

7 May 2026

Adam Flynn
Senior Planning Officer
Department of Planning, Housing and Infrastructure

Dear Adam

**Exhibition of Environmental Impact Statement for SSD-105396208
New Bankstown Hospital, Bankstown**

The City of Canterbury-Bankstown welcomes the opportunity to comment on the Environmental Impact Statement for State Significant Development Application SSD-105396208, which proposes the construction and operation of a new 14-storey hospital with associated car parking and infrastructure at 490 Chapel Road, Bankstown.

Council strongly supports this significant State Government investment in new public health infrastructure and recognises the project as a transformational development for the Bankstown City Centre. The relocation of Bankstown Hospital to the City Centre directly aligns with the Bankstown City Centre Master Plan, which identifies the hospital as a key catalyst for the centre's growth as a strategic centre underpinned by health and education.

The proposed development will deliver positive community outcomes, including improved access to critical health and community services in a highly accessible location, significant direct and indirect employment opportunities, and reinforcement of Council's long-standing advocacy for relocating the hospital into the City Centre. The project will play a central role in establishing Bankstown as a strategic centre and will complement major recent and forthcoming investments, including Western Sydney University's Bankstown Campus, the relocation of Bankstown TAFE, and the commencement of Sydney Metro services.

Council considers the new hospital to be a catalyst for further investment and employment-generating development, strengthening the economic and social vitality of the Bankstown City Centre.

While supporting the proposal in principle, Council's submission will provide comments and guidance on technical matters including urban design, transport, access, infrastructure servicing and integration with surrounding development. Council is finalising its formal submission and will submit this by **Wednesday, 13 May 2026**.

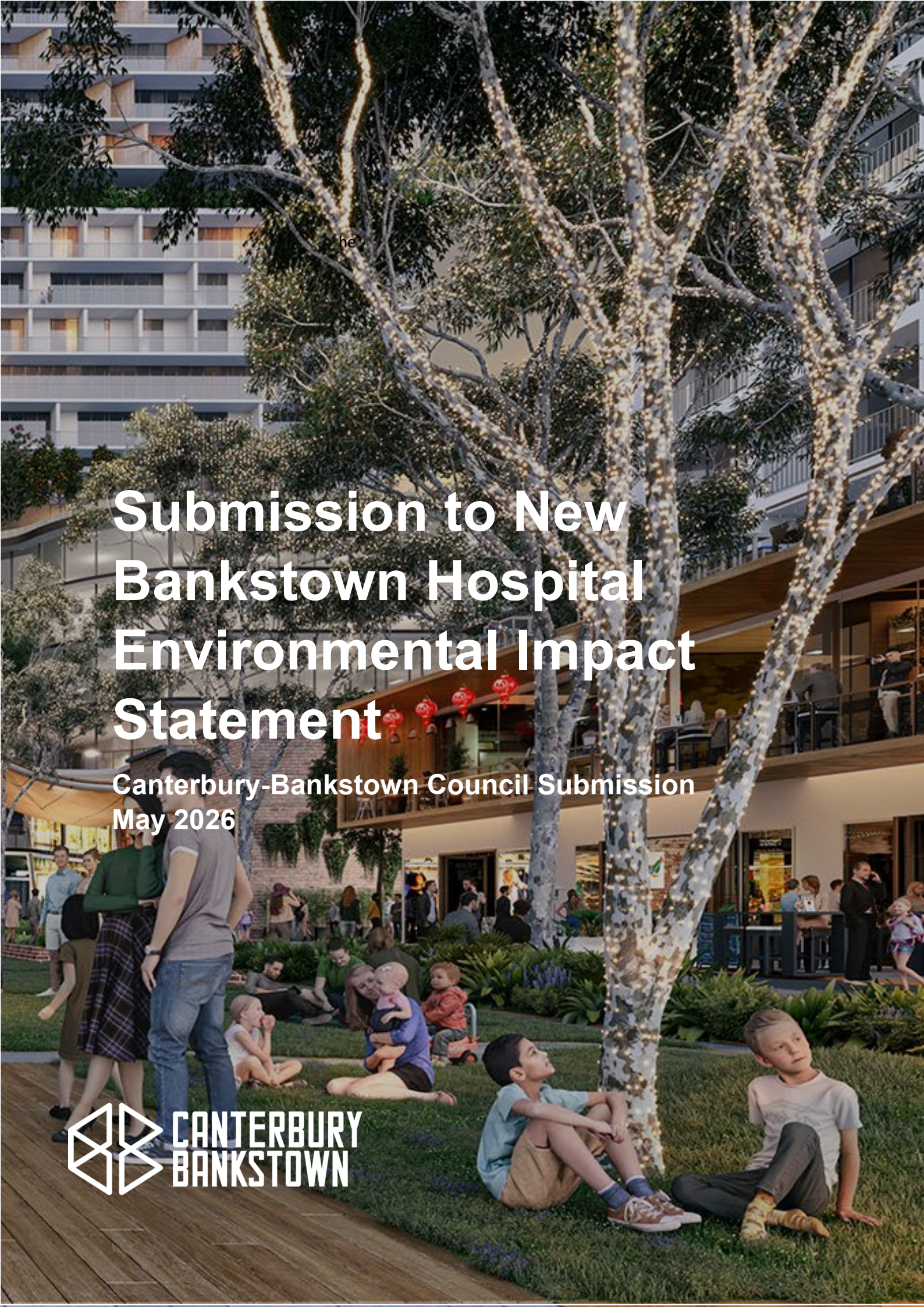


Council looks forward to continuing to work collaboratively with the Department of Planning, Housing and Infrastructure and Health Infrastructure to achieve the best possible outcomes for the community through delivery of this significant project. If you require any clarification in the interim, please feel free to contact Patrick Lebon, Coordinator Strategic Assessments on 02 9707 5593, or via email Patrick.Lebon@cbc.city.nsw.gov.au

Yours sincerely

A handwritten signature in black ink, appearing to read 'Camille Lattouf', with a stylized, flowing script.

Camille Lattouf
Manager, City Strategy and Design
Canterbury Bankstown Council



Submission to New Bankstown Hospital Environmental Impact Statement

Canterbury-Bankstown Council Submission
May 2026





Bankstown
Hospital

EMERGENCY

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1. A Critical Piece to the Bankstown Health and Education Precinct

Council strongly supports this significant State Government investment in new public health infrastructure and recognises the project as a transformational development for the Bankstown City Centre. The relocation of Bankstown Hospital to the City Centre aligns with the Bankstown City Centre Master Plan, which identifies the hospital as a key catalyst for the centre's growth as a strategic centre underpinned by health and education.

The City of Canterbury-Bankstown welcomes the opportunity to comment on the Environmental Impact Statement for State Significant Development Application SSD-105396208, which proposes a new 14-storey hospital with associated parking and infrastructure at 490 Chapel Road, Bankstown.

Council supports the proposal in principle. The development will improve access to essential health services, generate significant employment and deliver on Council's long-standing advocacy to relocate the hospital into the Bankstown City Centre. It will play a key role in strengthening Bankstown's function as a strategic centre, alongside major investments including Western Sydney University, TAFE and Sydney Metro.

The hospital is expected to act as a catalyst for further investment, supporting employment growth and reinforcing the economic and social vitality of the City Centre.

Notwithstanding this support, Council raises a number of key matters to be addressed to ensure the proposal adequately integrates with the City Centre and is supported by appropriate infrastructure and servicing. This submission focuses on key technical issues including urban design, transport and access, infrastructure servicing and integration with the Bankstown City Centre's urban fabric.

Council's priorities are to ensure:

- strong integration with the City Centre and surrounding precinct
- safe and efficient transport connectivity and access
- high-quality design outcomes for the building and public domain
- appropriate infrastructure contributions
- resolution of flooding, stormwater and servicing constraints

Council provides detailed recommendations and recommended conditions of consent to address these matters. Council will continue to work with the Department of Planning, Housing and Infrastructure and Health Infrastructure to achieve a high-quality outcome for this State significant development.

2. Urban design

Comments

The proposed development will present as a landmark building within the Bankstown City Centre and a key anchor of the emerging 'Eds & Meds' precinct. This precinct includes the site, Western Sydney University, the TAFE campus, and a cluster of allied health uses centred around Rickard Road, Kitchener Parade and Chapel Road.

The site has a significant interface with Chapel Road North, where the western side of the street between French Avenue and the Hume Highway is characterised by institutional health and education uses, including La Salle Catholic College and Saint Felix Primary School and Church. This context reinforces Chapel Road's role as a key civic, health and education spine of the City Centre, with a strong landscaped character that should be protected and enhanced.

The proposal will intensify activity along this corridor, strengthening the civic environment and increasing public transport, active transport and pedestrian movement. The siting of the hospital building toward the southern end of the site will assist in drawing employment density and activity closer to the City Centre core.

The hospital campus comprises three primary components: the hospital building, public open space, and car parking. Each element contributes differently to Chapel Road and the broader precinct but must operate cohesively as an integrated campus. It is critical that movement within the site and connections to the surrounding area are legible, seamless and reinforce Chapel Road's role as a primary civic spine.

The western interface with the playing fields of La Salle Catholic College and Saint Felix provides an opportunity for a strong green outlook from the hospital. However, this edge also requires careful design consideration, particularly in relation to the operation and treatment of the service lane along the western boundary.

The proposed material palette relies heavily on glazing and metal cladding. While this may achieve a contemporary architectural expression, it has the potential to appear clinical and uninviting at street level. Council recommends incorporating masonry elements at the lower levels, consistent with the character of this part of the City Centre. A similar approach has been adopted in the approved redevelopment of Saint Paul's Anglican Church opposite the site.

The proposed height and bulk introduce a new scale of development in this location. Given the functional requirements of a hospital, a bulkier built form is expected; however, measures should be implemented to reduce the perceived mass of the building. This may include variation in building height, articulation of façades, and the introduction of podiums or terraces. These measures should also assist in managing potential overshadowing impacts on nearby residential development along French Avenue.

Council maintains a public 3D model of the City Centre. The Applicant is requested to provide a 3D model of the proposed development to enable accurate representation within Council's model and to inform the assessment of future surrounding development.

Recommendations

- The Applicant provide an overarching Spatial and Public Domain Strategy that sets out or reconsiders the following:
 - The legibility of movement across the site
 - The integration of public domain elements across the site
 - Safety, signage and wayfinding approaches between the three parts of the campus, TAFE uses remaining on the site and access to La Salle Catholic College playing fields and drop off areas
 - Demonstrated regard for the user experience of moving across the site, including for patients, staff, visitors, users of the College playing field facilities and the wider community
 - The civic arrival and interface between Chapel Road and the main public entry of the hospital and between Chapel Road and the public open space, ensuring clear, legible and attractive spaces and movement
 - Providing a useable buffer between the significant areas of hard surface parking and Chapel Road, to ensure this interface remains a green and attractive interface
 - Ensuring sufficient capacity for public transport waiting areas, ensuring that bus stop crowding does not impede active transport, pedestrian movement or amenity around the bus stops
 - Maximise tree retention and shading along Chapel Road.
- Consider the interface of the proposal along its western boundary to the playing fields and where possible, providing active or semi-active edges and providing outlook over the playing fields.
- Introduce a broader range of materials at lower levels, including brickwork across the first one to two storeys, to anchor the building, reinforce contextual continuity and improve human scale interaction.
- Where possible, consider variation in height across the building to create visual interest in the skyline and reduce perceived bulk. Other options to consider to reduce the perceived bulk of the building include:
 - Introducing an asymmetrical façade treatment to the western façade
 - Introduce podiums and terraces across the building, similar to those introduced at the Western Sydney University Bankstown City Campus. This also allows for planting to soften the façade.
- Ensure that solar access to surrounding residential flat buildings is

maintained in accordance with apartment design guide standards.

- Reconsider the need to remove the Sydney Blue Gum along French Avenue, identified as T23 in the EIS documentation.
- Provide a 3D Model of the proposed design for inclusion in Council's 3D Model Portal and to assist with assessment of future surrounding development. A link to requirements is available at <https://www.cbcity.nsw.gov.au/planning-and-building/development-and-building/development-applications>

3. Public domain

Comments

The proposal presents a significant opportunity to enhance and integrate with the surrounding public domain network. The Canterbury-Bankstown Development Control Plan (DCP) provides the relevant framework for achieving high-quality public domain outcomes across this precinct.

In this context, the proposal should respond to the following key requirements:

- Active transport connections must be prioritised to link the hospital with the rail and bus interchange and the wider City Centre. We note the DCP indicates that a dedicated bi-directional cycle path should be provided along Chapel Road, however acknowledging the site constraints and that a shared path is proposed, Council retains concerns that the shared path does not meet NSW Government and TfNSW guidelines for a safe shared path width (as outlined in the TfNSW Cycleway Design Toolbox). A minimum 4.0m shared path, clear of obstacles, should be provided to meet the guidelines, as well as maximise safety and public amenity in an environment with predicted high volumes of pedestrian and bicycle movements.
- A minimum 3-metre setback should be provided along French Avenue and Chapel Road (in accordance with Section 4.2.4 of the DCP) and dedicated to the public domain. This will extend the public realm into the site, improve pedestrian permeability to adjacent open space, and support the objectives for Key Site KS1 (New Bankstown Hospital, TAFE and La Salle Catholic College site). It will also facilitate the provision of the minimum 4.0m shared path, retention of existing street trees, provide sufficient space for bus stop waiting and pedestrian circulation and facilitate the additional verge or corridor width to accommodate additional street trees, street furniture, signage, utility infrastructure, bus shelters, and other associated streetscape elements.
- Detailed design of the shared path is required, including plans and sections, dimensions, materials, and clear demonstration of how pedestrian and cyclist safety will be maintained at vehicle entry and exit points.

- While the hospital entries are appropriately setback to allow for weather protection and circulation, the street frontages currently present as inactive and require further design development to improve activation and engagement with the public domain.

Council also requires the undergrounding of services adjacent to development frontages, including the removal of overhead wires. Given the extent of frontage, this is expected as part of the proposal to reduce visual clutter and improve public domain quality, consistent with the DCP.

Building on the urban design principles outlined above, the proposal should deliver a high-quality pedestrian environment. This includes wider footpaths with clearly defined pedestrian through-zones and furniture/service zones, as well as the provision of seating, bins, street trees and other public amenities. These elements should be consistent with Council's draft Public Domain Manual and align with the Australian Transport Assessment and Planning Guidelines – Valuing Place framework, which emphasises the importance of comfort, safety and amenity in supporting walking, cycling and place-based activity.

Relevant extracts from the DCP and draft Public Domain Manual are provided in **Attachment A**.

Recommendations

- To achieve the above, it is recommended:
 - Provide further information on the activation of both French Avenue and Chapel Road;
 - Further information be provided about how the detailed design addressed the significant level change and public access between Levels 0 and 1.
- Provide undergrounding of services and removal of overhead wires, to improve public domain quality and reduce visual clutter.
- Incorporate the standards set out in the draft Public Domain Manual for upgrades to Chapel Road, French Avenue and the surrounding area. This includes ensuring footpaths meet Centre Core Street standards and provide opportunities for:
 - Clear pedestrian through-zones
 - Dedicated furniture/service zones
 - Public seating, drinking fountains, bins, and street trees
 - Additional width at bus stops to accommodate waiting passengers

4. Flooding

Comments

The proposal comprises a critical infrastructure use on a site that is partially affected by flooding. As such, a high level of confidence in the flood assessment and modelling is required.

The exhibited assessment appears to rely on ARR rainfall inputs from 1987, which have been superseded by the 2019 data. In addition, the pre-development model appears to be based on Council's 2009 terrain model, with only localised survey updates applied to the subject site. It is unclear whether the broader catchment and upstream areas have been updated using more recent LiDAR data. This raises concerns regarding the accuracy of flood conveyance and storage representation, particularly in relation to overland flow paths. Clarification of the terrain data sources is required, and the model should be updated using current LiDAR data, where available, to ensure consistency and reliability of results.

The modelling approach represents buildings as raised, impermeable blocks, which is acceptable at a strategic level. However, clarification is required as to how roof runoff has been incorporated, noting that it contributes to the stormwater system and can influence local flood behaviour.

The submitted flood study states that the proposed hospital floor level of 32.05 m AHD achieves more than 500 mm freeboard above the Probable Maximum Flood (PMF), including climate change to 2090, and therefore would remain flood-free. However, Figure 22 of the flood report (extracted below) indicates PMF levels exceeding this elevation in areas surrounding the building footprint. This presents a potential inconsistency that requires clarification.

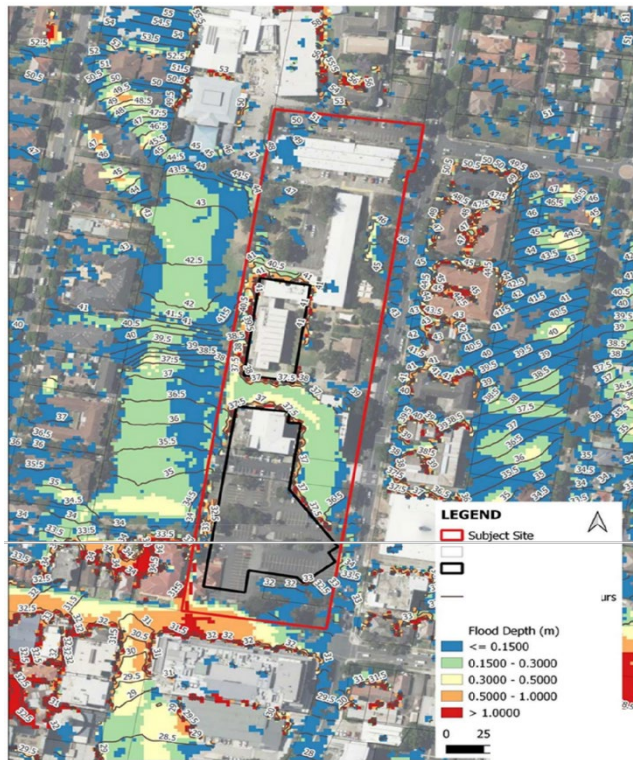


Figure 1. Flood Study extract

In addition, the flood assessment identifies that French Avenue, including emergency access, becomes inundated in events greater than the 1% Annual Exceedance Probability (AEP). This results in reliance on Chapel Road as the sole access route during larger events up to the PMF. For a hospital development, the loss of a secondary access route—particularly one associated with emergency access—raises significant concerns regarding access resilience and operational continuity. Reliance on warning signage alone is not considered an adequate mitigation measure. Alternative access and egress arrangements should be investigated to ensure a robust and resilient access strategy during flood events.

The submitted flood report also indicates that French Avenue (including emergency access) is inundated for events greater than the 1% AEP, leaving Chapel Road as the sole access during larger events up to the PMF. For a hospital, the loss of one access (including emergency access) and reliance on a single remaining route raises concerns regarding access resilience. Warning signage alone is not considered sufficient mitigation. Further consideration to alternate options is recommended.

Recommendations

- Justification should be provided, or the modelling updated to ARR 2019 rainfall inputs.
- Clarification is requested on the terrain data sources used, and consideration should be given to updating the model using current LiDAR data, where available, to ensure consistency and reliability of results.
- Clarification is requested as to how roof runoff has been considered in flood behavior and stormwater management modelling.
- Clarification of the PMF levels is required.
- Consideration to be given to alternate access/egress options should French Avenue be inundated during a 1% AEP event.

5. Healthy places

Comments

Council together with Sydney South West and Sydney Local Health Districts have a joint agreement on supporting healthy places through a healthy places role. The EIS has been reviewed from a healthy places perspective, with the following principles identified as important for consideration:

- **Public domain supporting infrastructure:** Consider the full pedestrian experience and arrival experience of users, designing for dignity, efficiency and flexibility. This principle should inform the design of entries and reception areas, ensuring they are intuitive and inviting, and ensuring the arrival experience welcomes people from diverse social and cultural backgrounds and cognitive abilities. Refer to Government Architect of NSW Design Guide
- **Construction impacts to adjacent school:** Ensure that the Construction Management Plan gives regard to the proximity of La Salle Catholic College and adjacent schools, particularly in terms of regular and ongoing exposure to noise, dust and other construction impacts.
- **24-hour workforce safety:** Council supports the CPTED report and the recommendations made in this report to ensure the 24 hour safety of the hospital's workforce. Detailed design of car park and edges, the routes to and from the hospital from public transport nodes and other hubs such as Bankstown Central and Little Saigon Plaza, should also be considered carefully.
- **Respecting the values of our community:** The provision of prayer space within the development is supported. The engagement report notes that further work is to be done on the design and use of the space. The provision of

Christian, Islamic and multi-faith prayer spaces reflects the diverse and religiously engaged nature of our community. Furthermore, it is recommended that public art strategy be developed and embedded into the detailed design of the Hospital. This should highlight Aboriginal and Torres Strait Islander local art, artists and heritage.

- **Sustainable travel:** Barriers identified in a large NSW Health survey undertaken in 2021 (5133 respondents – hospital workers in SWSLHD) enable a meaningful shift toward more active and sustainable travel (summarised in supporting evidence below). Further detail is required on how the proposal will encourage and enable this modal shift towards active, sustainable transport.

Recommendations

- Ensure the Construction Management Plan considers impacts to student wellbeing and learning, particularly to La Salle Catholic College, adjacent to the Hospital, and consider a school liaison officer during the construction process to ensure a point of contact during disruptive activity on the site or unexpected changes to operations and/or construction.
- The recommendations of the CPTED report should form part of the Conditions of Consent.
- Provision of Christian, Muslim and multi-faith prayer facilities is supported.
- Provide further clarification on the enabling of modal shift from vehicles to sustainable transport.

6. Biodiversity

Comments

The site comprises a number of large and significant tree species, whilst Chapel Road is a key, landscaped spine into the Bankstown City Centre. Below are a number of recommendations to enhance and protect biodiversity impacts. It is noted that many high retention value trees onsite are located in what will be landscaped setbacks under the landscape plan. Impacts to this vegetation constitutes avoidable impacts under the Biodiversity Conservation Act 2016 and the Biodiversity Assessment Method 2020.

Recommendations

- Maximise the protection of Cumberland Plain Woodland and multiple habitat features, (hollow-bearing tree and stick nest), located along the site boundary and represent the highest quality vegetation onsite.
- The Applicant should reconsider the Biodiversity Conservation Act 2016, as it requires that conservation measures to offset or compensate for impacts on biodiversity values should only be identified after steps are taken to avoid or minimise those impacts as per Section 6.4 of the Act.

7. Developer contributions

Comments

Infrastructure contributions play an important role in funding the delivery of local infrastructure to support housing and jobs growth. Development in the Bankstown City Centre is subject to contributions in order to ensure the City Centre is able to meet the infrastructure demand generated by thousands of additional employees over the coming 15-20 years. The hospital is an important piece of State infrastructure, but will also generate significant demand for local infrastructure, drawings thousands of workers in the City Centre.

The EIS states that contributions are not payable for this type of development. Council has sought independent legal advice on this matter which confirms that:

- As a non-residential development, the project is subject to s7.12 contributions under Clause 1.2 of the Canterbury Bankstown Local Infrastructure Contributions Plan 2022 (CB LICP 2022). This is levied at a rate of 1% of the estimated cost of works.
- The hospital development is not exempt from contributions under:

- a) Section 7.17 of the EP&A Act, Ministerial Directions
<https://legislation.nsw.gov.au/view/html/inforce/current/act-1979-2003#sec.7.17>
- b) Section 208 of the EP&A Regulation – the hospital works are not identified as a cost of development type exempt from s7.12 contributions:
<https://legislation.nsw.gov.au/view/html/inforce/current/sl-2021-0759#sec.208>
- c) Clause 1.3 of the CB LICP 2022 - CB LICP 2022 Planning Circular PS-25002.

The EIS refers to *Planning Circular PS-25002* – and the associated Practice Note, however this is an advisory document with no statutory weight. The Planning Circular flags content in the Practice Note only in relation to some Section 7.11 contributions to some Crown Development, however not the application of Section 7.12 contributions which apply to the hospital development under the CB LICP 2022.

The map below identifies the local infrastructure to be funded in the vicinity of the hospital, through contributions under CB LICP 2022. Works are valued at \$37.74 million, with additional works in private development community infrastructure.



Figure 2. Local Infrastructure surrounding the site

It is also noted that other hospital developments have also been subject to contributions or works in kind, including:

- Macarthur Health Precinct Stage 2 in April 2025 – 1% levy
- Eurobodalla Regional hospital – in a separate, non-contributions agreement with Council - sewer pump upgrades (\$1.9m), and footpath connections to the wider community.

Considering the above, we request DPHI apply the 1% s7.12 contribution to fund the works described in the CB LICP 2022, which will address the needs of workers and visitors to the hospital, and ensure the City Centre infrastructure demands can continue to be met. Alternatively, other public benefits, including public health benefits, may be considered as appropriate offsets such as:

- Provision of on-site infrastructure to support healthy communities and on-site staff and patients such as recreational space, small swimming or hydrotherapy facilities;
- Contributions to improvement to bus infrastructure around the site and in the Bankstown City Centre;
- Incorporating biophilic design features into the design.

Recommendations

- The Department of Planning, Housing and Infrastructure include a Condition of Consent to apply Section 7.12 contributions.

8. Utilities, services and infrastructure

Comments

Existing Infrastructure

It is noted that the proposed development seeks to replace existing infrastructure. This includes stormwater drainage kerb and gutter works, road replacement and driveway crossings. It is requested that the relevant location information, specification and works be carried out in accordance with Council's standards, referenced in the recommendations below. These include the reconstruction or removal of Vehicular Footway Crossings (VFC).

Vehicular Footway Crossings

It is noted that VFC clearances from existing infrastructure shall be demonstrated in accordance with Council Standard Drawing S-004. One of the proposed VFCs along French Avenue has not demonstrated minimum 0.5m clearance between the wing and the existing lintel pit cover.

Stormwater

The proposed stormwater management system has been reviewed by Council's Development Engineers. Emergency overflow spillway has not been demonstrated for both OSD System Tanks A and B in the critical scenario of system failure in accordance with Council's Development Engineering Standards Guide 2023 – Clause 7.16.

To this effect, the location of OSD System Tank B being in front of the main building entry is not supported due to safety concerns in the case of system failure.

In relation to stormwater management, a number of recommendations are made to ensure the system aligns with Council's network and standards.

Roads

Dedication of land at the north east corner of the site is required to facilitate construction of Heath Street and Chapel Road intersection treatment and to provide a widened footpath.

Two way public vehicle access mid way along Chapel Road boundary may require left in, left out only with a central concrete median In Chapel Road across the driveway.

Recommendations

- A Service Protection Report to confirm the exact location of existing Council drainage assets running through the site along with invert and obvert levels of the pipelines.
- Kerb and gutter replacement works shall be carried out in accordance with Council Standard Drawings and specifications. See <https://www.cbcity.nsw.gov.au/planning-and-building/development-and-building/council-standard-drawings>
- All redundant VFCs shall be demolished and re-instated to suit existing and proposed conditions of the Council Road Reserve.
- All new VFCs to be constructed to Extra Heavy Duty VFCs standards as per Council Standard Drawing S-010 or S-010A. See <https://www.cbcity.nsw.gov.au/planning-and-building/development-and-building/council-standard-drawings>
- It is recommended that the OSD tank locations are shifted further downstream within the site to allow the harmless escape of overflows onto the local road and away from any building entry points. In addition, the

location of OSD Tank B is located at the main entry forecourt, which is not supported.

- Orifice place details to be provided in the stormwater management plans in accordance with Council's Development Engineering Standards Guide 2023 – Clause 7.14.
- Debris sump to be provided within the Discharge Control Pit for both OSD System Tanks A and B in accordance with Council's Development Engineering Standards Guide 2023 – Clause 7.16.
- Proposed Tree plantings around the OSD Tanks A and B shall be relocated to provide adequate clearance to the OSD tanks and associated discharge outlet pipes to ensure they are not damaged by tree root systems and maintain functionality.
- Proposed kerb inlet pit appears to conflict with the loading dock exit for Building No.2. This is to be clarified.
- Basement Pump Out System to be provided in accordance with Council's Development Engineering Standards Guide 2023 – Clause 6.9.
- Clarification is required on whether the existing council drainage assets through the site are being maintained or altered apart from the alteration to the existing council pipeline to be modified with a reinforced concrete channel.
- DRAINS model used to design the OSD systems shall be provided to Council for further review and assessment.
- The ownership/beneficiary of the existing drainage easement need to be confirmed, as Council's GIS identifies the easement as private.
- There may be private drainage systems discharging into the existing stormwater pipe. Council requests the applicant obtains and provides for Council's review CCTV footage to verify any connections from adjacent properties and ensure all existing connections are appropriately connected to the proposed drain.
- All pipe (including private drainage) connections are to be at 45 degrees to the drain, in accordance with CBC Development Engineering Standards Guide. The pipe invert shall be a minimum of 150 mm above the channel invert at the point of connection.
- All works shall comply with Council's Engineering Standards Guide (Section 8) relating to developments adjacent to stormwater drainage systems.
- There are concerns regarding potential stormwater and flooding impacts at the site boundary toward French Avenue and the downstream drainage system. A comparison of pre- and post-development conditions (i.e. peak flows) shall be provided up to the 1% AEP event to demonstrate that no additional flows are discharged to CBC's downstream stormwater system. This includes peak flows discharged from the site at the open drain outlet, and runoff overtopping towards French Avenue.
- A minimum 50% blockage shall be adopted for the open drain outlet at the south-western corner of the site in accordance with CBC Development

Engineering Standards Guide.

- Longitudinal Profile - The hydraulic grade line (HGL) or peak water level along the proposed open drain shall be provided for the 10%AEP, 5%AEP and 1%AEP design events as a minimum.
- A minimum 4.0 m wide drainage easement shall be created over the proposed 1.5 m wide drain in accordance with Council's DCP Chapter 3.1 – Development Engineering Standards. The drain is to be centrally located within the easement.
- A maintenance plan shall be provided demonstrating safe and practical access for ongoing and future maintenance of the proposed drain.
- Flooding Requirements - All relevant requirements of Section 5.9 (Design for Flood Affected Properties) of CBC DCP Chapter 6.2 – Bankstown City Centre shall be addressed.
- Climate Change Consideration - A climate change assessment adopting a 100-year planning horizon based on the SSP3-7.0 scenario for critical infrastructure development shall be undertaken. This shall be in accordance with the Federal Department of Climate Change, Energy, the Environment and Water's Draft National Climate Scenario Guidance as well as NSW Department of Planning, Housing and Infrastructure's Draft Climate Change Scenario Guidelines.
- Emergency Access - Given the significant flood affectation of French Avenue (up to the PMF), it is recommended that Emergency department drop-off and access, Ambulance parking access; and Basement car park entry be relocated to Chapel Road, which is subject to lower flood impacts.

9. Transport

Comments

The scale and operation of the proposed hospital will significantly change travel patterns within the Bankstown City Centre and surrounding network. Council's comments focus on the exhibited Traffic Impact Assessment (TIA) and identify a number of issues that require resolution.

TAFE student and staff numbers

There is a clear inconsistency in reported student numbers associated with retained TAFE operations. Section 3.1.1 of the TIA states that during construction there will be 44 staff and 100 students per day, whereas the Review of Environmental Factors indicates approximately 40 staff and 500 students per day using Building D.

This discrepancy has implications for traffic generation and parking demand and must be resolved. Council requires confirmation of the correct figures and a revised assessment of associated traffic and parking impacts. This issue was previously raised by Council and remains unaddressed.

Construction vehicle routes

The TIA identifies Rickard Road and Stacey Street as primary construction vehicle routes. Given the high levels of pedestrian activity along Rickard Road, this approach is not supported.

Construction traffic should be directed via Chapel Road and the Hume Highway, which are more appropriate arterial routes. The current proposal requires revision to minimise impacts on local streets and pedestrian safety.

Access to La Salle Catholic College playing fields

Council supports the retention of public access to the playing fields to the west of the site. However, the proposed access arrangement involves multiple reversing manoeuvres across a pedestrian crossing, which raises safety concerns.

The access design should be revised to prioritise pedestrian movement and eliminate conflicts between vehicles and pedestrians.

Car parking and operational management

The submitted plans identify multiple parking areas, including Zones 1 to 3 and the multi-storey car park, but do not clearly differentiate between staff and visitor parking.

Clarification of parking allocation is required to assess potential impacts on surrounding streets. In addition, while a management strategy is proposed, Council requires a detailed Plan of Management to be submitted prior to determination.

Transport assumptions should also reflect the operational realities of a 24-hour facility. Reliance on public and active transport may be limited for shift workers, particularly during late night and early morning periods when service frequencies are low. The proposal should demonstrate how transport demand during these periods will be accommodated.

Chapel Road bus lane and on-street parking

The proposed bus lane along the western side of Chapel Road will result in the loss of on-street parking currently used for residential visitors and school drop-off and pick-up activity.

While future consultation is proposed, these impacts must be resolved prior to determination. Formal engagement with affected stakeholders, including residents, schools and Council, is required as part of the proposal.

Similarly, any proposed timed parking restrictions on Chapel Road, Heath Street and French Avenue must be developed in consultation with Council and relevant stakeholders.

Network performance and intersection impacts

Council has significant concerns with the projected impact of the development on the surrounding road network.

- **Meredith Street and French Avenue**

Council does not support the proposed roundabout at this location. Meredith Street is already operating at capacity, particularly at the Carmen Street intersection. Introducing an additional roundabout is likely to degrade performance and exacerbate congestion. The intersection has recently been modified to address safety and rat-running issues.

- **Meredith Street and Marion Street**

The TIA indicates that Level of Service (LOS) deteriorates from C to F during the AM peak period with the proposed development, which is unacceptable. Signal phasing should be reviewed and optimised to achieve acceptable performance. Consideration should also be given to opening Kitchener Parade to alleviate traffic pressure.

- **Meredith Street and Carmen Street**

The analysis shows a deterioration in LOS from D to E/F in the AM peak, which is also unacceptable. Queue lengths are likely to extend and interact with nearby intersections, including Meredith Street–French Avenue and Meredith Street–Rickard Road, resulting in network-wide impacts.

In response, Council requires the Applicant, in consultation with Transport for NSW, to investigate and implement appropriate network upgrades based on traffic modelling at key intersections near the site. Refer to the Recommendations in this section.

School safety

Construction traffic must not operate on local roads during school zone hours. Measures must be implemented to minimise impacts on nearby schools and ensure the safety of students and pedestrians.

Service and logistics movements

The proposed servicing arrangement requires further clarification. If trucks access the logistics area via shared public driveways, there is potential for conflict between service vehicles, cars and pedestrians. Alternatively, if access is provided via the western boundary, impacts on adjoining land uses must be addressed.

A clear and safe servicing strategy is required, demonstrating how conflicts will be avoided and impacts appropriately managed.

Conclusion

The proposal raises a number of unresolved transport issues that are critical to the operation of the hospital and the performance of the surrounding network. These

matters must be addressed to ensure safe, efficient and integrated transport outcomes.

Further recommendations to address these issues are provided below.

Recommendations

- Clarification of the number of staff and students on the remaining TAFE uses on the subject site.
- Consider alternate routes to Rickard Road and Stacey Street for construction vehicles.
- Reconsider access to the playing fields at La Salle Catholic College to maximise pedestrian priority and safety.
- The Applicant should consider how large numbers of staff utilising public transport 24 hours a day would be supported, considering rail and Metro services and local bus routes do not operate frequently, particularly between 9.00pm and 7.00am.
- The following road operational upgrades are to be considered:
 - The impact of the proposed volumes of traffic needs to be considered. Council requests SIDRA modelling to demonstrate the impact to the operations of the following intersections;
 - The existing roundabout at Meredith Street and Carmen Street, and if signalisation is required.
 - The proposed roundabout at Meredith Street and French Avenue, and if signalisation is required.
 - Noting that Bankstown Complete Streets identifies future road network changes in the vicinity of the hospital site such as opening the northern approach of Rickard Road and Kitchener Parade and integrating it into the existing signalised intersection, which may then change how drivers access the Hospital, Council requests SIDRA modelling to demonstrate any potential impacts this may have on movement and access to the Hospital site, and subsequently flow on effects to the intersection at French Avenue and Kitchener Parade.
- The KEEP CLEAR markings are to be reviewed and amended, where necessary, to align with the revised access arrangement following the removal of Raw Avenue.

Council recommends that construction vehicles must not be operating on the local roads during school zone times to improve safety of all road users.

10. Miscellaneous matters

Comments

Council's mapping notes the subject site has an Obstacle Limitation Surface limit of 51 metres AHD to Bankstown Airport and 156m to Sydney Airport. Controlled activity approval is required in accordance with clause 6.8 of CBLEP 2023. It is advised that this requires a separate approval process.

Gas and chemical storage facilities are located on the site. Any gas and chemical storage particularly the gas storage in the northern car park, should be reviewed against Chapter 3 – Hazardous and offensive development of State Environmental Planning Policy (Resilience and Hazards) 2021. Further, the design of the gas storage in the northern car park should ensure adequate sightlines and visual screening where possible.

The ambulance throughfare and open cooling tower (Level 13) are proposed within proximity to the existing residences at 25 French Avenue Bankstown. The acoustic impact of this equipment and appropriate treatment should be considered.

Ambulance hardstand requires the reversing of commercial vehicles in a covered area. Noise amplification is a concern. The location of the covered ambulance drop off is adjacent to the only R4 zoned land adjoining the proposed site. Priority should be given to a landscape buffer to also assist in the provision of visual softening to this space.

The proposed storage quantity of cryogenic oxygen is 33,000 L or 37.7 tonnes. Based on this, the hospital may need to apply for an Environmental Protection License from NSW EPA for the activity of 'General chemical storage' in accordance with Protection of the Environment Operations Act 1997. Environmental Health recommend that the SSDA be referred to the NSW EPA for their comment.

In addition to the above comment, recommended conditions of consent

Recommendations

- Ensure appropriate approvals are sought for projecting above the Obstacle Surface Limit of Bankstown Airport.
- Ensure gas storage is assessed against the relevant provisions of State Environmental Planning Policy (Resilience and Hazards) 2021.
- Ensure impacts of the proposal (acoustic and visual) are appropriately managed, particularly to adjoining property at 25 French Avenue.

11. Recommended conditions of consent

Recommended Conditions of Development Consent

This section includes the recommended Conditions of Consent to be included at the time of determination.

Conditions to be Satisfied Before the Issue of a Construction Certificate

1. Construction Noise and Vibration Management Sub-Plan

Prior to the commencement of any construction, the Applicant must submit a Construction Noise and Vibration Management Sub-Plan to the Certifier. The Construction Noise and Vibration Management Sub-Plan must address, but not be limited to, the following:

- a) be prepared by a suitably qualified acoustic consultant,
- b) describe procedures for achieving the noise management levels in the NSW EPA's 'Interim construction noise guideline' (DECC, 2009),
- c) describe the measures to be implemented to manage high noise generating works, in close proximity to sensitive receivers,
- d) document strategies that have been developed with the community for managing high noise generating works,
- e) include a complaints management system that would be implemented for the duration of the construction,
- f) include a program to monitor and report on the impacts and environmental performance of the development and the effectiveness of the implemented management measures in accordance with the requirements of this condition.

Note: Suitably qualified acoustic consultant means a consultant who possesses the qualifications to render them eligible for membership of the Australian Acoustical Society, Institution of Engineers Australia or the Association of Australian Acoustical Consultants at the grade of member.

Condition Reason: To protect the amenity of the surrounding area.

2. Construction Site Management Plan

Before the issue of a construction certificate, a Construction Site Management Plan (CSMP) must be prepared and approved by the certifier. The plan must include the following matters:

- a. The location and materials for protective fencing and hoardings on the perimeter of the site;
- b. Provisions for public safety;
- c. Pedestrian and vehicular site access points and construction activity zones;
- d. Details of construction traffic management including:
 - i) Proposed truck movements to and from the site;
 - ii) Estimated frequency of truck movements; and
 - iii) Measures to ensure pedestrian safety near the site;
- e. Details of bulk earthworks to be carried out;
- f. The location of site storage areas and sheds;
- g. The equipment used to carry out works;
- h. The location of a garbage container with a tight-fitting lid;
- i. Dust, noise and vibration control measures;
- j. The location of temporary toilets;
- k. The protective measures for the preservation of trees on-site and in adjoining public areas including measures in accordance with:
 - i) AS 4970 – Protection of trees on development sites;
 - ii) An applicable Development Control Plan;
 - iii) An arborist's report approved as part of this consentA copy of the construction site management plan must be kept on-site at all times while work is being carried out.

A copy of the construction site management plan must be kept on-site at all times while work is being carried out.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

3. Installation of Underground Petroleum Storage Systems

Prior to issue of a Construction Certificate, the detailed design specification for any Underground Petroleum Storage System (UPSS) and leak detection system must be submitted to the Certifier demonstrating compliance with the *Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2019* and AS 4897-2008: The design, installation and operation of underground petroleum storage systems. The Applicant must ensure that the design of the UPSS and leak detection system is undertaken by a Duly Qualified Person.

Condition reason: To ensure compliance with the relevant New South Wales legislation.

Conditions to be Satisfied During Construction

4. Waste management

While site work is being carried out:

- a. all waste management must be undertaken in accordance with the waste management plan, and
- b. upon disposal of waste, records of the disposal must be compiled and provided to , detailing the following:
 - i. The contact details of the person(s) who removed the waste
 - ii. The waste carrier vehicle registration
 - iii. The date and time of waste collection
 - iv. A description of the waste (type of waste and estimated quantity) and whether the waste is to be reused, recycled or go to landfill
 - v. The address of the disposal location(s) where the waste was taken
 - vi. The corresponding tip docket/receipt from the site(s) to which the waste is transferred, noting date and time of delivery, description (type and quantity) of waste.

If waste has been removed from the site under an EPA Resource Recovery Order or Exemption, records in relation to that Order or Exemption must be maintained and provided to the principal certifier and council.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

5. Operational Noise – Design of Mechanical Plant and Equipment

Prior to the installation of mechanical plant and equipment:

- a) a detailed assessment of all mechanical plant and equipment with regard to the relevant project noise trigger levels, as recommended in the acoustic report prepared by Acoustic Studio, titled ‘ New Bankstown Hospital - Noise and Vibration Impact Assessment for State Significant Development’, reference NBH-ACS-1GN-REP-AC-00-00002[G].docx, dated 20 March 2026, must be undertaken by a suitably qualified acoustic consultant, and
- b) evidence must be submitted to the Certifier that any noise mitigation recommendations identified in the assessment carried out, have been incorporated into the design to ensure that the development will not exceed the project noise trigger levels identified in the acoustic report prepared by Acoustic Studio, titled ‘ New Bankstown Hospital - Noise and Vibration Impact Assessment for State Significant Development’, reference NBH-ACS-1GN-REP-AC-00-00002[G].docx, dated 20 March 2026.

Note: Suitably qualified acoustic consultant means a consultant who possesses the qualifications to render them eligible for membership of the Australian Acoustical

Society, Institution of Engineers Australia or the Association of Australian Acoustical Consultants at the grade of member.

Condition Reason: To protect the amenity of the surrounding area.

6. New information/Unexpected Finds

In the event that remediation and/or construction works cause the generation of odours, or previously unidentified contamination is encountered, all work must immediately cease. The Certifier and an NSW EPA Accredited Site Auditor must be notified in writing. An appropriately qualified and certified environmental consultant must then be engaged to assess the nature and extent of the contamination, and to determine measures required to make the site safe from potential risks to human health and the environment.

Condition Reason: To protect the amenity of the surrounding area.

7. Operation of Construction Plant and Equipment

All construction plant and equipment used on site must be maintained and operated in a proper and efficient condition.

Condition Reason: To protect the amenity of the surrounding area.

8. Construction Noise Limits

Construction noise must be managed to achieve the construction noise management levels detailed in the NSW EPA's 'Interim construction noise guideline' (DECC, 2009). All feasible and reasonable noise mitigation measures must be implemented and any activities that could exceed the construction noise management levels must be identified and managed in accordance with the approved Construction Noise and Vibration Management Sub-Plan and the acoustic report prepared by Acoustic Studio, titled ' New Bankstown Hospital - Noise and Vibration Impact Assessment for State Significant Development', reference NBH-ACS-1GN-REP-AC-00-00002[G].docx, dated 20 March 2026.

Condition Reason: To protect the amenity of the surrounding area.

9. Vibration

Vibration caused by construction must be limited to the acceptable vibration values set out in the 'Environmental noise management assessing vibration: A technical guideline' (DEC, 2006) or otherwise outlined in the approved Construction Noise and Vibration Management Sub-Plan and the acoustic report prepared by Acoustic Studio, titled ' New Bankstown Hospital - Noise and Vibration Impact Assessment for

State Significant Development', reference NBH-ACS-1GN-REP-AC-00-00002[G].docx, dated 20 March 2026.

Condition Reason: To protect the amenity of the surrounding area.

10. Imported Fill

The Applicant must:

- a) ensure that only VENM, ENM, or other material that meets the requirements of a relevant order and exemption issued by the NSW EPA, is brought onto the site,
- b) keep accurate records of the volume and type of fill to be used, and make these records available to the Certifier within seven days upon request.

Condition reason: To ensure that fill material has been adequately assessed before placement on the site.

11. Excavation – Water

All excavations must be kept free from the accumulation of water. Prior approval must be obtained from Council to discharge any water into the Council's stormwater drainage system.

Condition reason: To protect the environment and amenity of the surrounding area.

12. Waste Storage and Processing

All waste to be removed from the site must be analysed and classified by an appropriately qualified and experienced environmental consultant, in accordance with the *Protection of the Environment Operations (Waste) Regulation 2014* and the 'Waste Classification Guidelines' (NSW EPA, 2014), prior to off-site disposal. The waste classification report, including the results of testing, must be compiled, or reviewed and approved by an appropriately qualified and certified consultant, and must be submitted to and approved by the Certifier before off-site disposal at an appropriately licensed waste facility.

Condition reason: To ensure compliance with the relevant New South Wales legislation

13. Outdoor Lighting

During construction work, the Applicant must ensure that all external lighting is constructed and maintained in accordance with AS 4282-2019, Control of the obtrusive effects of outdoor lighting.

Condition reason: To protect the amenity of the surrounding area.

Prior to issue of an Occupation Certificate and commencement of operation

14. Installation of Underground Petroleum Storage System

Prior to the issue of an Occupation Certificate, certification must be submitted to the Certifier that the UPSS was installed, tested (including equipment integrity testing) and commissioned by duly qualified persons in accordance with the *Protection of the Environment Operations (Underground Petroleum Storage Systems) Regulation 2019*.

Condition reason: To ensure compliance with the relevant New South Wales legislation.

15. Warm Water Systems and Cooling Systems

The installation of all warm water systems and water cooling systems (as defined in the *Public Health Act 2010*) must comply with the:

- a) *Public Health Act 2010*,
- b) *Public Health Regulation 2022*,
- c) AS/NZS 3666.1:2011, Air-handling and water systems of buildings - Microbial control, Part 1: Design, installation and commissioning, and
- d) 'NSW Guidelines for Legionella Control in Cooling Water Systems' (NSW Health, 2018).

Condition reason: To ensure compliance with the relevant New South Wales legislation.

16. Mechanical Ventilation

Prior to commencement of operation, the Applicant must provide evidence to the Certifier that the mechanical ventilation's installation and performance comply with:

- a) AS 1668.1:2015, The use of ventilation and air-conditioning in buildings – Fire and smoke control in buildings, and
- b) AS 1668.2:2024, The use of ventilation and air-conditioning in Buildings – Mechanical ventilation in buildings.

Condition reason: To ensure that the development complies with relevant Australian Standards.

17. Operational Noise – Design of Mechanical Plant and Equipment

Prior to the operation of mechanical plant and equipment, the Applicant must submit evidence to the Certifier that the noise mitigation measures recommended in the acoustic assessment undertaken under <<Note, Department to insert condition number>> have been incorporated to ensure that the development will comply with the relevant project noise trigger levels as recommended in the acoustic report prepared by Acoustic Studio, titled ' New Bankstown Hospital - Noise and Vibration Impact Assessment for State Significant Development', reference NBH-ACS-1GN-REP-AC-00-00002[G].docx, dated 20 March 2026.

Condition reason: To protect the amenity of the surrounding area.

18. Noise Mitigation Measures

The noise mitigation measures recommended in the acoustic report prepared by Acoustic Studio, titled ' New Bankstown Hospital - Noise and Vibration Impact Assessment for State Significant Development', reference NBH-ACS-1GN-REP-AC-00-00002[G].docx, dated 20 March 2026 must be implemented prior to the commencement of operation.

Condition reason: To protect the amenity of the surrounding area.

19. Removal of waste upon completion

Before the issue of an occupation certificate:

- a. all refuse, spoil and material unsuitable for use on-site must be removed from the site and disposed of in accordance with the waste management plan, and
- b. written evidence of the waste removal must be provided to the satisfaction of the principal certifier.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

Post Occupation Certificate and ongoing operation

20. Operation of Plant and Equipment

All plant and equipment used on site must be maintained and operated in a proper and efficient condition.

Condition reason: To protect the amenity of the surrounding area.

21. Warm Water Systems and Cooling Systems

The operation and maintenance of all warm water systems and water cooling systems (as defined under the *Public Health Act 2010*) must comply with the:

- a) *Public Health Act 2010*,
- b) *Public Health Regulation 2012*,
- c) AS/NZS 3666.2:2011, Air-handling and water systems of buildings - Microbial control, Part 2: Operation and maintenance,
- d) AS/NZS 3666.3:2011, Air-handling and water systems of buildings - Microbial control, Part 3: Performance-based maintenance of cooling water systems, and
- e) 'NSW Guidelines for Legionella Control in Cooling Water Systems' (NSW Health, 2018).

Condition reason: To ensure compliance with the relevant New South Wales legislation.

22. Operational Noise Limits

The Applicant must ensure that noise generated by operation of the development does not exceed the project noise trigger levels identified in the acoustic report prepared by Acoustic Studio, titled 'New Bankstown Hospital - Noise and Vibration Impact Assessment for State Significant Development', reference NBH-ACS-1GN-REP-AC-00-00002[G].docx, dated 20 March 2026.

Condition reason: To protect the amenity of the surrounding area.

23. Compliance with Noise Control Legislation

The Applicant must ensure that all activities within the premises comply with the relevant sections of the *Protection of the Environment Operations Act 1997* and Regulations and the 'Noise Policy for Industry' (NSW EPA, 2017).

Condition reason: To protect the amenity of the surrounding area.

24. Vibration

The use of the premises and the operation of plant and equipment must not give rise to the transmission of a vibration nuisance or damage to other premises as defined in the 'Assessing Vibration: A Technical Guideline' (NSW Department of Environment and Conservation, 2006).

Condition reason: To protect the amenity of the surrounding area.

25. POEO – General

Any activity carried out in accordance with this approval must not give rise to offensive odour, offensive noise or pollution of air, land or water as defined in the *Protection of the Environment Operations Act 1997* and Regulations.

Condition reason: To ensure compliance with the relevant New South Wales legislation.

26. General Amenity

The operation of the development must not adversely affect the amenity of the neighbourhood or interfere unreasonably with the comfort or repose of a person who is outside the premises by reason of the emission or discharge of noise, fumes, vapour, odour, steam, soot, ash, dust, wastewater, waste products, grit, oil or other harmful products.

Condition reason: To protect the amenity of the surrounding area.

27. Lighting

Any lighting of the premises must be installed in accordance with AS 4282:2023, Control of the Obtrusive Effects of Outdoor Lighting, to avoid annoyance to the occupants of adjoining premises or glare to motorists on nearby roads. Flashing, moving or intermittent lights or signs are prohibited.

Condition reason: To protect the amenity of the surrounding area.

28. Food Safety Requirements (NSW Food Authority Licensed Premises)

The premises used in connection with the preparation of food for vulnerable persons, must be licensed by the NSW Food Authority and comply with any requirements of the NSW Food Authority.

Condition reason: To ensure compliance with the relevant New South Wales legislation.

29. Food Safety Requirements (Retail Premises)

All parts of the premises used in connection with the retail sale of food, must be designed, constructed and operated in accordance with the requirements of:

- i. *Food Act 2003* and *Food Regulation 2025*,
- ii. Australia New Zealand Food Standards Code,
- iii. AS 4674:2004, Design, construction and fit-out of food premises, and

- iv. AS 1668.2:2024, The use of ventilation and air-conditioning in buildings - Mechanical ventilation in buildings.

Condition reason: To ensure compliance with the relevant New South Wales legislation.

30. Waste Management Plan

The requirements of the submitted Waste Management Plan shall be complied with at all times that the approved development is being carried out.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

31. Waste generated on site

All waste generated on the site is to be stored, handled and disposed of in such a manner as to not create offensive odour, offensive noise or pollution of land and/or water as defined under the *Protection of the Environment Operations Act 1997*. All waste generated shall be removed and disposed of by an authorised waste removal contractor. A copy of the waste removal agreement and receipts shall be made available to Council on request.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

32. Waste containers

No waste storage containers are to be located or placed outside the approved waste storage area at any time except for collection purposes.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

33. Commercial waste contract

The consent holder shall enter into a commercial contract for the collection of wastes and recycling. A copy of the commercial waste and recycling contract shall be lodged with Council and invoices should be available for inspection at any time.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

34. Commercial waste

All commercial uses must engage and utilise the services of a private waste collection service and must have written evidence on site of a valid and current contract with a licenced waste collector for waste and recycling collection disposal.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

35. Commercial waste

All commercial uses must engage and utilise the services of a private waste collection service and must have written evidence on site of a valid and current contract with a licenced waste collector for waste and recycling collection disposal.

Condition reason: To protect and enhance the amenity of the occupants of the development site and the occupants of adjoining sites.

Attachment A - Extracts from DCP and draft Public Domain Manual

Chapter 6.2 Bankstown City Centre Canterbury Bankstown DCP 2023

Chapter 6.2 Bankstown City Centre
Canterbury Bankstown Development Control Plan 2023

Section 3 - Designing the public domain

3.1 Streets

3.1.2 Pedestrian and cycle connections and through site links

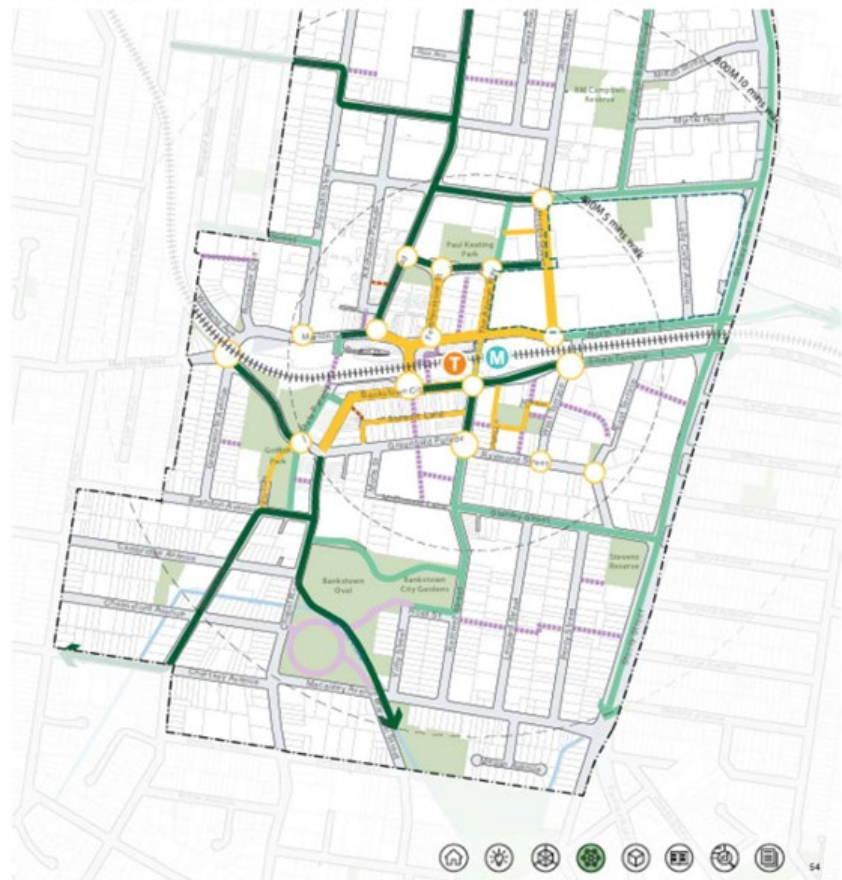
- c) Be landscaped at the entrances and in locations along the through site link, and must include a mix of trees (8 - 12 metres high at maturity), shrubs and ground covers.
- d) Any basement located under a through-site link must provide at least 1 metre soil depth and 35m³ volume to support the growth of trees (8 - 12 metres high, 8 metres spread) in locations where trees are proposed along the through-site link.
- e) Include awnings for sun and rain protection.
- f) Have effective stormwater drainage.
- g) Be clear of all obstructions, including stairs, escalators and columns and provide a clear line of sight from one end to the other for surveillance and accessibility.
- h) Have appropriate lighting levels provided and maintained to Council's requirements.

Legend

- Bankstown City Centre boundary
- Shared street/zones
- New and improved pedestrian/cycle only links
- New dedicated/separated cycle path
- New shared path
- Existing shared path
- Through site links
- Existing maintained arcade
- Upgraded pedestrian crossing
- Refer to Section 6.9 K59 Bankstown Central



Figure 20. Pedestrian and cycle connections map



Section 6 - Key sites

6.1 KS1- New Bankstown Hospital, TAFE and LaSalle Catholic College site

This site is part of the 'Eds & Meds Character Area'. The existing Bankstown TAFE has been identified by the NSW Government as the future Bankstown Hospital site. The site has frontage to Chapel Road, an interface with St Felix Catholic Primary School to the north and a large park to the west.

Design principles

- Maximise employment opportunities.
- Extend the public domain into the site and provide pedestrian permeability to the park.
- Maximise active transport options to and from the site, connecting the hospital to the rail and bus interchange and to the city centre.
- Consider the privacy and safety of the adjoining school uses.
- Provide good solar access to open spaces to encourage use throughout the day.
- Ensure the built form is variable in height across the site to provide visual diversity and to mitigate impacts to adjoining properties (for instance, visual bulk, wind, views to the sky or overshadowing).
- Activate the Chapel Road and French Avenue frontages.
- Maintain public access between Chapel Road and LaSalle Catholic College through the New Bankstown Hospital/TAFE site via Raw Avenue, or an equivalent alternative publicly accessible space or access way.



Figure 68. Design principles - KS1 New Bankstown Hospital, TAFE and LaSalle College site

Extract - Draft Public Domain Manual



Figure 9 C1 Centre - Bankstown

3.3.2 Tactile Ground Surface Indicators (TGSi)

Table 14 presents two types of TGSIs—warning and directional—that can be easily installed according to the centre hierarchy.

DESIGN GUIDELINES

- Minimise the need for TGSIs using simple/direct lines of travel to intersections and crossings.
- Remove hazards along travel routes where possible, rather than marking them with TGSIs.
- Design footpaths and other spaces so that they are easy and safe to navigate with the minimum use of TGSIs.
- Luminance testing is required before selecting the tactile colour to ensure adequate contrast with the surrounding paving, in accordance with the relevant statutory requirements.
- Ensure consistency in the use of TGSIs within a given area.
- Avoid using TGSi at isolated intersections, crossings or for decorative reasons.
- Use the minimum appropriate quantity of TGSIs.

INSTALLATION

- Fixing and installation as per manufacturer's instructions and the relevant Australian Standards (AS1428) and Council Standard Drawing S-002.

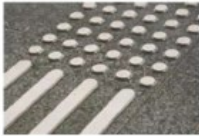
STANDARD SELECTION	SELECTION CODES	APPLICATION LOCATIONS	SELECTION DETAILS
	TGSi-1	C1 and C2	Product: Warning and Directional Indicators - Stainless Steel Dimensions: ● Warning Buttons: 25 (top of dome) x 35 (base of dome) x 5H (mm) ● Directional: 290L x 35W x 5D (mm) with 8mm drill Material and Finish: 316 marine grade stainless steel with polished rim. Slip Rating: P5
	TGSi-2	All other centres	Product: Warning and Directional Indicators - Integrated paver Dimensions: ● 400L x 400W x 50D (mm) for footpath ● 400L x 400W x 60D (mm) for vehicle crossings Material and Finish: Milled concrete unit paver Slip Rating: P5 Preferred Supplier: ESP ACCESS

Table 16 TGSi Selection Palette

- Sample, shop drawings indicating substrate, finishes, joints and edges for tactile installation are required for product assessment and approval.

2.4.2.2 Centre Core Streets

Centre core streets are located within commercial centres and experience higher levels of pedestrian activity. They should balance pedestrian movement with the provision of street trees in road reserves and incorporate extensive traffic-calming measures, including reduced speed limits, to encourage slower vehicle speeds. These measures create opportunities for green landscaping, contributing to a safe, comfortable, and attractive environment for pedestrians and cyclists.

In areas of high pedestrian activity, a wider Pedestrian Zone should be provided. Pedestrian and vehicle areas must be clearly separated, with the street's character and design responding to surrounding land uses and supported by active retail and commercial frontages.

In the Extension Zone, widened footpaths can function as an expanded Public Domain Furniture/Service Zone. This space may incorporate permanent seating, bicycle parking, and planted areas that encourage local gathering. Removable chairs and tables may also be permitted in accordance with the "Commercial Use of Footways Policy".

DESIGN GUIDANCE

- Underground overhead power lines where possible. Utilise bundled aerial cables as a secondary option;
- Provide continuous structural soil systems beneath paving in the Pedestrian Zone to ensure adequate soil volumes for healthy tree growth;
- Plant trees within the Service or Extension Zone;
- Plant medium trees in narrow tree pits within the Public Domain Furniture/Service Zone adjacent parking.
- Consider access to cars/doors opening in the placement of trees;
- Consider central median tree plantings where appropriate;
- Plant street trees to maintain required clear zones from road intersections and ensure all streetscape elements remain unobstructed, in accordance with local DCP controls and the Austroads Guide to Road Design (NSW 2023).
- Prioritise Pedestrian Through Zone over Carriageway widths where possible.

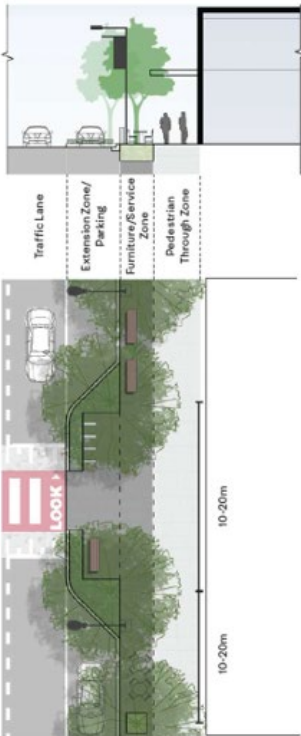


Figure 22 Typical Centre Core Streets - Section and Plan

3.3.1 Paving Type

STANDARD SELECTION			
SELECTION CODES	TP-1	TP-2	TP-3
APPLICATION LOCATIONS	Unique Character Areas	C1 and C2 Town Centres	All other centres
SELECTION DETAILS	Product: Large format stone unit Paver unit size: 595L x 295W x 50D (mm) for footpath 595L x 295W x 60D (mm) for vehicle crossings Colour: - Type A - Dover Grey (80%) - Type B - Aztec Gold (20%) Material and Finish: Exfoliated granite Slip Rating: P5 Preferred Supplier: Sam the Paving Man Installation pattern and paving joints: Stretcher Bond with 5mm grouted, colour to match adjacent paving.	Product: Granite unit paver Paver unit size: 400L x 400W x 50D (mm) for footpath 400L x 400W x 60D (mm) for vehicle crossings Colour: - Type A - Raven Black - Type B - Sesame Grey Material and Finish: Exfoliated Granite Slip Rating: P5 Preferred Supplier: Urbanstone Installation pattern and paving joints: Contrasting transverse and banding paver pattern, refer to Council Standard Drawing #S-021 Standard Footpaving Type 1	Product: Concrete with banding Banding paver unit size: 400L x 400W x 50D (mm) for footpath 400L x 400W x 60D (mm) for vehicle crossings Banding Colour: Golden Gunmetal or approved equivalent Banding Material and Finish: Milled concrete unit paver In-situ Concrete Dimensions: 100D (mm) for footpath 150D (mm) for vehicle crossings Colour and Finish: Natural broomed to edges Slip Rating: P5 Standard detail: Refer to Council Standard Drawing #S-022 Standard Footpaving Type 2

Table 14 Town Centre Paving selection Palette

STANDARD SELECTION			
SELECTION CODES	GP-1	GP-2	GP-3
APPLICATION LOCATIONS	All centre shared zones	All centre shared zones, WSUD, and heritage areas	All centre street planting and parking areas
SELECTION DETAILS	Product: Granite cobbles Paver unit size: 105L x 105W x 80D (mm) Colour: Austral Black Material and Finish: Exfoliated Granite Setts Slip Rating: P5 Preferred Supplier: Sam the Paving Man Installation pattern: Stack bond	Product: Permeable paver 'Causeway' Paver unit size: 230L x 115W x 80D (mm) Colour: Charcoal Slip Rating: P5 Preferred Supplier: Austral Masonry Installation pattern: Herringbone, laid 45 degrees to street	Product: Permeable paver 'Triform Max' Paver unit size: 188L x 92W x 60D (mm) Colour: Charcoal Slip Rating: P5 Preferred Supplier: Austral Masonry Installation pattern: As per manufactures specification

Table 15 Generic Paving Selection Palette