historic commercial areas and the gradual slope of the land away from the historic centre of Bathurst.
- It is noteworthy that the proposed design excellence provisions specifically require the inclusion of upper-level setbacks in any subsequent development application. Building setbacks will reduce the visual impact of a development when viewed from Howick Street. They provide opportunities for a purposefully designed and scaled development to become the interface between the extant streetscape and the development.

As such, it is concluded that given the Site's context and existing conditions, *'it would be a reasonable outcome for the Planning Proposal exceptions to apply in this instance as the proposed development will provide a net benefit to the community'*.

Transport and Traffic

The Traffic Impact Assessment (TIA) prepared by Spotto Consulting, and included at Appendix 3, considers the proposed vehicle access, servicing, car parking and bicycle parking provision and a preliminary assessment of the traffic and transport impacts associated with the redevelopment of the Site.

The TIA has assumed the proposed BIMC would contain a Gross Floor Area (GFA) of approximately 10,300m² and the GSC would provide 915 car parking spaces. The findings of the TIA are summarised below:

- The existing surrounding intersections operate at an excellent Level of Service (LoS) or better. Similarly, midblock LoS on all surrounding roads is satisfactory (LoS C) or better.
- Parking surveys demonstrate that on-street parking is generally satisfactory, however, off-street parking is in high demand.
- The proposed GSC is anticipated to generate 571 AM peak hour vehicle trips and 692 PM peak hour vehicle trips (considerate of both BIMC visitors and augmentation of the off-street carpark).
- Additional vehicle trips resultant from the development of the BIMC and GSC is not expected to have a detrimental impact to the surrounding road network, including nearby intersections, midblocks, or site access points. The midblocks of Howick Street (west of George Street) and Rankin Street (south of Howick) are expected to have a minor reduction in LoS during afternoon hours.

- The proposed car parking provision meets the minimum requirements of the *Bathurst Regional Development Control Plan 2014 Chapter 14 – Parking*, and adequately addresses all matters for consideration under the DCP and *Australian Standard AS2890*, including provisions for disabled parking.
- Adequate arrangements have been made for service and delivery vehicles as well as pedestrians and cyclists.

Traffic and parking impacts will be further considered through the detailed design process with Bathurst Regional Council. This will also include further design consideration toward pedestrian pathways, traffic movements, signage and time limitations along the surrounding streets and the project Site.

Has the Planning Proposal Adequately Addressed Any Social and Economic Effects?

An Economic Impact Assessment (EIA) prepared by Location IQ is included at Appendix 5. The EIA demonstrates that the proposed BIMC and associated GSC would result in a range of economic benefits, both immediately and into the future. These benefits include, but are not limited to:

- *Improved access to a variety of facilities:* innovative new health infrastructure to contribute to the expansion of Bathurst specialist medical facilities and increased accessibility to medical services for the residents of Bathurst and the surrounding locality.
- *Excellence in design:* the BIMC proposes an innovative, state of the art design for the local population. The proposed design is at the forefront of modern medical and mixed use developments, typically reserved for metropolitan centres.
- *Appeasing undersupply:* reduce the undue demand on existing services and undersupply of medical professionals within Bathurst.
- *Precinct activation:* the addition of the BIMC and services it will provide will increase the number of visitors to the Bathurst CBD in the form of staff, patients and patient visitors. This is likely to result in subsequent benefits to other uses and businesses within the Bathurst CBD.
- *Provision of new car parking in Bathurst CBD:* the redevelopment of the GSC will substantially increase the amount of car parking provided in the CBD resulting in higher convenience for residents and beneficial to all uses within the Town Centre.
- *Employment opportunity:* the proposed development for the BIMC and GSC will provide immediate construction jobs and long-term, ongoing employment opportunities. It is anticipated the proposal will provide 934 construction jobs and 711 ongoing jobs.
- *Economic value:* it is anticipated that the BIMC will provide an additional \$80.22 million of economic value to Bathurst, with a total estimated rise in output of \$168.97 million.

The proposed development for the BIMC and GSC would also provide significant social benefits, including:

- Significant employment opportunities available as a result of the proposed development
- Increased access to medical services within the Bathurst Regional LGA
- Additional car parking within the Bathurst CBD increasing accessibility and convenience for Bathurst and surrounding residents
- Increased amount of visitors to the Bathurst region will subsequently increase business for surrounding uses

7.3.4 Section D: Infrastructure (Local, State and Commonwealth)

Is there Adequate Public Infrastructure for the Planning Proposal?

Future development on the Site will make use of existing public infrastructure and services including connections to water, sewerage, electrical and telecommunications infrastructure. Notwithstanding, these will need to be upgraded to service the proposal.

7.3.5 Section E: State and Commonwealth Interests

What are the views of State and Commonwealth Public Authorities Consulted in Accordance with the Gateway Determination?

The applicant has consulted with DPE and Council prior to the lodgement of this proposal. Consultation with DPE will continue once the Planning Proposal has been referred for its review and subsequent issuing of a Gateway determination. Consultation with other State and Commonwealth public authorities will also be carried out at the Gateway determination stage.

7.4 Part 4: Mapping

The Planning Proposal seeks amendments to allow a new clause to be included in *Part 7 Additional local provisions* of the BRLEP 2014, addressing the proposed height and FSR changes. The clause would refer to the proposed height and FSR increases in relation to the delivery of a health services facility and ancillary carpark.

The proposed amendments do not require any amendments to the existing mapping under the BRLEP 2014.

7.5 Part 5: Community consultation

Community feedback has been sought via the Bathurst Regional Council 'Your Say' page with the proposed development exhibited from 23 August 2021 to 30 September 2021. A total of 577 submissions were received during this period as summarised in the table below.

Feedback Type	Total Submissions	Commentary
Negative	95	<ul style="list-style-type: none"> Most commented about traffic congestion, paid parking, heritage clashes, building height, assumptions of public funding, and being private patients only and competing with the public hospital and making access worse for non-private patients Some commentary around overshadowing, reflective glass and lack of greenery Some negative comments were made based on assumptions, including: <ul style="list-style-type: none"> Issue of paid parking which is not proposed Facility will be solely for private healthcare patients which is also not proposed
Neutral	60	<ul style="list-style-type: none"> These submissions predominantly included questions (such as view lines or services to be offered within the facility) Some submissions consisted of a mix of commentary including: <ul style="list-style-type: none"> The project offering a substantial amount of services for the public but should be relocated The proposal being a positive contribution to Bathurst but requiring an increased Heritage presence
Positive	422	<ul style="list-style-type: none"> Very supportive of the medical infrastructure and economic boost to the town as well as the futureproofing of the city Commentary that the proposed design is well suited to the locality and is respectful to its surrounding context Many are supportive of the increased parking availability Of note, one supportive submission contained a 'petition' of 200+ surrounding businesses in support of the BIMC to service the residents of Bathurst

Table 8: Summary of community consultation feedback from 'Your Say' exhibition

Consultation has also been undertaken via three media releases in local news outlets, plus various radio interviews by members of the BIMC project team. Extensive media coverage also took place during the consultation period on the 'Your Say' website to encourage submissions. There has also been a meeting held with the Bathurst Heritage Matters and National Trust groups during the consultation period.

Community consultation will continue to take place following a Gateway Determination.

7.6 Part 6: Project Timeline

The proposed project timeframe for the completion of the Planning Proposal is shown in the Table below, in accordance with Gateway Condition 1 (b).

Step	Description	Project timeline
1	Date of Gateway Determination	23 May 2022
2	Update Planning Proposal and relevant technical reports in response to Gateway conditions	September 2022
3	Approval from DPE to place on public exhibition	September 2022
4	Public Exhibition (minimum 28 days) inclusive of: <ul style="list-style-type: none"> • Information evening • Submission hearing • Referral to Govt Agencies 	September-October 2022
5	Consideration of submissions and preparation of draft LEP clause with urban design heads of consideration.	October-November 2022
6	Council resolution to finalise PP	December 2022
7	Finalisation of PP to Department via portal	End December 2022
8	DPE instructions to Legal to finalise PP	January 2023
9	PP notified	January 2023

Table 9: PP 2021/6620 Project Timeframe

8 Conclusion

The Planning Proposal has been prepared in accordance with section 3.33 of the EP&A Act, as well as the Department's *Local Environmental Plan Making Guideline* (2021) and relevant section 9.1 Directions. The Planning Proposal is supported by technical information and investigations to justify the proposed amendments to the BRLEP 2014.

The amendments sought as part of the Planning Proposal relate to the Site's maximum building height and FSR controls.

The primary objective of the Planning Proposal is to facilitate the construction of the Bathurst Integrated Medical Centre (BIMC) and associated redevelopment of the George Street Carpark (GSC).

A public benefit offer is also currently being discussed between the Proponent and Council as part of this Planning Proposal. The offer is subject to ongoing consultation and will be finalised throughout the assessment of the Planning Proposal.

The Planning Proposal demonstrates consistency with the aims and objectives set out in the NSW State government's strategic plans including the *Central West and Orana Regional Plan*.

The Planning Proposal also demonstrates consistency with the goals and objectives set out in the following strategic plans and reports that have been prepared and endorsed by Council:

- *Bathurst Regional Local Strategic Planning Statement*
- *Bathurst 2040 Community Strategic Plan*
- *Bathurst Town Centre Master Plan*

Consistent with the Department's guidelines, there is a convincing strategic justification for the Planning Proposal as it:

- improves access to health care services
- meets the demand for medical services to address the growing population within the region
- builds the resilience of Bathurst by facilitating a healthy community given the improved accessibility
- aligns the provision of such development with growth and infrastructure
- grows local employment in investment in Bathurst by supporting a public-private partnership and development of local skills
- provide parking to meet the needs of the city
- directly responding to the principles and built form recommendations outlined in the *Bathurst Town Centre Master Plan*

The Planning Proposal will also deliver significant public benefits to the local community and the wider Bathurst Regional LGA, including:

- provision of a significant amount of floor space to provide much needed health infrastructure for the population of Bathurst and surrounds
- public domain embellishments as part of the future construction of the medical facility

- a substantial increase to the available car parking within the Bathurst Town Centre through the construction of a multi-level carpark on the existing GSC Site
- several employment opportunities, including during construction and ongoing
- positive economic impact on the CBD given the location of the building

In consideration of the above listed strategic justification and public benefits, it is considered that a compelling case is provided to Council to refer the Planning Proposal (as the Planning Proposal authority) to DPE for review and subsequent progression of the Planning Proposal, to enable public exhibition.