



IRF22/1416

Gateway determination report – PP-2022-1169

445 Canterbury Road, Campsie

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Acknowledgment of Country

The Department of Planning and Environment acknowledges the Traditional Owners and Custodians of the land on which we live and work and pays respect to Elders past, present and future.

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Table 1 Reports and plans supporting the proposal

Relevant reports and plans
Final Planning Proposal – Canterbury-Bankstown Council - March 2022
Local Planning Panel report and minutes – 15 December 2021

Relevant reports and plans

Ordinary Meeting of Council – Report and Resolution – 15 March 2022

Request for Gateway Determination – 1 April 2022

Acoustic Report –Stantec Australia Pty Ltd – 26 August 2021

Private Hospital Development, High Level Clinical Review – MostynCopper - 31 July 2020

Data Gap Investigation – Cardno - 23 March 2021

Detailed Site Investigation – Cardno - 30 August 2017

Draft Remediation Action Plan – Cardno - 13 May 2021

Floor-to-Floor Height Requirements in Class 9A Hospital Buildings – MostynCopper – 12 May 2021

Engineering Statement – Northrop – 7 October 2021

Stormwater Advice – Northrop – 8 March 2021

Urban Design Report – GM Urban Design & Architecture Pty Ltd – 7 April 2020

Urban Design Review – Dickson Rothschild – September 2021

Shadow Analysis – Dickson Rothschild – September 2021

Social and Economic Study and Impact Assessment – Ethos Urban – 27 April 2021

Letter from Sydney Local Health District to Hailiang Property Group – 22 July 2020

Traffic Peer Review Response – Varga Traffic Planning Pty Ltd – 13 August 2021

Summary of Traffic Modelling Results – The Transport Planning Partnership – 13 August 2021

Concept Public Art Strategy

Revised Landscape Strategy – distinctive – August 2021

Flooding Impact Statement – Martens & Associates – 2 November 2021

Peer Review – Social and Economic Impacts – Hill PDA Consulting – April 2021

Peer Review – Traffic and Parking Assessment – Bitzios Consulting – 18 December 2020

TfNSW Preliminary Comments – 29 September 2021

Proponent's Planning Proposal Report – Mecone – July 2020

1 Planning proposal

1.1 Overview

Table 2 Planning proposal details

LGA	Canterbury Bankstown
PPA	Canterbury Bankstown Council
NAME	Campsie Private Hospital (218 beds with 453 ongoing jobs)
NUMBER	PP-2021-1169
LEP TO BE AMENDED	Canterbury Local Environmental Plan 2012
ADDRESS	445 Canterbury Road, Campsie
DESCRIPTION	Lot 3 DP 337683 Lots A and B DP 355656 Lots A and B DP 416123 Lot 15 DP 3995 Lots A and B DP 391661 Lot 13 DP 3995
RECEIVED	1/04/2022
FILE NO.	IRF22/1416
POLITICAL DONATIONS	There are no donations or gifts to disclose and a political donation disclosure is not required There are no donations or gifts to disclose and a political donation disclosure is not required
LOBBYIST CODE OF CONDUCT	There have been no meetings or communications with registered lobbyists with respect to this proposal. There have been no meetings or communications with registered lobbyists with respect to this proposal

1.2 Objectives of planning proposal

The proposal contains objectives and intended outcomes that adequately explain the intent of the proposal.

The intended outcomes of the proposal are:

- *to provide a site-specific planning framework that enables a new private hospital development consistent with the current zoning for the site. Site specific DCP controls will also be developed and exhibited concurrently with the Planning Proposal*
- *support the objectives of the Greater Sydney Commission's South District Plan to achieve at least 7,000 jobs in Campsie Strategic Centre by 2036*
- *initiate the delivery of a new health and medical development within the Eastern Lifestyle and Medical Precinct identified in the Canterbury-Bankstown LSPS – Connective City 2036 and draft Campsie Town Centre Master Plan as well as strengthen links to Canterbury Hospital and surrounding allied health services*

- address the absence of acute or non-acute private hospitals within the Canterbury Bankstown LGA and significant shortfall of hospital bed spaces per capita in the Canterbury area (which is approximately only one-third of the national average)
- assist in achieving the priorities of the Sydney Local Health District Strategic Plan 2018-2023, including to develop, plan and construct new and upgraded health facilities to address the forecast significant population growth, increasing demand and ageing infrastructure
- to enable a scale of built-form which provides the quantum of floor space required to deliver the facilities and functions of a modern private hospital
- create the opportunity for the services envisaged in the concept design to assist the Sydney Local Health District (SLHD) and Canterbury Hospital meet the demand for health services in the area which will help reduce pressure on hospital waiting lists
- alongside more detailed controls in a site-specific DCP, to manage the likely effects of the proposal in relation to the amenity of neighbouring lower density residential development.

The objectives of this proposal are clear and adequate.

1.3 Explanation of provisions

The proposal seeks to introduce site specific controls that will only apply to the development of a hospital, including:

- objectives supporting a hospital that is compatible with the surrounding land uses, responds to site constraints and maintains acceptable solar access to nearby properties
- height and floor space ratio controls (summarised in Table 3 below)
- setback controls to Canterbury Road and other site boundaries to maintain solar access.

Table 3 Current and proposed controls

Control	Current (Canterbury LEP 2012)	Proposed
Zone	B6 Enterprise Corridor	B6 Enterprise Corridor
Maximum height of the building	12m	44.1m – 45.5m **
Floor space ratio	N/A	5.1:1 **

(**Note:** ** Proposed controls to apply only to development for the purposes a hospital on the subject site).

The proposal states that it will amend the draft consolidated Canterbury-Bankstown Local Environmental Plan (draft Consolidated LEP). However, the draft Consolidated LEP is currently in the final plan-making stage. A Gateway condition is recommended to update the proposal prior to exhibition to amend the provisions of Canterbury Local Environmental Plan 2012 (the local environmental planning instrument that is currently in force). The proposal will be required to include an assessment against the draft Consolidated LEP in Part 3 of the proposal.

Subject to the above condition, the proposal adequately explains how the objectives of the proposal will be achieved.

Further details of these proposed provisions and the accompanying concept design are provided below.

Land use outcomes

The proposal intends to facilitate redevelopment of the site for a private hospital including:

- a part 10 and 11 storey hospital comprising:

- 218 beds, eight operating theatres and a total GFA of approximately 22,478m²
- inpatient and outpatient services such as emergency, intensive care, maternity, day surgery, cardiac care, dialysis and oncology
- ancillary uses including 650m² retail/café
- 1,350m² allied health, ambulatory care and medical retail
- 3,000m² medical office space
- front and back of house areas
- servicing area accommodating four loading bays
- five levels of basement for 382 cars
- a 9m wide public lane along the rear of the site, providing the sole vehicle access point to the future private hospital for staff, patients and emergency vehicles, with a drop-off/pick up porte cochere off the future rear lane
- a small (approximately 200m²) pocket park in the north western corner of the site
- 883m² of landscaping along the northern, western and southern site boundaries
- 13 trees along the Canterbury Road and Stanley Street frontages.

A concept plan supporting the proposal and photomontages are included below (**Figures 1-3**).

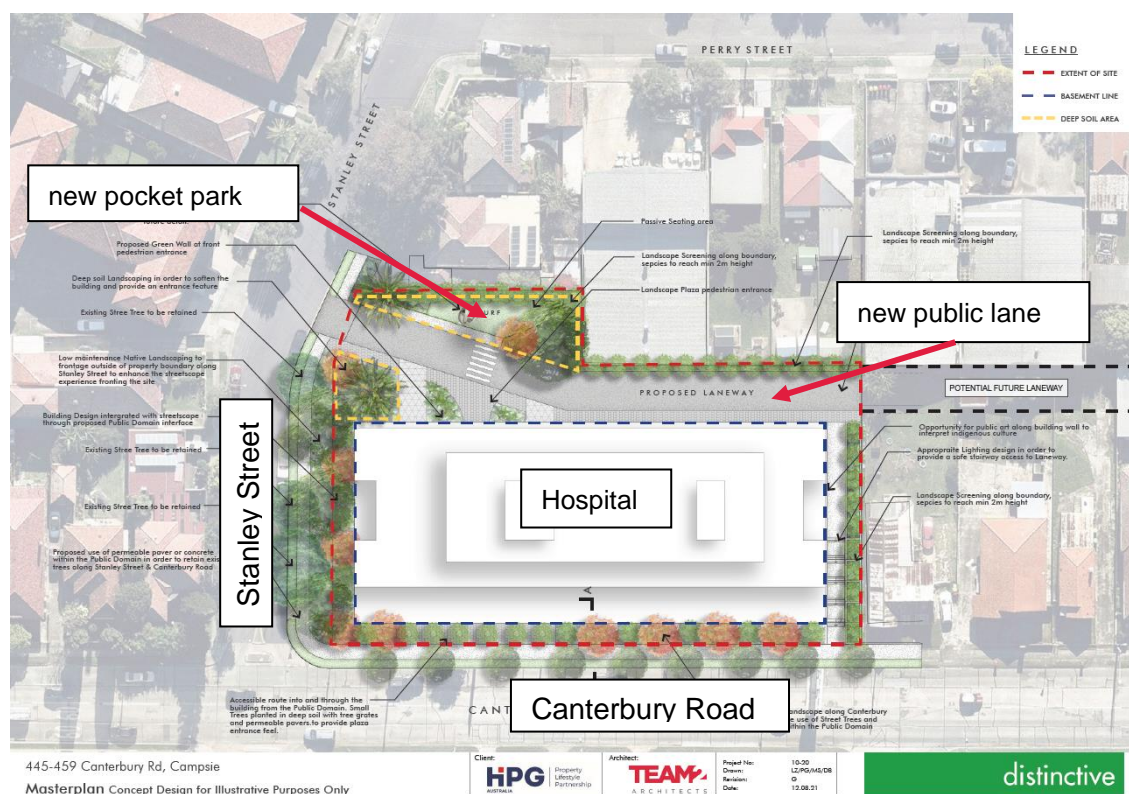


Figure 1: Proposed concept landscape master plan

(Source: Extract from the Landscape Strategy report, prepared by distinctive Living Design, August 2021)



Figure 2: Proposed Hospital Conceptual Massing and Design (view from Canterbury Road, corner of Scahill Street and Stanley Street)

(Source: Extract from the Urban Design Review report, prepared by Dickson Rothschild, September 2021, p.11)



Figure 3: Proposed Hospital Conceptual Massing and Design (view from Canterbury Road, corner of Robertson Street)

(Source: Extract from the Urban Design Review report, prepared by Dickson Rothschild, September 2021, p.13)

Objectives

The proposal states that it will include the following objectives in the new local provision:

- *to encourage the development of a hospital to enhance the delivery of health services to the local community*
- *to ensure that the development is compatible with surrounding land uses and site constraints and maintains acceptable solar access to future residential development along Canterbury Road.*

A Gateway condition is recommended to include an advisory note in the proposal to clarify that the draft objectives are indicative in nature and final wording will be subject to drafting by the Parliamentary Counsel's Office, should the proposal progress to finalisation.

Building height

The proposal seeks to increase the maximum permissible heights across the site, for the purpose of a hospital, to 44.1m measured from the Canterbury Road boundary and 45.5m measured from the future rear laneway on the northern side of the site (**Figure 4**).

This results in a built form outcome of a part 10 and part 11 storey hospital.

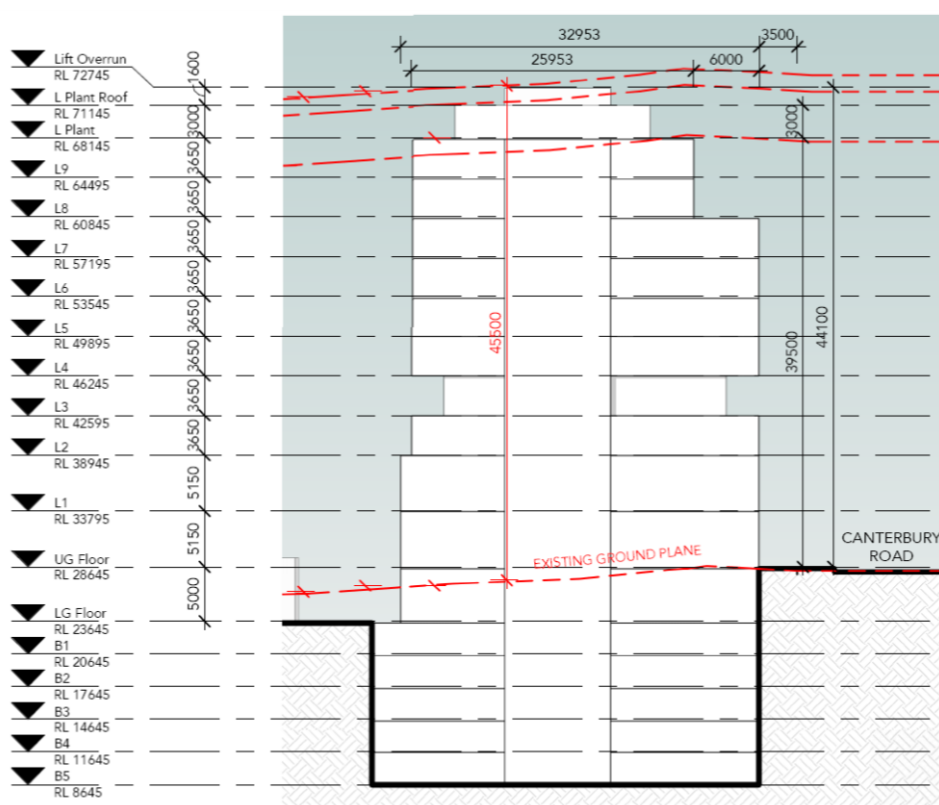


Figure 4: Indicative concept hospital building envelope

(Source: Extract from the Planning Proposal, p.10)

Floor space ratio

The proposal seeks to increase the maximum permissible floor space ratio across the site, for the purpose of a hospital, to FSR 5.1:1.

Setbacks

The proposal states that minimum setback controls, for the purpose of a hospital, will be included to maintain solar access to the surrounding properties.

1.4 Site description and surrounding area

The site

The planning proposal applies to Lot 3, DP 337683; Lots A & B, DP 355656; Lots A & B, DP 416123; Lot 15, DP 3995; Lot A & B, DP 391661; and Lot 13 DP 3995 (**Figure 6**).

The proposal states the site address is '445-459 Canterbury Road, Campsie' but NSW Government records show the correct address for the site is '445 Canterbury Road, Campsie'. A Gateway condition is recommended to amend the proposal to refer to the correct street address '445 Canterbury Road Campsie', or alternatively Council may contact the Department of Customer Service to formally update the street address data.

The site covers an area of 4,414m², with 86m frontage to Canterbury Road to the south; 60m frontage to Stanley Street to the west; and a 2.5m slope from Canterbury Road to the north west.

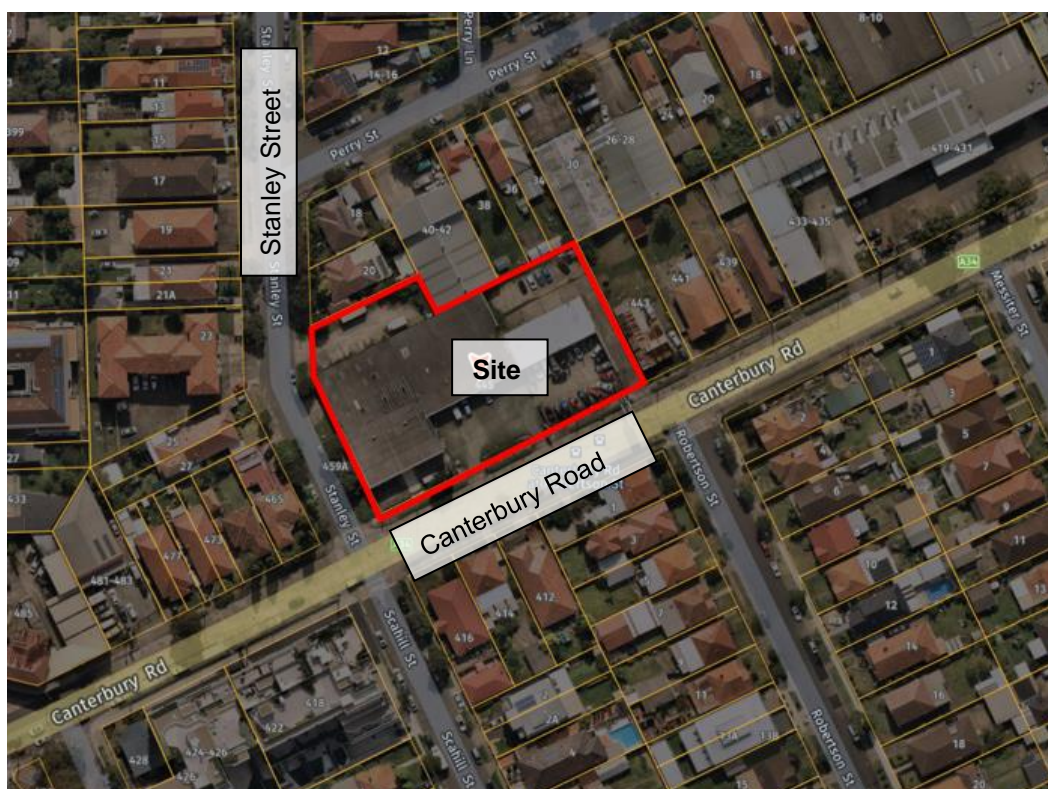


Figure 6. Subject site
(Source: Nearmap, 2022)

The site is zoned B6 Enterprise Corridor, with a maximum building height control of 12m under the Canterbury Local Environmental Plan 2012. A single storey commercial development, with three commercial tenancies fronting Canterbury Road, a vehicle repair station on the site's Stanley Street frontage and at-grade car parking, currently occupies the site.

The site is bounded by low density residential and commercial uses to the north, Canterbury Road (a regional classified road managed by TfNSW) to the south, low density residential to the east, and Stanley Street to the west.

The site is contaminated and partially flood affected (north-west corner).

The site is well serviced by public transport, located in close proximity to Campsie Railway Station, Canterbury Railway Station and bus services which operate along Canterbury Road, Beamish Street and Bexley Road.

The surrounding context

The site forms part of Campsie strategic centre (**Figure 7**).



Figure 7. Location of the subject site within the Campsie Strategic centre

(Source: Extract from South District Plan, p.68)

Land immediately north and east of the site is zoned B6 Enterprise Corridor; with Canterbury Road zoned SP2 Infrastructure and R3 Medium Density Residential zoned land to the south; as well as B2 Local Centre and R4 High Density Residential zoned land directly west.

Surrounding development is largely comprised of detached residential dwellings interspersed with older style two and three storey 'walk-up' residential flat buildings, as well as a recently constructed six-storey shop top housing development and mix of commercial premises along Canterbury Road to the east and west.

The nearest open space to the site is Tasker Park, Peter Moore Fields and Hughes Park which are around 1km from the site (**Figure 8**).

To the north

- Development immediately north of the site is comprised of one storey residential and two storey commercial uses, with low to medium density residential uses largely characteristic of the development located further north along Perry Street, Stanley Street and Unara Street.
- Land to the north of the site is predominantly zoned B6 Business Enterprise and R4 High Density Residential under the Canterbury Local Environmental Plan 2012.
- Development along Beamish Street to the north west of the site is comprised of a mix of medium to higher density residential, retail and commercial uses. A range of medical services are also located to the north of the site, including a number of medical centres on and around Beamish Street.
- Around 1km north of the site is Campsie Railway Station, which is located on the T3 Bankstown Line and provides a direct link to the city. The T3 Bankstown Line is being

upgraded and converted to metro standards between Sydenham and Bankstown as part of the Sydney Metro City & South West project.

To the south

- Development directly opposite the site is largely comprised of one storey residential land uses, including a part four to six storey shop top housing development at the corner of Canterbury Road and Schahill Street.
- Land to the south of the site is predominantly zoned R3 Medium Density, with a portion of land between Scahill Street and Bexley Road (on the southern side of Canterbury Road) zoned B5 Business Development under the Canterbury Local Environmental Plan 2012.

To the east

- A single storey detached dwelling is located immediately east of the site, with frontage to Canterbury Road.
- Land to the east of the site is predominantly zoned B6 Enterprise Corridor and R3 Medium Density Residential under the Canterbury Local Environmental Plan 2012.
- Canterbury Railway Station is located approximately 1.3km north east of the site.
- An eight storey shop top housing development is located in the nearby vicinity, approximately 750m north east of the site on Canterbury Road.

To the west

- Land to the west of the site is primarily zoned B6 Enterprise Corridor, B5 Business Development and R3 Medium Density Residential under the Canterbury LEP 2012.
- Canterbury Hospital is located approximately 800m south-west of the site.
- The Bankstown CBD is located under 10km west of the site.
- An eight storey shop top housing development in the nearby vicinity, located approximately 850m south west of the site fronting Canterbury Road.

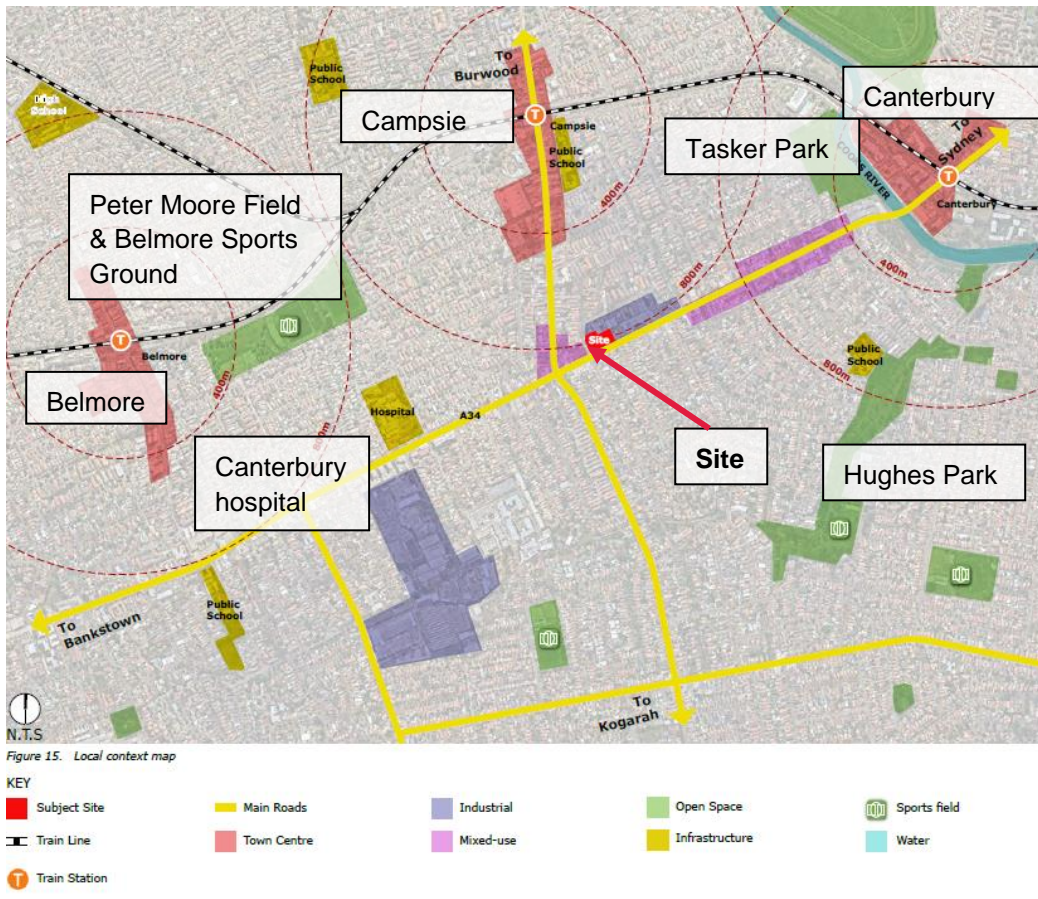


Figure 8. Site context map

(Source: Extract from GMU Urban Design Report (July 2020), p.13)

1.5 Mapping

There are no mapping changes proposed to be produced or amended as part of this proposal.

The current zoning and height controls that apply to the site under Canterbury LEP 2012 are shown in **Figures 9 and 10**.



Figure 9. Existing land use zoning

(Source: Extract from Canterbury Local Environmental Plan 2012, Zoning Map Sheet LZN_007)



Figure 10. Existing height of building control

(Source: Extract from Canterbury Local Environmental Plan 2012, Height of Buildings Map Sheet HOB_007)

1.6 Background

The following background information is relevant to the planning proposal:

Pre-lodgement – preparation of planning proposal and State Significant Development Application

- In **July 2020** a planning proposal was submitted to Council seeking a maximum building height of 56m to facilitate the development of a part 12 and 13 storey hospital with two levels of basement car parking.
- In **July 2020** a Request for Secretary Environmental Assessment Requirements was submitted to the Department, to guide the preparation of an Environmental Impact Statement for a State Significant Development Application for the proposed demolition of existing structures on the site and construction of a new 12-storey private hospital
- In a letter to the applicant in dated **22 July 2020**, the Sydney Local Health District (SLHD) advised that *“the facilities outlined in the concept design including private consultation suites, allied health services and operating suites could assist Canterbury Hospital meet the demand for health services as a result of future projected growth in population in the area. In particular, those elective surgical procedures that are regularly performed in the private sector that could ease pressure on the hospital’s waitlist”*. The SLHD also advised of its interest to consult with the landowners, to explore the potential benefits that the facilities may provide, should a development proposal for the private hospital be approved (refer to Appendix N of the proposal).
- On **13 August 2020** the Department issued the Secretary’s Environment Assessment Requirements (SEARS) for demolition of existing structures and construction of a new private hospital which will provide essential services including emergency and intensive care (Application No.SSD-8499366).

The SEARS require that an Environmental Impact Statement be prepared that includes and assessment against Canterbury LEP 2012, identifying compliance with the development standards for the site.

- Council engaged consultants to undertake peer reviews of the proposal’s supporting Traffic and Parking Assessment report and social and economic aspects of the planning proposal.
- Following the peer review, Council met with Transport for NSW in **January 2021** to discuss the proposal. Preliminary TfNSW comments were received by Council in **February 2021** that sought (amongst many things) further analysis and traffic intersection modelling, as well as clarification around the modal splits and car parking demand/provision.

- In **February 2021** additional information was sought from the applicant, to address the outcome of Council's preliminary review and peer review assessments. This additional information was submitted to Council between February and September 2021.
- In **May 2021** a revised planning proposal was submitted to Council, which sought to facilitate the development of a new part 10 and 11 storey private hospital on the site. This modified proposal was submitted in response to the outcomes of Council's preliminary assessment, urban design analysis, and traffic and parking, and social and community needs peer reviews commissioned by Council. No floor space ratio controls were included as part of the revised proposal.
- Preliminary comments from TfNSW were also received by Council in **September 2021** which outlined the need for (amongst many things) the submission of a detailed traffic management plan to Council's local traffic committee for approval (refer to Appendix V of the proposal).

Local Planning Panel Meeting – 15 December 2022

- On **15 December 2021** the Canterbury Bankstown Local Planning Panel (LPP) recommended that the proposal proceed to Gateway, subject to amendments (refer to Section 3.4).

Council Meeting – 15 March 2022

- The proposal was subsequently reported to Council for consideration. At the Ordinary Council meeting on **15 March 2022** a resolution was passed to proceed to Gateway subject to conditions (refer to Section 3.4).

Planning proposal – 1 April 2022

- The planning proposal was submitted to the Department on **1 April 2022** for Gateway Determination.

2 Need for the planning proposal

The planning proposal is not the result of any specific strategy, study or report. Rather, it states that the proposal was initiated by the landowner (Hailing Property Group) and has *“identified an opportunity to enable the expansion of medical services and investment within the Eastern Lifestyle and Medical precinct as outlined in Council's LSPS....[which] prioritises the creation of an extended hospital and allied health precinct in the vicinity of Canterbury Hospital and identifies the land fronting Canterbury Road and Kingsgrove Road as having the potential to be incorporated into the medical precinct”*.

The proposal seeks to deliver health infrastructure to accommodate the needs of Canterbury-Bankstown's growing population and address the deficiencies that currently exist in the provision of private hospitals in the area, as it states that *“there are currently no acute or sub-acute private hospitals in the Canterbury Bankstown LGA (with the exception of day surgery facilities)”*.

The proposal also aligns with the strategic directions of the draft Campsie Town Centre Master Plan and NSW Health State Plan, by facilitating the delivery of a private hospital on the subject site and increasing the provision of health infrastructure, to complement existing facilities in the area including Canterbury Public Hospital and Campsie NSW Ambulance.

The merits of the proposal were acknowledged by the LPP at the panel meeting on 15 December 2021, who noted that *“the site could be considered for development as a hospital independently of the town plan especially given the lack of private hospital facilities in the Canterbury area”*.

A planning proposal is considered the best means to deliver the intended outcome on the site.

The proposal has the potential to:

- deliver necessary health infrastructure and improve access to a range of medical services
- provide opportunity for the strategic clustering of health care and medical facilities
- deliver publicly accessible open space within Campsie strategic centre (subject to conditions)
- deliver significant economic and social benefits.

Preliminary comments from the Sydney Local Health District in July 2020 indicate the potential benefits the proposal could have on the nearby Canterbury Hospital, in easing the pressure on the public hospitals waitlist for particular procedures (Refer to Appendix N of the proposal).

3 Strategic assessment

3.1 Regional Plan

The Greater Sydney Region Plan – *A Metropolis of Three Cities* (the Region Plan) was released by the NSW Government in 2018. The Plan contains objectives, strategies and actions which to manage growth and change across Greater Sydney over the next 20 years.

The Department is satisfied the planning proposal gives effect to the Region Plan as it seeks to facilitate the delivery of health infrastructure, on a site that is well located in proximity to existing public transport, retail and community services.

Table 4 provides an assessment of the planning proposal against relevant aspects of the Greater Sydney Regional Plan.

Table 4 Regional Plan assessment

Regional Plan Objectives	Justification
<i>Objective 4: Infrastructure use is optimised</i>	<p>This objective recognises the need to maximise the use of existing infrastructure.</p> <p>The proposal is consistent with this objective as it seeks to facilitate the delivery of a new private hospital on the subject site, which is located in close proximity to existing bus services which operate along Canterbury Road and nearby Beamish Street, as well as Canterbury Railway Station, and Campsie Railway Station which is located on the T3 Bankstown Line which forms part of the Sydney Metro City & South West project.</p>
<i>Objective 6: Services and infrastructure meet communities' changing needs</i>	<p>This objective outlines the importance of delivering the necessary services and infrastructure to accommodate peoples changing needs. The objective also recognises the benefits of the co-location of health services, in supporting collaboration, innovation and accessibility outcomes.</p> <p>The proposal is consistent with this objective as it seeks to facilitate the development of a new private hospital facility, that will provide the community with access to a range of medical and allied health services.</p> <p>The proposal also supports the co-location of health services, by facilitating the development of a private hospital on a site which is located in close proximity to existing health care services and facilities, including Canterbury Hospital.</p>

Regional Plan Objectives	Justification
<i>Objective 7: Communities are healthy, resilient and socially connected</i>	<p>This objective is focused on ensuring communities are healthy, resilient and socially connected. Strategy 7.1 of the Plan seeks to ‘<i>Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities</i>’ through a variety of means, including prioritising opportunities for people to walk, cycle and use public transport, and through the co-location of schools, health, aged care, sporting and cultural facilities.</p> <p>The proposal is consistent with this objective as it seeks to facilitate the co-location of new health infrastructure within the Campsie Town Centre, on a site which is well located in close proximity to existing public transport, retail and health care facilities, including Canterbury Hospital.</p>
<i>Objective 14: A Metropolis of Three Cities – integrated land use and transport creates walkable and 30 minute cities</i>	<p>This objective recognises the importance of integrating land use and transport to support the delivery of walkable, 30-minute cities.</p> <p>The proposal is consistent with this objective as it seeks to facilitate the delivery of a new private hospital within the Canterbury Town Centre, and new employment opportunities (approx.453 health jobs once operational) on a site which is well located in close proximity to existing bus and rail services, retail, health care and residential land uses.</p>
<i>Objective 22: Investment and business activity in centres</i>	<p>This objective recognises the continued benefit of locating major trip generating activities such as retail, hospitality, offices, health and education, community and administrative services, in centres with train stations. The Region Plan states that new health and tertiary education facilities such as hospitals and community health centres “<i>should be located within or directly adjacent to centres, and ideally co-located with supporting transport infrastructure</i>”.</p> <p>The proposal is consistent with this objective as it seeks to facilitate the delivery of a new private hospital within the Campsie Strategic Centre, in close proximity to existing bus services on Canterbury Road and Beamish Street, as well as the Campsie and Canterbury Railway stations</p>
<i>Objective 37: Exposure to natural and urban hazards is reduced</i>	<p>This objective recognises the importance of avoiding the location of new urban development in areas exposed to natural and urban hazards.</p> <p>The proposal is consistent with this priority because it is supported by flood and contamination studies that ensure that risks can be suitably mitigated.</p>

3.2 District Plan

The site is located within the South District. The South District Plan, released by the Greater Sydney Commission in March 2018, sets out the planning priorities and actions to guide the growth of the District while improving its social, economic and environmental assets.

The planning proposal is consistent with the South District Plan.

The Department is satisfied the planning proposal gives effect to the South District Plan, in accordance with section 3.8 of the *Environmental Planning and Assessment Act 1979*.

Table 5 includes an assessment of the planning proposal against relevant directions and actions of the South District Plan.

Table 5 District Plan assessment

District Plan Priorities	Justification
<p>Planning Priority S3: Providing services and social infrastructure to meet people's changing needs</p>	<p>This planning priority recognises the importance of <i>“accessible local health services and regional health infrastructure such as hospitals...for all people across the District”</i>. The priority includes a supporting action (Action 8) which seeks to <i>“Deliver social infrastructure that reflects the needs of the community now and in the future”</i>.</p> <p>The District Plan indicates Canterbury-Bankstown LGA is projected to accommodate the greatest increase in population and highest growth in older people of all the LGA's in the South District by 2036.</p> <p>This proposal is consistent with this priority as it seeks to facilitate the delivery of a new private hospital in proximity to existing transport, retail, residential and commercial uses, and will complement existing health service offerings in the nearby Canterbury Public Hospital, to accommodate the current and projected needs of Canterbury-Bankstown's diverse and growing population.</p> <p>The proposal will assist to improve the well-being of the local community by increasing access to health services and providing opportunities for jobs growth in the area.</p>
<p>Planning Priority S4: Fostering healthy, creative, culturally rich and socially connected communities</p>	<p>This planning priority recognises the importance of facilitating the development of healthy, resilient and socially connected communities. Action 10 seeks to:</p> <p><i>“Deliver healthy, safe and inclusive places for people of all ages and abilities that support active, resilient and socially connected communities by:</i></p> <ul style="list-style-type: none"> <i>a. providing walkable places at a human scale with active street life</i> <i>b. prioritising opportunities for people to walk, cycle and use public transport</i> <i>c. co-locating schools, health, aged care, sporting, and cultural facilities</i> <i>d. promoting local access to healthy fresh food and supporting local fresh food production”</i>. <p>The proposal states that the <i>“redevelopment of the site will facilitate a more activated local precinct, creating opportunities for enhanced social connections through improving local amenity, providing new jobs, increased opportunities for social interaction, street activation to Canterbury Road and a pedestrian through site link and pocket park that will include public art”</i>.</p> <p>The proposal is consistent with this planning priority as it seeks to facilitate the development of a new private hospital, co-located in close proximity to the existing health care services in the Campsie Strategic Centre and the Canterbury Public Hospital to the west.</p>
<p>Planning Priority S6: Creating and renewing great places and local centres, and respecting the District's heritage</p>	<p>This planning priority recognises the importance of creating great places, including a well-designed built environment, social infrastructure and opportunity, and a fine grain urban form.</p> <p>The planning proposal is consistent with this priority. The proposal seeks to facilitate the delivery of a new private hospital on the site, including the provision of a 9m wide public lane along the sites rear, that is intended to form part of a future laneway connecting Stanley and Una Street's, as identified in the draft Campsie Town Centre Master Plan.</p> <p>A site-specific Development Control Plan will also be prepared to guide the quality of future development on the site and <i>“may include specific controls relating built form, design and materiality, landscaping, tree canopy, setbacks, sustainability,</i></p>

	<p><i>Water Sensitive Urban Design (WSUD), and through site link and open space design requirements”.</i></p> <p>The proposal will contribute to the creation of great places by increasing job opportunities and improving connectivity and access to health services within Campsie.</p>
<p>Planning Priority S9: Growing investment, business opportunities and jobs in strategic centres</p>	<p>This planning priority is focused on providing access to jobs, goods and services in centres, and highlights employment growth as the principle underlying economic goal for metropolitan and strategic centres.</p> <p>The South District Plan identifies Campsie Strategic Centre as a <i>“thriving commercial centre with a range of medical services nearby”</i>.</p> <p>The planning proposal is consistent with this planning priority as it seeks to facilitate significant private investment in health infrastructure within the Campsie Strategic Centre, through the development of the site for a new private hospital, which has an estimated Capital Investment Value of approximately \$125 million.</p> <p>The proposal will strengthen links to Canterbury Hospital and surrounding allied health services, through the co-location of health facilities, to support the current and projected population needs.</p> <p>The proposal will also support the growth in investment, business and employment opportunities in the Campsie Strategic Centre, including contributing an estimated 453 jobs (specifically knowledge intensive jobs linked to health and medical services) once operational, towards the District Plan growth target of 7,500 jobs for the Campsie Strategic Centre by 2036.</p>
<p>Planning Priority S12: Delivering integrated land use and transport planning and a 30-minute city</p>	<p>This planning priority is focused on integrating land use and transport planning to deliver on the long-term vision for a 30-minute city.</p> <p>The proposal is consistent with this planning priority as it supports the vision for a 30-minute city and seeks to facilitate the delivery of new health infrastructure and services, and employment opportunities on a site within the Campsie Strategic Centre that is accessible from the surrounding residential catchment via car, bus, walking and cycling.</p> <p>The site is located in close proximity to the Campsie Railway Station to the north, a future metro station which will provide high frequency train services and connections with the Sydney Metro and trains network. The site is also located approximately 1.3km south west of the Canterbury Railway Station</p>
<p>Planning Priority S13: Protecting and improving the health and enjoyment of the District’s waterways</p>	<p>This planning priority is focused on protecting and improving the Districts waterways. This priority recognises the negative impact that an increase in impermeable surfaces through urban development can have on the quantity of urban stormwater runoff, which can transport contaminants and pollute the District’s waterways.</p> <p>The planning proposal is broadly consistent with this planning priority as the concept development plan envisages a significant increase in the opportunity for deep soil landscaping on the site as part of the proposed private hospital development, which is proposed to comprise approximately 883m² (or 20% of the total site area). Council proposes to achieve this through open space and landscaping controls in a site-specific Development Control Plan.</p> <p>This would provide environmental benefits by increasing the infiltration of surface water into the soil and reducing the quantity of stormwater run-off from the site. Notwithstanding this, these matters would be addressed in the assessment of any future development application for the site.</p>

Planning Priority S15 – Increasing urban tree canopy cover and delivering Green Grid connections	<p>This planning priority highlights the importance of increasing the urban tree canopy cover in the district and enhancing the Greater Sydney green grid, to support sustainable and liveable neighbourhoods, and promote a healthy urban environment.</p> <p>The planning proposal is broadly consistent with this planning priority as the concept development plan envisages a significant increase in the provision of on-site landscaping as part of the proposed private hospital development, which is proposed to include approximately 13 new trees along the Canterbury Road and Stanley Street boundaries, providing a tree canopy cover of approximately 678m² (or 15% of the total site area). Council proposes to achieve this through open space and landscaping controls in a site-specific Development Control Plan.</p> <p>Notwithstanding this, these matters would be addressed in the assessment of any future development application for the site.</p>
Planning Priority S16 – Delivering high quality open space	<p>This planning priority recognises the importance of public open space in enhancing the character of the district and highlights the need to provide for and optimise open space areas as the district grows.</p> <p>The plan identifies the provision of local open space in strategic centres as important in providing <i>“places for workers to relax and for people to meet and socialise”</i></p> <p>The plan also states that <i>“for people living in high density areas, access to local open space within the recommended 200 metres is poor along Canterbury Road and the T3 Bankstown Line, particularly between Campsie and Wiley Park”</i>.</p> <p>The proposal is broadly consistent with this priority as it will generate a net increase in the provision of open space on the site as it seeks to include the establishment of a small pocket park (approx. 200m²) to the north for passive recreation use by the public as part of the proposed private hospital development. Council also proposes to achieve this through open space and landscaping controls in a site-specific Development Control Plan.</p>

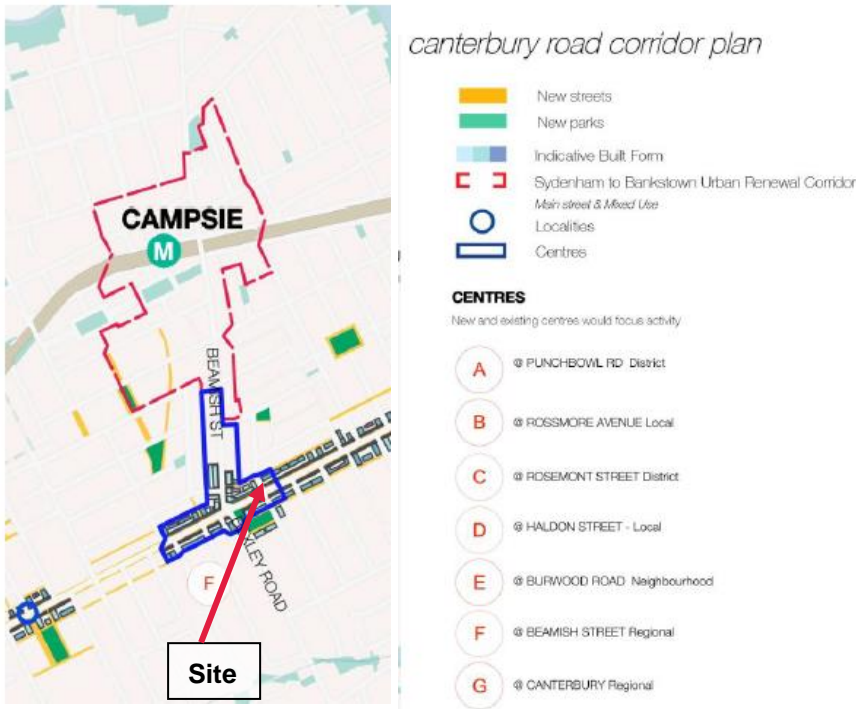
3.3 Local

An assessment of the consistency of the proposal with the relevant local plans is included below.

Table 6 Local strategic planning assessment

Local Strategies	Justification
Community Strategic Plan – CB City 2028	<p>The proposal is consistent with the Community Strategic Plan as it seeks to facilitate:</p> <ul style="list-style-type: none"> the provision of social infrastructure to accommodate the needs of a growing population opportunities for investment in health care and job creation in close proximity to existing transport and amenities long term economic and employment growth enhancements to the public domain and open space offering in proximity to Canterbury Road and the Campsie Strategic Centre the creation of Campsie's Lifestyle and Medical Precinct.

Local Strategies	Justification
Local Strategic Planning Statement 'Connective City 2036'	<p>The proposal is consistent with the vision, priorities and actions of the Canterbury Bankstown Local Strategic Planning Statement – 'Connective City 2036'. In particular:</p> <ul style="list-style-type: none"> • E3.1.56: Provide capacity for 7500 jobs in Campsie Town Centre by 2036. • E3.2.62: Plan for a health precinct that includes urban services anchored by Canterbury Hospital in Campsie. • E6.2.115: Confirm the role of Campsie as the City's second strategic centre through master planning and precinct planning. • E6.9.130: Use master planning to guide Campsie's transition to a strategic centre. <p>The proposal will enable the realisation of the 'Eastern Lifestyle and Medical Precinct – Campsie to Kingsgrove' by facilitating the delivery of a new private hospital that complements the medical services offered at Canterbury Hospital, to accommodate the needs of a growing local population, and support jobs growth in the health care and social assistance industries.</p> <p>The new hospital will support jobs growth in the health care and social assistance industries and assist to reinforce Campsie's role as an important strategic centre.</p>
Canterbury Bankstown Local Housing Strategy (June 2020)	<p>The planning is consistent with the Local Housing Strategy as a new private hospital will provide increased access to a diversity of health services and jobs which will support growth in Campsie strategic centre which is targeting 5,600 additional dwellings by 2036.</p>
Canterbury Bankstown Employment Lands Strategy (June 2020)	<p>The proposal is consistent with Council's Employment Lands Strategy as it seeks to facilitate the creation of a private hospital which complements the existing health care offering of Canterbury Hospital contributing to the establishment of a lifestyle and medical precinct in Campsie. The proposal will provide a significant uplift in the employment-generating uses in the health care industry on the site and contribute 453 direct full-time equivalent ongoing jobs towards the jobs growth target for Campsie.</p> <p>The strategy states that the main purpose of the B6 Enterprise Corridor is to promote a range of employment uses along major corridors. The proposal will assist with revitalising Canterbury Road, creating an attractive streetscape and provide employment uses that support the growth of Campsie and Canterbury centres.</p>
Canterbury Road Review (2017)	<p>The Canterbury Road Review applies to an 8km corridor along Canterbury Road from Hurlstone Park to Punchbowl.</p>

Local Strategies	Justification
	 <p>Figure 11. Canterbury Road Review (Source: Canterbury Road Review, 2017, p.24)</p> <p>The site is partly located within the Campsie centre near Beamish Street.</p> <p>Action E2.4.35 of Council's Local Strategic Planning Statement is to implement the Canterbury Road Review. However, the planning proposal does not include an assessment against the review. A Gateway condition is recommended to include an assessment against the Canterbury Road Review prior to exhibition. Further consideration of this matter is required prior to finalisation.</p>
Draft Campsie Town Centre Master Plan	<p>The draft Campsie Town Centre Master Plan seeks to facilitate the growth of Campsie Strategic Centre, giving effect to the South District Plan.</p> <p>The draft Master Plan applies to the site and identifies the site as being subject to further testing through a separate planning proposal.</p> <p>The draft Master Plan supports an uplift in density on the site to deliver a private hospital and recognises the benefits that the development of a private hospital could have in establishing a health cluster and attracting knowledge based and population servicing workers, as part of this medical precinct.</p> <p>The outcomes recommended for the site under the draft Master Plan include:</p> <ul style="list-style-type: none"> • retaining the existing B6 Enterprise Corridor zoning • a low rise multi-storey commercial building typology • maximum building height of up to 10 storeys • a base floor space ratio of 3:1.

The proposal is consistent with the objective of the draft Master Plan to “*deliver a medical precinct along Canterbury Road anchored by Canterbury Hospital*”.

However, the proposed building height is inconsistent with the draft Master Plan as follows:

- draft Master Plan: 10 storey building height control which equates to approximately 40.7m (based on assumptions included in the draft Master Plan of 4.4m ground floor level, 3.7m for other levels and 3m for rooftop)
- planning proposal: 44.1 – 45.5m building height. Council states that this will deliver a 10-11 storey built form, but the number of storeys is based on higher floor-to-floor heights than those specified in the draft Master Plan due to the operational needs for a hospital (which includes floor-to-floor heights of up to 5m). The proposed heights in metres (44.1-45.5m) equates to an 11-12 storey built form when using the floor-to-floor heights outlined in the draft Master Plan, which is a 1-2 storey (or 3.4-4.8m) variation to the built form envisioned in the draft Master Plan.



Figure 12. Draft Campsie Town Centre Master Plan Height Map
(Source: Extract from planning proposal, pp.31)

Council's justification for the departure from the recommended controls includes:

- the modelling demonstrates acceptable solar access is maintained to affected properties on the opposite side of Canterbury Road
- the draft Master Plan does not have regard to topographic features of the site, which has a natural slope of approximately 2.5m from the Canterbury Road frontage down to the northern portion of the site
- the proposal will result in a building height of 10 storeys when viewed from Canterbury Road and the Stanley Street/Canterbury Road intersection
- appropriate site specific DCP controls will be applied to ensure good built form outcomes
- the concept development envisages a GFA of 22,478m² which equates to an FSR of approx. 5.1:1, which is proposed to apply to hospital uses only.

Council has indicated that notwithstanding this planning proposal, they still intend to amend the base controls for the site in accordance with the draft Master Plan under a future planning proposal. The controls would apply to the site for other permitted (non-hospital) uses.

Local Strategies	Justification
	<p>The proposal supports the broad strategic direction of the draft Master Plan but is inconsistent with the numerical controls identified for the site. The inconsistency is acceptable given the detailed site-specific testing that has been carried out to support the proposal. This is discussed further in Section 4.1, which also addresses the development of the site as a stand-alone planning proposal should the draft Master Plan not proceed.</p> <p>On 24 May 2022, Council resolved to adopt the Campsie Master Plan and to prepare and submit a planning proposal to amend the LEP. As such, a Gateway condition is recommended to update the proposal prior to exhibition to reflect the current status of the master plan.</p>
Draft Canterbury Bankstown Consolidated LEP	<p>The draft consolidated LEP is in the finalisation plan making stage and is currently with the Department for final assessment.</p> <p>The proposed LEP does not seek to amend the controls that currently apply to the site, relevant to this planning proposal.</p>

3.4 Local planning panel (LPP) recommendation

Local Planning Panel Meeting – 15 December 2022

On 15 December 2021 the Canterbury Bankstown Local Planning Panel (LPP) recommended that the proposal proceed to Gateway, subject to the following amendments:

- (a) Amend 1.(a) b to read “A maximum Floor Space Ratio (FSR) of 5.1:1 to apply for hospital uses only (noting that the final wording of the site specific LEP clause be drafted to avoid any conflict with the operation of any other clauses in the LEP about the application and calculation of the mapped or non mapped FSR for the site)”
- (b) Insert in 1. (a) d. on the first line after the word “objectives” the words “that must be considered”.

Council Meeting – 15 March 2022

At the Ordinary Council meeting on 15 March 2022 a resolution was passed that:

1. The application to amend the draft Canterbury Bankstown Local Environmental Plan proceed to Gateway subject to:
 - (a) Inclusion of a site-specific LEP clause in Part 6 ‘Additional Local Provisions’ that permits the following:
 - a) A maximum building height of 44.1m to Canterbury Road only where the use of the land is a hospital use. The clause will include minimum setbacks for rooftop mechanical plant to maintain solar access to surrounding properties. Due to the site’s topography, the clause will also stipulate a maximum building height of 45.5m when measured from the northern side of the site from the future rear lane, inclusive of rooftop mechanical plant
 - b) A maximum Floor Space Ratio (FSR) of 5.1:1 to apply for hospital uses only noting that the final wording of the site specific LEP clause be drafted to avoid any conflict with the operation of any other clauses in the LEP about the application and calculation of the mapped or non-mapped FSR for the site.
 - c) Stipulate minimum setbacks for the building as measured from the Canterbury Road boundary and other site boundaries to maintain solar access to the surrounding properties.
 - d) Include objectives that must be considered in the proposed Local Provision clause as follows:

- To encourage the development of a hospital to enhance the delivery of health services to the local community.
- To ensure that the development is compatible with surrounding land uses and site constraints and maintains acceptable solar access to future residential development along Canterbury Road.

(b) Prior to public exhibition occurring the following additional information is submitted by the applicant:

- i. Draft site specific DCP controls that are supported by modelling to protect solar access to future residential apartments on the southern side of Canterbury Road. This is to include controls for minimum building setback and maximum mechanical plant height.
 - ii. A NSW Environment Protection Authority accredited Site Auditor to verify the methodology and conclusions of the draft RAP.
 - iii. Additional traffic modelling and other supporting information to address issues raised by Transport for NSW and Council in relation to the Planning Proposal.
2. Council prepare a site specific DCP Amendment as outlined in Section 4 of this report and exhibit the DCP Amendment concurrently with the Planning Proposal.
 3. A draft Planning Agreement be prepared and exhibit alongside the Planning Proposal, subject to the following:
 - i. Agreement being reached by the applicant and Council on an active transport/cycleway contribution, open space contribution, and accurate costing for pedestrian and traffic management measures prior to the matter being considered by Council.
 - ii. Development contributions under s7.11 or s7.12 being payable in full in addition to any public benefit offer, consistent with Council's Planning Agreement Policy.
 4. The applicant updating the supporting studies prior to exhibition to reflect the amendments to the Planning Proposal since lodgement (incl. reduced building height from 56m to 44.1m and 45.5m, maximum Floor Space Ratio of 5.1:1).
 5. Subject to the issue of a Gateway Determination, Council exhibit the Planning Proposal, draft site specific DCP and draft Planning Agreement and the matter be reported to Council following the exhibition; and
 6. Council seek authority from the Department of Planning, Infrastructure and Environment to exercise the delegation in relation to the plan making functions under Section 3.36(2) of the Environmental Planning and Assessment Act 1979.

The planning proposal implements to recommendations of the LPP and Council and was submitted to the Department on 1 April 2022 for Gateway Determination.

3.5 Section 9.1 Ministerial Directions

The planning proposal's consistency with the relevant section 9.1 Directions is discussed below:

Table 7 9.1 Ministerial Direction assessment

Directions	Consistent/ Not Applicable	Reasons for Consistency or Inconsistency
Direction 1.1 Implementation of Regional Plans	Consistent	The proposal is consistent with this direction as it gives effect to the Region Plan.

Direction 1.4 Site Specific Provisions	Inconsistent, minor significance	<p>This direction seeks to discourage unnecessarily restrictive site-specific planning controls.</p> <p>The proposal seeks to introduce site-specific provisions that will apply only to hospital uses on the subject site. The controls reflect the operational needs of a private hospital, including increased floor to floor heights and rooftop mechanical plant operational requirements. They also reflect detailed urban design testing.</p> <p>The alternative, amending the floor space ratio and height of building controls, would permit an increased building envelope for all land uses permitted in the B6 Enterprise Corridor zone.</p> <p>The proposed site specific provisions are supported as the inconsistency with the direction is of minor significance and the site specific controls are the most appropriate way to ensure the additional building envelope required to deliver healthcare infrastructure.</p>
Direction 4.1 Flooding	Inconsistent, conditions recommended	<p>This direction seeks to ensure development of flood prone land is consistent with the NSW Government's Flood Prone Land Policy and principles of the <i>Floodplain Development Manual 2005</i>. It also seeks to ensure LEP provisions that apply to flood prone land that are commensurate with the flood behaviour and consider the potential impacts on and off the land.</p> <p>This direction applies as the proposal seeks to alter development standards that apply to parts of the site which are flood affected, including:</p> <ul style="list-style-type: none"> • minor parts isolated to the north western corner of the site, which are affected by the 100 year average recurrence interval • probable maximum flood impacts to the north western corner, and the north eastern and south eastern site boundaries.

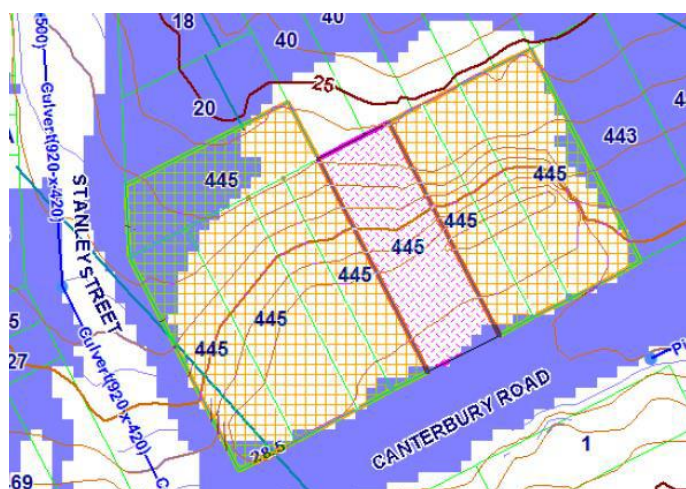


Figure 13. 100 Year Average Recurrence Interval
(Source: Extract from planning proposal, pp.36 & 38)



Figure 14. Probable Maximum Flood map of subject site
(Source: Extract from planning proposal, pp.36 & 38)

The proposal is inconsistent with this direction as it seeks to:

- permit a significant increase in the development of the land
- permit development for the purpose of a hospital where the occupants of the development cannot effectively evacuate.

A proposal may be inconsistent with the terms of the direction if the planning proposal authority is satisfied that the proposed is supported by a flood and risk impact assessment prepared in accordance with the *Floodplain Development Manual 2005*.

The accompanying Flooding Impact Statement, prepared by Martens & Associates Pty Ltd (November 2021) concludes:

- the proposed development footprint in the concept plan is outside the PMF extent
- although the proposal will increase density of development on the site, it can proceed safely
- occupants can safely evacuate in the 1% AEP flood event as adjacent roads are only affected by low hazard overland flows but shelter-in-place is the preferred emergency response strategy due to high hazard flooding in Canterbury Road and Stanley Street in the PMF event. These roads would only

		<p>be affected for a short time (1-2 hours) during a PMF event</p> <ul style="list-style-type: none"> the proposal will not cause significant impacts to other properties. <p>Council's Asset Planning and Stormwater team reviewed the Flood Impact Statement and recommended that:</p> <ul style="list-style-type: none"> the basement is protected against flooding for events up to the PMF (including all potential entry points for water ingress) emergency vehicle access is provided to the site during flood events up to the PMF. <p>Council has indicated intent to prepare a site specific DCP which will address the above recommendations and include a requirement for a detailed flood emergency management plan to be prepared as part of any future development application for the site.</p> <p>A Gateway condition is recommended to consult with the NSW State Emergency Service and the Department's Environment, Energy and Science Division.</p> <p>A further Gateway condition is recommended to prepare a Flood Emergency Response Plan to demonstrate that the occupants of the hospital can effectively evacuate given the flood affection of the site and surrounding access roads to address consistency with or justify inconsistent with the direction.</p> <p>It is noted that the Department has commenced a Flood Inquiry which will report on the causation, land use planning and management matters. The outcome for flooding may need to be updated pending the findings and recommendations of the Inquiry.</p> <p>Further assessment against the inconsistency with this direction should be undertaken prior to finalisation.</p>
Direction 4.4 Remediation of Contaminated Land	Consistent	<p>This direction aims to reduce the risk of harm to human health and the environment by ensuring that contamination and remediation are considered at the planning proposal stage.</p> <p>This direction applies as the proposed development of a hospital is to be carried out on land where there is knowledge of uses referred to in Table 1 of the contaminated land planning guidelines (i.e. the site has been used for the handling of petroleum and waste oils and</p>

		<p>there is evidence of two large fuel storage tanks being removed from part of the site).</p> <p>The proposal is supported by:</p> <ul style="list-style-type: none"> • a detailed site investigation (30 August 2017) • a data gap investigation (23 March 2021) • a draft remediation action plan (13 May 2021). <p>The draft RAP concludes that <i>“the site can be made suitable for the proposed use...subject to compliance with the draft RAP recommendations”</i>. The proposal also recommends a Site Audit Statement and Site Audit Report be provided prior to exhibition to verify the draft RAP.</p> <p>Council may include these recommendations for additional information in the site-specific DCP to inform further consideration of contamination and remediation at DA stage.</p> <p>The proposal is consistent with this direction as hospitals are a permitted land use in the B6 Enterprise Corridor zone and the proposal does not seek to amend the land use permissibility of the site. Furthermore, a preliminary investigation of the land has been carried out and a Gateway condition is recommended to consult the Environmental Protection Authority.</p>
Direction 5.1 Integrating Land Use and Transport	Consistent	<p>This direction seeks to ensure development is appropriately located to improve access and transport choice with access to jobs and services by walking, cycling and public transport. This direction applies to all planning proposals which seek to alter zoning or provisions relating to urban land, including residential and business uses.</p> <p>The proposal is consistent with this direction as it seeks to facilitate the development of a health care facility on a site that is well located, in proximity to existing transport infrastructure and services, as well as a future metro rail station in Campsie strategic centre. The site's accessibility to public transport satisfies the objectives of this direction as it seeks to reduce dependence on cars and encourage public transport use.</p>
Direction 7.1 Business and Industrial Zones	Consistent	<p>This direction aims to encourage employment growth in suitable locations, protect employment land in business zones and support the viability of identified centres.</p> <p>The proposal is consistent with this direction as it seeks to retain the sites existing B6 Enterprise Corridor land use zoning and facilitate the development of a hospital on the site.</p> <p>This will support employment growth in the area and contribute an estimated 453 jobs (specifically knowledge intensive jobs linked to health and medical services) once operational, towards the district plans growth target of 7,500 jobs for the Campsie strategic centre by 2036.</p>

3.6 State environmental planning policies (SEPPs)

The planning proposal is consistent with all relevant SEPP's, as outlined below.

Table 8 State Environmental Planning Policy assessment

SEPPs	Proposal
State Environmental Planning Policy (Transport and Infrastructure) 2021	<p>The SEPP aims to facilitate the effective delivery of infrastructure across the state.</p> <p>Section 2.118 of the SEPP seeks to ensure that new development does not compromise the operation and function of classified roads.</p> <p>The concept plan submitted with the proposal seeks to remove existing vehicular access from Canterbury Road with a sole vehicular access point from Stanley Street. This would form part of establishing a new 9m wide public laneway (subject to a VPA). The suitability of a sole access point to the site in terms of hospital operational requirements, flood evacuation and traffic impacts requires further consideration.</p> <p>Under Schedule 3 of the SEPP, any development for a hospital over 100 beds with frontage to a classified road must be referred to TfNSW. A Gateway condition is recommended to consult with TfNSW.</p>
State Environmental Planning Policy (Resilience and Hazards) 2021	<p><u>Chapter 4 Remediation of land</u></p> <p>An assessment against the provisions of the Section 9.1 Direction 4.4 Remediation of Contaminated Land is provided in section 3.5 above.</p>
Draft Design and Place SEPP	<p>The proposal includes a detailed assessment of the proposal against the requirements of the draft Design and Place State Environmental Planning Policy. However, on 5 April 2022 the Minister for Planning and Home's announced that the State Environmental Planning Policy for Design and Place would not be introduced. A Gateway condition is recommended to remove references to the draft Design and Place State Environmental Planning Policy.</p>

3.7 Draft policy amendments

Employment Zones Reform

The Department's Employment Zones Reform seeks to deliver a simplified framework that promotes productivity and jobs growth, and deliver the community's objectives set through strategic plans and planning priorities.

A Gateway condition is recommended to update the proposal to include an advisory note indicating the equivalent zone for the B6 Enterprise Corridor zone under the Employment Zones Reform.

Developing Near Pipelines

The Department is currently exhibiting proposed changes to SEPP (Transport and Infrastructure) 2021 to better protect high pressure dangerous goods pipelines from new developments.

The site is not affected by a high pressure dangerous goods pipeline.

4 Site-specific assessment

4.1 Environmental

Biodiversity

The site is located within an established urban area and is not known to contain any critical habitat or threatened species, populations or ecological communities.

Hazards

The site is contaminated and affected by flooding. Refer to Section 3.5.

Built form and density

The Department acknowledges the rationale provided by Council for the proposed increase in heights for the purposes of a hospital use on the site which is a site specific response to solar access, topography and the operational needs of the hospital as well as strengthening Campsie strategic centre.

While hospital uses are currently permitted on the site in the current B6 Enterprise Corridor zone under the Canterbury LEP 2012, the proposal recognises the existing 12m building height control does not enable hospital uses which require large, unencumbered floor plates and building envelopes compared to other uses permitted in this zone.

While the existing development immediately surrounding the site is predominantly characterised by low to medium density residential uses, the proposed built form (stated as 10-11 storeys in the planning proposal, but equivalent to 11-12 storeys under the floor-to-floor heights in the draft Master Plan) is considered acceptable in this instance as:

- the site is situated within the Campsie strategic centre, which is identified as an important location for housing and employment growth under the South District Plan over the next 20 years. The built form within the strategic centre is expected to transition over time
- the proximity of the site to Campsie Railway Station and Canterbury Hospital will contribute to establishing a medical precinct close to public transport, giving effect to Council's Local Strategic Planning Statement. The hospital will deliver significant employment, health and social benefits to the District
- the additional height is for the purpose of a hospital which has mechanical plant requirements that are difficult to accommodate within a compliant building envelope on a sloped site. Different height controls are proposed at the front and rear of the site to accommodate the rooftop plant and respond to the site topography. A lower building height on the southern side of the site (Canterbury Road frontage) and setbacks to the rooftop plant will minimise visual impacts and ensure that an acceptable level of amenity is maintained to nearby sites.
- the presence of a range of built forms in the nearby area including two and eight storey shop top housing developments in the nearby vicinity, located approximately 750m north-east and 850m south-west of the site, with frontage to Canterbury Road

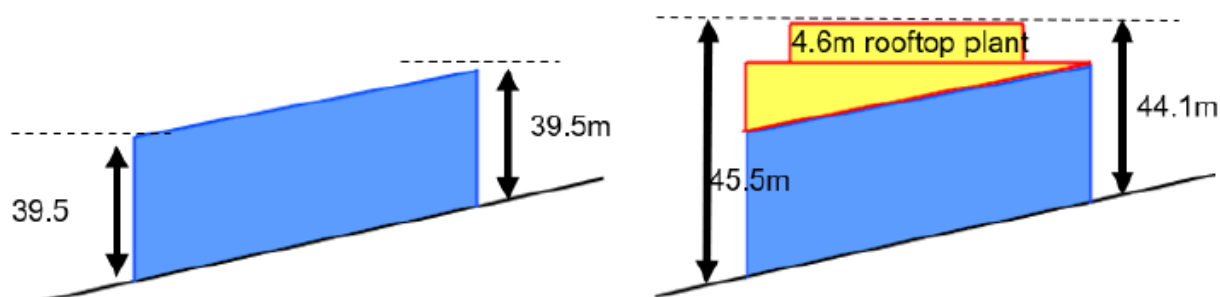


Figure 15. Building heights – showing the majority of the additional built form will be located away from the Canterbury Road frontage

(Source: Extract from planning proposal, p.16)

Note: Council states the draft master plan allows for a 10 storey building as 39.5m but DPE calculates it as 40.7m

Whilst this is a stand-alone planning proposal, it is noted that the proposal is broadly compatible with the draft master plan which envisions future built form of up to 20 storeys in Campsie and clusters of 10-12 storey buildings around the Beamish Street/Canterbury Road intersection to signify the approach to Campsie town centre. It also maintains the 10 storey frontage to Canterbury Road, with setback controls for the rooftop plant, and the additional bulk and scale located at the rear of the site where the landform slope away from the road.

The Department's urban design team is supportive of the proposed height and floor space ratio controls subject to the use of the site for a hospital.

The Department notes Council's intention to prepare a site specific DCP. The Department considers that the site specific DCP will be capable of providing an appropriate planning framework to guide the quality of the future built form and its relationship and transition to surrounding properties.

Overshadowing

The planning proposal is supported by a Shadow Analysis, prepared by Dickson Rothschild in September 2021, which provides an analysis of the potential shadow implications of the proposed hospital concept design for the site on the neighbouring sites.

Council has confirmed that the building envelopes used in the supporting shadow analysis reflect the proposed building heights and the 5.1:1 FSR.

This report included an analysis of the potential solar impacts to land immediately south of Canterbury Road at 1-5 Robertson Street and 412-416 Canterbury Road, Campsie, which is earmarked for future high density residential uses under the draft Campsie Town Centre Master Plan.

The Shadow Analysis demonstrated that least 70% of apartments within a conceptual building envelope (under the draft Master Plan) on the southern side of Canterbury Road will receive the minimum of 2 hours of direct sunlight between 9 am and 3 pm on 21 June, required to comply with Apartment Design Guide (ADG).

The Shadow Analysis also noted that the shadows generated by the proposed concept plan are largely the same as a development under the draft Campsie Master Plan.

The location of the rooftop plant has been adjusted to maintain the level of acceptable solar access as per ADG requirements. The Department recommends that Council consider built form and upper-level setbacks, together with the location and size of the rooftop plant to secure solar access to properties to the south, when preparing its supporting site specific DCP.

Traffic and parking

Vehicle access

The proposal includes the provision of a 9 metre wide public lane along the rear of the site accessible via Stanley Street, which will serve as the sole vehicle access point for staff, patients, emergency and service vehicles to the future private hospital. A drop-off / pick-up porte cochere off the future rear lane is also proposed.

The Department notes that the north-western corner of the site is in 1% AEP and PMF events, where the only vehicular access point is located.

Managing the multiple vehicle movements and uses along this laneway and potential traffic congestion, potential conflict of vehicular uses and flood constraints for evacuation are important.

The Department recommends that further investigation around access to and from the site be undertaken by a qualified traffic engineer, to determine whether a single access point for the proposed hospital use is sufficient. Council should consider exploring the provision of a second access, in particular for emergency vehicles and ambulances. The proposed access point should be located to ensure safe and convenient pedestrian movement within, through and around the site.

This is of particular importance to ensure public safety in the event of an emergency, given the sensitive nature of the land use proposed on the site. Whilst the detailed design can be resolved at DA stage, the proposal should demonstrate it is capable of accommodating suitable access.

A Gateway condition is recommended to confirm the suitability of vehicular access to cater for a range of vehicular and pedestrian movements, with particular regard to emergency access and evacuation requirements.

Parking

The concept plan submitted with the proposal incorporates four loading bays and five levels of basement parking to accommodate 382 vehicles.

The proposal identifies that the proposed parking rate meets the car parking requirements of Council's Development Control Plan.

The Department considers that the proposal is capable of accommodating suitable onsite parking and is in close proximity to existing rail services, which will provide opportunity for the use of alternative modes of transport to the site.

Traffic generation

The traffic analysis and review that has been undertaken to date includes:

- Traffic and Parking Report, Varga Traffic Planning (2020)
- Council's Traffic and Transport team peer review
- Council initiated* Traffic Consultant Peer Assessment, Bitzioz Consulting (December 2020)
- Traffic Modelling Assessment, The Transport Planning Partnership (August 2021)
- TfNSW' preliminary comments on the proposal - received by Council in February 2021 and September 2021.

A revised traffic impact assessment and additional traffic modelling has been undertaken to address the issues raised in Council's Traffic and Transport Team review, the traffic consultant peer assessment and TfNSW preliminary comments.

This has included the identification of traffic management and congestion mitigation measures, to minimise traffic impacts of the future hospital on Canterbury Road and surrounding streets including:

- right turn ban from Stanley Street and Northcote Street onto Canterbury Road during certain times
- left-in and left out arrangements at Una Street/Canterbury Road
- modification of traffic signal arrangements at Canterbury Road/Duke Street
- extension of right-turn lane lengths at Beamish Street/Bexley Road and Canterbury Roads (by 25-35m).

Council has indicated that further consideration of traffic management and mitigation measures is required following updated SIDRA modelling, traffic distribution diagrams and public consultation.

TfNSW has also indicated (September 2021) that additional work is required to resolve traffic and vehicle access, including:

- a Traffic Management Plan (TMP) approved TfNSW to support left-in left-out turns at the Canterbury Road/Una Street intersection
- a report justifying the reinstatement of right turn traffic from Canterbury Road into Duke Street, including evidence of community consultation
- addressing access of 12.5m rigid truck to the site (not 11m)
- addressing freight movements on Canterbury Road to allow it to operate at maximum efficiency, noting noise, air and vibration impacts would need to be mitigated.

The traffic assessment indicates there will be increased traffic at morning and afternoon peak times but subject to mitigation measures, the level of service 'D' will be achieved, except for Beamish Street/Bexley Road and Canterbury Road intersection which will remain at service level 'F' despite upgrades.

Council has advised that the TfNSW recommendations are most appropriate to address at DA stage.

A Gateway condition is recommended requiring further consultation with Transport for NSW (TfNSW) to ensure that the intended development outcome is capable of achieving an acceptable traffic and access outcome.

4.2 Social and economic

The proposal has the potential to generate a variety of positive social and economic benefits, including:

- delivering a new private hospital to accommodate the needs of Canterbury-Bankstown's growing and ageing population, on a site that is well located in close proximity to existing transport infrastructure (including a future metro station), retail and residential land uses
- improving existing health care provision in the community, and strengthening links to Canterbury Hospital and surrounding allied health services through the co-location of health facilities
- contributing to the creation of great places through the provision of a dedicated pocket park for public use, new open space/through site link along the eastern site boundary and increasing the urban tree canopy cover on the site
- supporting the growth in investment and business by facilitating significant private investment in health infrastructure within the Campsie Strategic Centre
- generating increased employment opportunities and economic growth for local retail, manufacturing and wholesale businesses through the construction and operation of the new private hospital.

The Department notes the potential adverse social impacts acknowledged by Council that may occur as a result of the proposal, which are primarily associated with the future demolition and construction of a new hospital, including increased noise and vibrations as well as traffic, air quality

and visual impacts, and loss of the existing employment generating business on site (an estimated loss of approximately 12 direct FTE jobs). The Department considers that these matters could be appropriately addressed at the DA stage.

4.3 Infrastructure

The following table provides an assessment of the adequacy of infrastructure to service the site and the development resulting from the planning proposal and what infrastructure is proposed in support of the proposal.

Table 9 Infrastructure assessment

Infrastructure	Assessment
Open space	<p>The nearest open space to the site is Tasker Park, Peter Moore Fields and Hughes Park which are around 1km from the site.</p> <p>The proposed concept plan supporting the proposal includes a 200m² pocket park. The intent is that this would be a publicly accessible park to provide some open space for staff and patients.</p> <p>There is no planning mechanism proposed to ensure the delivery of this open space and given the lack of open space within the immediate vicinity of the site, a Gateway condition is recommended to include a provision in the LEP for the proposed pocket park on the site to be publicly accessible.</p>
Traffic and transport	An assessment of traffic and transport is provided in Section 4.1.
Utilities	The site can be suitably serviced in terms of water, wastewater, electricity, gas and telecommunications subject to upgrade works which will be subject to detailed design at DA stage.
Voluntary Planning Agreement	<p>Council has indicated there are ongoing negotiations with the land owner to facilitate the delivery of the following public benefits and required infrastructure works and upgrades:</p> <ul style="list-style-type: none"> • dedication of 3.5m of land fronting Canterbury Road • dedication of 6m of land along the eastern boundary for a pedestrian through-site link • dedication of a 9m wide laneway from Stanley Street (for future extension to Una Street) • provision and maintenance of a 205m² landscaped pocket park (with an easement to allow public use in perpetuity) • contribution towards a cycleway to the Cooks River • new kerb ramp on Stanley Street • pedestrian crossings on Stanley Street, Una Street and Unara Street • onsite public art • contribution to assist with acquisition of 80 Duke Street Campsie (to create a new public park)

Infrastructure	Assessment
	<ul style="list-style-type: none"> monetary contribution (up to \$300,000) for traffic management works (outlined in traffic report – new signals, signage, lighting, median strips, kerbs) <p>It is noted that a Voluntary Planning Agreement is yet to be executed and further refinements may be required to reach an agreement with Council.</p> <p>Works to be delivered and contributions via any VPA would be in addition to ordinary section 7.11 and section 7.12 development contributions.</p>

5 Consultation

5.1 Community

Council has proposed a community consultation period of a minimum of 28 days.

A Gateway condition is recommended for a maximum 20 day community consultation period in accordance with the Department's *Local Environmental Plan Making Guideline* (December 2021).

5.2 Agencies

A Gateway condition is recommended that the following agencies be consulted on the planning proposal and given 30 days to comment in accordance with the Department's *Local Environmental Plan Making Guideline* (December 2021):

- Environment, Energy and Science Division of NSW Department of Planning and Environment
- South Western Sydney Local Health District
- Environmental Protection Authority (EPA)
- Sydney Water
- Transport for NSW
- Ausgrid
- State Emergency Service.

6 Timeframe

Council has proposed an 8 month time frame to complete the LEP from receipt of a Gateway determination. The Department agrees with this timeframe as it will ensure the LEP is completed in line with its commitment to reduce processing times. It is recommended that if the Gateway is supported it also includes conditions requiring council to exhibit and report on the proposal by specified milestone dates.

7 Local plan-making authority

Council has requested to be the local plan-making authority under section 3.36 of the *Environmental Planning and Assessment Act 1979* (refer to Council's letter to the Department dated 1 April 2022).

Given there is unresolved consistency with Section 9.1 Directions which will also require consultation with relevant public agencies, it is recommended that Council not be authorised to be the local plan-making authority for this proposal.

8 Assessment summary

The planning proposal is supported to proceed with conditions for the following reasons:

- the planning proposal is consistent with the relevant provisions of the Greater Sydney Region Plan, South District Plan, applicable State Environmental Planning Policies and local strategic plans
- any inconsistencies with section 9.1 Ministerial Directions which are not currently addressed, will be addressed by way of Gateway conditions
- hospitals are permitted with consent on the site under the current land use zoning
- the proposal will facilitate the delivery of new health infrastructure to accommodate the needs of Canterbury-Bankstown's growing and ageing population, on a site that is well located in proximity to established infrastructure, health care, transport and residential land uses
- the proposal will provide publicly accessible open space within the Campsie strategic centre (subject to conditions)
- the proposal will facilitate the realisation of the 'Eastern Lifestyle and Medical Precinct – Campsie to Kingsgrove' identified in Council Local Strategic Planning Statement, and assist in reinforcing Campsie's role as an important strategic centre
- the proposal will facilitate the investment in and co-location of health services, and the creation of jobs through the redevelopment and future use of the site, which is located in close proximity Canterbury Hospital.

9 Recommendation

It is recommended the delegate of the Secretary:

- Agree that any inconsistency with certain aspects of section 9.1 Direction - 1.4 Site Specific Provisions is minor or justified; and
- Note that the consistency with the section 9.1 Directions 4.1 Flooding are unresolved and will require justification.

It is recommended the delegate of the Minister determine that the planning proposal should proceed subject to the following conditions:

1. Prior to public exhibition the planning proposal is to be updated to:
 - a) Referencing amended the Canterbury Local Environmental Plan 2012, the environmental planning instrument that is currently in force as well as an assessment against the draft Canterbury Bankstown Consolidated Local Environmental Plan
 - b) include an assessment against the Canterbury Road Review
 - c) amend the site address to '445 Canterbury Road Campsie' to align with NSW Government street address data, or alternatively Council should make a formal request to the Department of Customer Service to update the street address data
 - d) include an advisory note to clearly state that the draft objectives of the proposed site-specific provision are indicative in nature and will be subject to drafting by Parliamentary Counsel's Office (PCO), should the proposal progress to finalisation
 - e) reflect the current status of the Campsie Town Centre Master Plan and address any relevant post-exhibition changes that impact the proposal
 - f) remove references to the draft Design and Place State Environmental Planning Policy
 - g) include an advisory note indicating the equivalent zone for the B6 Enterprise Corridor zone under the Department's Employment Zones Reform

- h) confirm the suitability of vehicular access to cater for a range of vehicular and pedestrian movements, with particular regard to emergency access and evacuation requirements
 - i) include a provision in the LEP for the proposed pocket park on the site to be publicly accessible
2. Prior to finalisation the planning proposal is to be revised to:
- a) include a Flood Emergency Response Plan to demonstrate that the occupants of the hospital can effectively evacuate given the flood affection of the site and surrounding access roads to address consistency with or justify inconsistency with section 9.1 Ministerial Direction 4.1 Flooding.
3. Consultation is required with the following public authorities:
- Environment and Heritage Group of NSW Department of Planning and Environment
 - South Western Sydney Local Health District
 - Environmental Protection Authority (EPA)
 - Sydney Water
 - Transport for NSW (TfNSW)
 - Ausgrid
 - State Emergency Service.
4. The planning proposal should be made available for community consultation for a minimum of 20 days.
5. The planning proposal must be placed on exhibition not more than 3 months from the date of Gateway determination.
6. The timeframe for completing the LEP is to be 8 months from the date of the Gateway determination.
7. Given the nature of the proposal, Council should not be authorised to be the local plan-making authority.



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