Environmental Impact Statement

New Bankstown Hospital

490 Chapel Road, Bankstown

Submitted to Department of Planning, Housing and Infrastructure
on behalf of Health Administration Corporation

Prepared by Colliers Urban Planning

27 March 2026 | 2210730

'Gura Bulga'

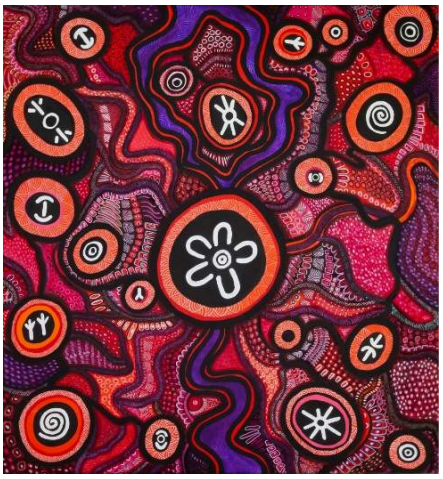
Liz Belanjee Cameron

'Gura Bulga' – translates to Warm Green Country. Representing New South Wales.

'Dagura Buumarri'

Liz Belanjee Cameron

'Dagura Buumarri' – translates to Cold Brown Country. Representing Victoria.



'Gadalung Djarri'

Liz Belanjee Cameron

'Gadalung Djarri' – translates to Hot Red Country. Representing Queensland.

Colliers Urban Planning acknowledges the Traditional Custodians of Country throughout Australia and recognises their continuing connection to land, waters and culture.

We pay our respects to their Elders past and present.

In supporting the Uluru Statement from the Heart, we walk with Aboriginal and Torres Strait Islander people in a movement of the Australian people for a better future.

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This document has been prepared by		**This document has been reviewed by**	
Mara Conde / Jethro Yuen	27 March 2026	Chris McGillick	27 March 2026

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A (Test of Adequacy)	27/02/2026	MC / JY	CM
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Signed Declaration

Project Details		
Project Name	New Bankstown Hospital	
Application Number	SSD-105396208	
Land to be Developed	490 Chapel Road, Bankstown NSW identified as Lot 1 DP 853675, Lot 10 DP 6880 and Raw Avenue.	
Applicant Details		
Applicant Name	Health Administration Corporation	
Applicant Address	1 Reserve Road, St Leonards, NSW 2065	
Prepared By		
Name	Mara Conde	Jethro Yuen
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Declaration		
Name	Chris McGillick	
Qualifications	BPLAN (Hons) RPIA	
Registration Number	51052	
Organisation Registered With	Planning Institute of Australia	
	The undersigned declares that this EIS: • has been prepared in accordance with the Environmental Planning and Assessment Regulation 2021; • contains all available information relevant to the environmental assessment of the development, activity or infrastructure to which the EIS relates; • does not contain information that is false or misleading; • addresses the Planning Secretary's environmental assessment requirements (SEARs) for the project; • identifies and addresses the relevant statutory requirements for the project, including any relevant matters for consideration in environmental planning instruments; • has been prepared having regard to the Department's State Significant Development Guidelines - Preparing an Environmental Impact Statement; • contains a simple and easy to understand summary of the project as a whole, having regard to the economic, environmental and social impacts of the project and the principles of ecologically sustainable development; • contains a consolidated description of the project in a single chapter of the EIS; • contains an accurate summary of the findings of any community engagement; and • contains an accurate summary of the detailed technical assessment of the impacts of the project as a whole.	
Signature		
Date	27 March 2026	

Summary

This Environmental Impact Statement (EIS) has been prepared on behalf of Health Infrastructure (the Applicant) in support of a State Significant Development Application (SSDA) identified as SSD-105396208. The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) for the proposed New Bankstown Hospital on land at 490 Chapel Road, Bankstown (the site).

Development for the purposes of a new hospital with an estimated development cost of more than $30 million is identified in Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* and is therefore declared to be State Significant Development (SSD) for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

The existing Bankstown-Lidcombe Hospital requires redevelopment with the population in the Bankstown Local Government Area anticipated to grow by 21% by 2036. To accommodate the growing demand for healthcare in the community, the NSW Government has committed to relocating Bankstown Hospital to a new site.

The site of the New Bankstown Hospital is located at 490 Chapel Road, Bankstown (the site) on the existing TAFE NSW Bankstown site. The site is located within the Bankstown CBD, within the Canterbury-Bankstown Local Government Area. The site is within the Bankstown Transport Oriented Development (TOD) Accelerated Precinct which has been rezoned to allow higher density residential, mixed use and commercial development.

A photomontage of the proposed development is provided in **Figure 1** below.

Figure 1 Artist impression of the new main entry from Chapel Road, Bankstown

Source: Architectus

The Proposal

This SSDA seeks consent for the construction and operation of a new Bankstown Hospital at 490 Chapel Road, Bankstown.

Specifically, this SSDA seeks approval for:

- A hospital building plus roof plant;
- A building for logistics and multi-storey car parking;
- Site preparation including earthworks, cut and fill and tree removal;
- Construction of new vehicular access points, internal roads and on-grade car parking spaces;
- Inground building services works and utility adjustments, including service diversions;
- Building foundation works;
- Signage, including wayfinding; and
- Landscaping.

Figure 2 Artist impression of the Emergency Department and hospital entry viewed from the corner of Chapel Road and French Avenue

Source: Architectus

Objectives of the Development

The NSW Government is investing $2 billion to relocate and redevelop Bankstown-Lidcombe Hospital in response to significant population growth in the Canterbury-Bankstown area is projected to rise by 21% by 2036 and supported by the Bankstown TOD Precinct rezoning, which enables 14,000 new homes and 14,300 jobs.

The new hospital will deliver:

- Expanded acute services, including a larger emergency department, operating theatres, intensive care, women's and children's services.
- Mental health facilities

- On-site parking.
- Enhancing research, education and local employment opportunities.

The project aims to provide high-quality, accessible healthcare; meet growing service demand; create contemporary workplaces that attract and retain staff; align the built form with the evolving Bankstown city centre; protect surrounding amenity; and deliver a welcoming, landscaped public domain.

Engagement

Engagement has been undertaken with various stakeholders including the Department of Planning, Housing and Infrastructure (DPHI), Canterbury-Bankstown Council, Transport for NSW, Ausgrid, Sydney Water, AirServices Australia, Bankstown Airport, Ambulance NSW, SES, adjoining landowners and the general public. Key issues raised during the engagement process included traffic, transport, parking, noise, building design and tree removal. The outcomes of the engagement process have been considered in the design of the project.

Environmental Impacts and Mitigation Measures

This EIS provides an assessment of the environmental impacts of the project in accordance with the SEARs and sets out the undertakings made by Health Infrastructure NSW to manage and minimise potential impacts arising from the development. Key impacts include:

- **Built Form and Scale** – The design has considered the future context of the area with respect to the TOD and considered the future character of the Bankstown Town Centre. The main hospital building is 14-storeys and provides a consistent height datum with the maximum height controls to the south of the site. The hospital's scale and massing are appropriate and proportionate within the long-term development context. When viewed against this future setting, the hospital is shown to sit comfortably within the evolving skyline, reinforcing its role as a key civic building that is well-aligned with the vision for Bankstown.
- **Traffic and Transport** – the existing road network is close to or at capacity. By 2031, when the proposed development is constructed, it is anticipated that there will be reduced traffic capacity at some intersections. However the road network's long term constraints are driven by the underlying growth of Bankstown and anticipated growth in line with the Bankstown TOD, rather than the hospital itself. A whole of government approach is being pursued in response with Health Infrastructure, Transport for NSW and Canterbury Bankstown Council working together to provide road network upgrades including new traffic signals at the Heath Street/Chapel Road/New Bankstown Hospital northern access driveway, a new roundabout at the French Avenue/Meredith Street intersection and other public domain and infrastructure upgrades.
- **Flooding** – the proposed development is acceptable from a flooding perspective as the hospital building will remain flood free in all flooding events (including the PMF event in 2090 with consideration of climate change effects) and as it will not cause adverse impacts to the surrounding properties. While flooding on French Avenue during the 1% AEP and PMF will prevent access to the site from French Avenue, site access including ambulance access will be maintained from Chapel Road.
- **Noise and Vibration** – noise during construction is expected to exceed noise management levels, however the implementation of mitigation measures such as noise barriers and respite periods will manage noise impacts. A detailed Construction Noise and Vibration Management Plan (CNVMP) will be prepared prior to commencement of works and will include attended noise monitoring and vibration monitoring to determine if updates to the detailed CNVMP are required. Operational noise criteria can be met subject to the implementation of mitigation measures.
- **Environmental Amenity** – The proposed development will result in acceptable wind, overshadowing and visual privacy outcomes, achieved through the deliberate massing and articulation of the built form.
- **Visual Impact** – the construction of the new hospital will result in low to moderate visual impact. Overall, this impact is considered acceptable, particularly within the future strategic direction of the Bankstown Accelerated TOD precinct, where surrounding building heights are expected to increase substantially. The assessment finds the proposed development is supportable on visual impact grounds.

Conclusion and Justification

The EIS addresses the SEARs, and the proposal enables a new Bankstown Hospital. The potential impacts of the development are acceptable and are able to be managed. Having regard to environmental, economic, and social considerations, the carrying out of the proposal is justified for the following reasons:

- The proposed development is permissible with consent and satisfies the statutory requirements of the relevant environmental planning instruments, including the *Canterbury-Bankstown Local Environmental Plan 2023*.
- The proposed development is consistent with the strategic planning framework of Sydney, including provision of a new hospital within an identified strategic centre and health and education precinct.
- The proposed development will deliver key infrastructure in line with the NSW Government's commitment to invest in the New Bankstown Hospital.
- The proposed development will not result in unacceptable adverse environmental impacts, with appropriate mitigation measures that will minimise potential impacts.
- The proposed development will facilitate the development of a new state-of-the-art health facility which will further support and strengthen the services and facilities provided within the South Western Sydney Local Health District.
- The project represents significant investment in the Canterbury Bankstown region and is consistent with the aims of the Bankstown TOD and CBD redevelopment.
- The proposed development will support a key piece of social infrastructure, increasing the number of hospital beds and clinical services in Bankstown.
- The project will facilitate the delivery of new landscaped areas and increased tree planting, as well as retention of trees where possible.
- The assessment of the project has demonstrated that the development will not result in any environmental impacts that cannot be appropriately mitigated or managed and is consistent with the relevant planning controls for the site.
- The proposed development is suitable for the site and in the public interest.

Given the planning merits of the proposal, the proposed development warrants approval by the Minister (or delegate).

1.0 Introduction

This Environmental Impact Statement (EIS) has been prepared by Colliers Urban Planning on behalf of Health Administration Corporation (the applicant) in support of a State Significant Development Application (SSDA). The EIS is submitted to the NSW Department of Planning, Housing and Infrastructure (DPHI) for the proposed New Bankstown Hospital and associated works on land at 490 Chapel Road, Bankstown (the site).

Development for the purposes of a hospital with an estimated development cost of more than $30 million is identified in Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) and is therefore declared to be State Significant Development (SSD) for the purposes of the *Environmental Planning & Assessment Act 1979* (EP&A Act).

Industry-specific Secretary's Environmental Assessment Requirements (SEARs) were issued on 5 February 2026.

This EIS is based on the Architectural Drawings prepared by Architectus (see **Appendix B**) and other supporting technical information appended to the report (see Table of Contents).

This EIS has been prepared in accordance with the requirements of Part 4 of the EP&A Act, clause 175 of the *Environmental Planning and Assessment Regulation 2021* (EP&A Regulation), and the issued SEARs. A SEARs Compliance Table provided at **Appendix A** identifies where the SEARs have been addressed in this EIS. This EIS should be read in conjunction with the supporting information and plans appended to and accompanying this report. The EIS intends to inform the community and stakeholders about the Proposal, including its social, economic and environmental impacts, mitigation measures and benefits, as well as providing an environmental assessment of the proposal.

1.1 The Applicant

The Applicant's details are presented in **Table 1** below.

Table 1 Applicants Details

Applicant	**Health Administration Corporation**
Address	1 Reserve Road, St Leonards
ABN	89 600 377 397

1.2 Overview of Proposed Development

This SSDA seeks consent for the construction and operation for the New Bankstown Hospital. Specifically, this SSDA seeks approval for:

- A hospital building plus roof plant;
- A building for logistics and multi-storey car parking;
- Site preparation including earthworks, cut and fill and tree removal;
- Construction of new vehicular access points, internal roads and on-grade car parking spaces;
- Inground building services works and utility adjustments, including service diversions;
- Building foundation works;
- Signage, including wayfinding; and
- Landscaping.

1.3 Objectives of the Development

The existing Bankstown-Lidcombe Hospital requires redevelopment with the population in the Bankstown Local Government Area (LGA) anticipated to grow by 21% by 2036. A substantial portion of this growth will be a result of new development enabled by the Bankstown Transport Oriented Development (TOD) Accelerated Precinct rezoning finalised in late 2024 which has created capacity for 14,000 new homes and 14,300 new jobs.

To accommodate the growing demand for healthcare in the community, the NSW Government has committed to relocating Bankstown-Lidcombe Hospital to a new site.

The proposal seeks to provide a new hospital in the health and education precinct of the Bankstown city centre at 490 Chapel Road, Bankstown. The NSW Government has committed $2 billion for the New Bankstown Hospital which is expected to include acute services such as an expanded emergency department, operating theatres and intensive care, services for women and children (including maternity), mental health, and parking. The project aims to transform the delivery of healthcare in Bankstown, while responding to the anticipated growth in the Canterbury Bankstown LGA. The project will provide diverse and local opportunities, while also supporting opportunities for research and education. Ultimately, the project will deliver contemporary working environments and create new career opportunities through an increased capacity for research, education and training.

The objectives of the proposed development are to:

- Address the current and future growth of the Canterbury Bankstown LGA and the demands for healthcare.
- Provide high quality health services for patients, carers and staff in an accessible location.
- Deliver a range of healthcare services that meet the functional needs of the Local Health District including an expanded emergency department, operating theatres, and intensive care, services for women and children (including maternity) and mental health.
- Provide sufficient on-site car parking to accommodate visitors and staff of the new hospital.
- Attract and retain valuable health staff in new working environments and support the local employment opportunities for the LGA.
- Deliver a built form outcome that aligns with the evolving context and scale of the Bankstown city centre while managing amenity impacts to surrounding land uses including solar access, transport and acoustic impact, where appropriate and necessary.
- Provide a landscape design that enhances tree canopy, creates a welcoming environment and interface to the surrounding public domain.

1.4 Site Overview

The site is located at 490 Chapel Road, Bankstown within the Canterbury-Bankstown LGA. **Figure 3** shows its regional context. **Section 2.1** and **2.2** provide a detailed description of the site and its surrounding context. The site is legally described as Lot 1 DP853675, Lot 10 DP6880 and Raw Avenue.

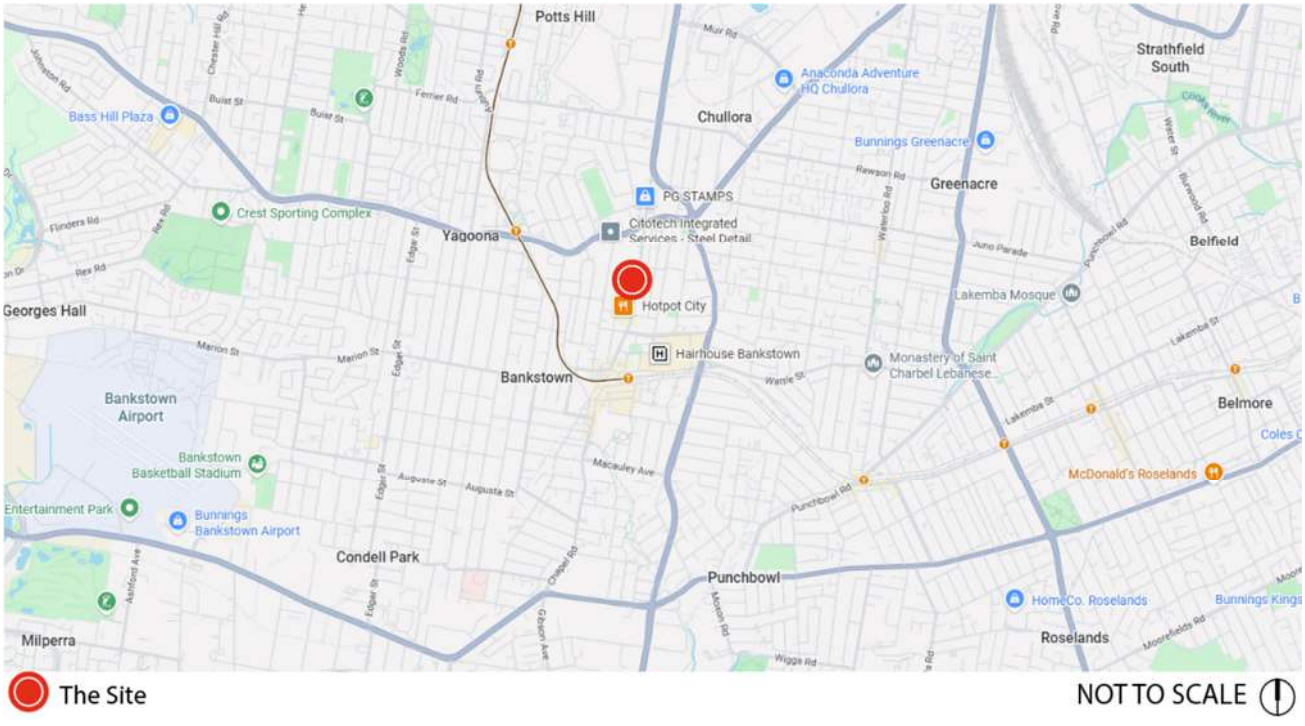

Figure 3 Regional context map

Source: Google Maps, markups by Colliers Urban Planning

1.5 Bankstown Transport Oriented Development Precinct

The site is located within the Bankstown TOD Accelerated Precinct (see **Figure 4**). In 2024, Bankstown was identified by the NSW Government as an accelerated precinct to be rezoned to boost well-located housing supply, due to its close proximity to metro stations and key public transport interchanges, promoting walking and cycling opportunities. The Bankstown TOD is one of eight accelerated precincts including Hornsby, Macquarie Park, Kellyville and Bella Vista, Crows Nest, Homebush and Bays West.

The Bankstown TOD rezoned land in the Bankstown city centre, will emphasise its identification as a strategic centre and health and education precinct in the Greater Sydney Region Plan and South District Plan.

The specific land use zoning and planning controls, including building height, and floor space ratio controls were developed by DPHI, the Executive Advisory Group and a Project Working Group, following extensive work already undertaken by Council, as shown in their adopted Bankstown City Centre Master Plan.

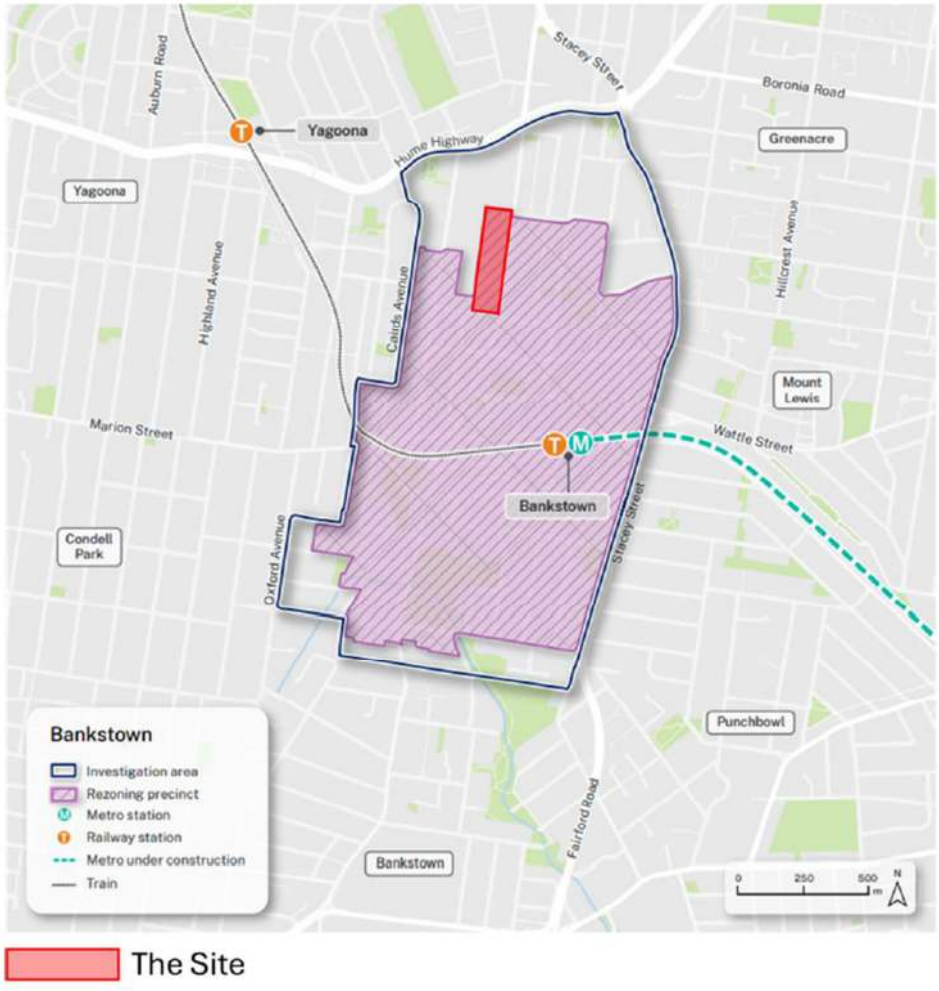

Figure 4 Location of the site within the Bankstown TOD Precinct

Source: NSW Government, Colliers Urban Planning

1.5.1 Aims of the Bankstown TOD

The Bankstown Rezoning Proposal seeks to:

- Focus new development on land closest to the stations to maximise the number of residents and workers with an easy walk of the stations and shops.
- Locate the highest buildings around the state.
- Provide for taller buildings with smaller footprints so that a better public domain, more open space and higher quality streetscapes can be delivered.
- Transition heights down to areas with stand-alone houses.
- Plan for a mix of building heights to provide variety and interest and increase housing choice.

The rezoning is expected to facilitate:

- Capacity for **14,000 new homes**.
- Capacity for **14,300 new jobs** across the precinct.

This will be achieved through new planning controls which have now been incorporated into the *Canterbury- Bankstown Local Environmental Plan 2023* (Canterbury-Bankstown LEP), including:

- Increased floor space ratios of up to 7.5:1.
- A range of increased building heights, **up to 27 storeys**.
- New open space, with improved connectivity through walkways and cycleways.

1.5.2 Bankstown TOD Rezoning Controls

The Bankstown TOD rezoning came into effect on 27 November 2024, which substantially increased the allowable building heights and floor space ratio (FSR) of sites within the Bankstown city centre, while also expanding mixed use and high-density residential land use zones. The Draft Sydney Plan (published in December 2025 for public exhibition) also identifies Bankstown as a TOD Precinct, reinforcing its strategic role and expectation of increased development in the near future. **Figure 5** shows a photomontage showing the future potential density and massing of the Bankstown city centre.

Figure 5 Proposed density of the Bankstown City Centre as a result of the TOD controls

Source: Canterbury Bankstown Council

As such, the Bankstown TOD Precinct will be undergoing a rapid transformation in the next decade, with many new buildings of increased height and density. The population will grow due to the housing target of 14,000 new homes. A number of State Significant Development Applications for new developments are currently under preparation or have already been lodged with the DPHI. The New Bankstown Hospital is designed to fit into the context of the envisaged height and density of the Bankstown TOD Precinct. The New Bankstown Hospital will provide the healthcare infrastructure required to support the increase in residents, as well as employment opportunities. Indicative potential massing in the Bankstown TOD precinct is shown at **Figure 6**.

The Bankstown TOD Finalisation Report identifies that Health Infrastructure NSW has commenced master planning for the New Bankstown Hospital on the site, which will be developed in consultation with the local community and key Government agencies and stakeholders. This is a crucial consideration in the planning for the Precinct to support the growing population of Bankstown.

Figure 6 Axonometric view of character areas in Bankstown City Centre with indicative massing of potential future development (site identified in red outline; non-residential identified in blue; residential identified in light and dark pink)

Source: SJB, NSW Government

1.6 Background, Other Approvals and Related Development

1.6.1 TAFE NSW Relocation and Separate Works

The site contains buildings that were occupied by the TAFE NSW Bankstown Campus (Bankstown TAFE). In 2026, most training is relocated to the TAFE NSW Bankstown City Campus in Western Sydney University, with some courses moving to Padstow TAFE and Granville TAFE.

A range of separate works are occurring at the site under separate applications, as described below. As a result, for the purposes of this SSDA, and the separate approvals, the existing site context under the SSDA considers the site being largely cleared of development and site remediation having been completed. This will be further discussed in **Section 2.2** of this EIS.

1.7 Other Approvals

1.7.1 Review of Environmental Factors for Infrastructure Works

A range of separate but related infrastructure improvement works are occurring across the future Hospital campus under a separate application via Part 5 of the EP&A Act and as *Development Without Consent under State Environmental Planning Policy (Transport and Infrastructure) 2021* (TI SEPP). The infrastructure improvement works were approved by Health Infrastructure in January 2026 and are required for efficient sequencing of works and are separate to the subject SSD works, including:

- Demolition of all buildings, hardstand areas and retaining walls.
- Demolition of Raw Avenue.
- Site clearing, removal of 152 trees and earthworks.
- Site infrastructure works, including removal, capping and installation of site infrastructure, installation of a new kiosk substation on Chapel Road and diversion of existing in-ground sewer and water services.
- Construction of a temporary internal driveway to provide access to the adjacent playing fields to the west.
- Erection of new site hoarding.

It is anticipated that the demolition of Building D and its surrounding hardstand will be subject to an Addendum to the subject REF. For the purposes of this SSDA, all plans and reports have been prepared on the basis that all buildings on the site are demolished under the separate approvals. The post-Infrastructure Works REF scenario is the base line against which the proposed works in this SSDA are assessed against.

1.7.2 Category 1 Remediation Development Application

A Crown Development Application (DA-1417/2025) was lodged with Canterbury Bankstown Council in January 2026 for Category 1 remediation works. As the site is classified as a floodway, development consent is required, and a Crown DA was lodged ahead of this SSDA to expedite delivery of the New Bankstown Hospital. The DA is currently under assessment.

The Category 1 remediation works are subject to a separate approval pathway and are not included in the REF or this SSDA. The site will be made suitable prior to commencement of SSDA works. This EIS is prepared on the basis that the Crown DA is approved and the remediation completed before SSDA works begin. Health Infrastructure intends to carry out the remediation concurrently with infrastructure works under the REF.

2.0 Strategic Context

2.1 Site Location and Context

The site is located at 490 Chapel Road, Bankstown within the Canterbury-Bankstown LGA. It is situated approximately 500m to the Bankstown Central Business District (CBD) and Bankstown Train Station and future Metro, and approximately 16kms from the Sydney CBD

The site's locational context within Sydney is shown at **Figure 7** while the site's local context is shown at **Figure 8**.

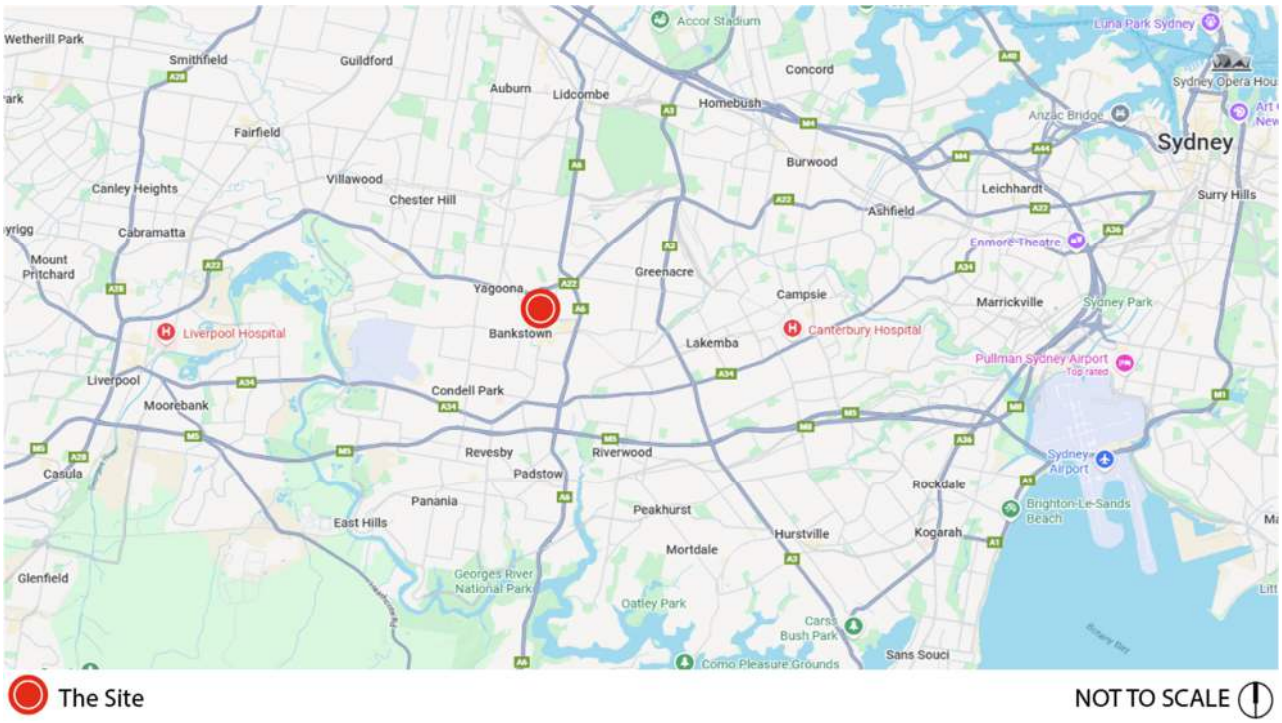

Figure 7 Site broader context map

Source: Google Maps, markup by Nearmap

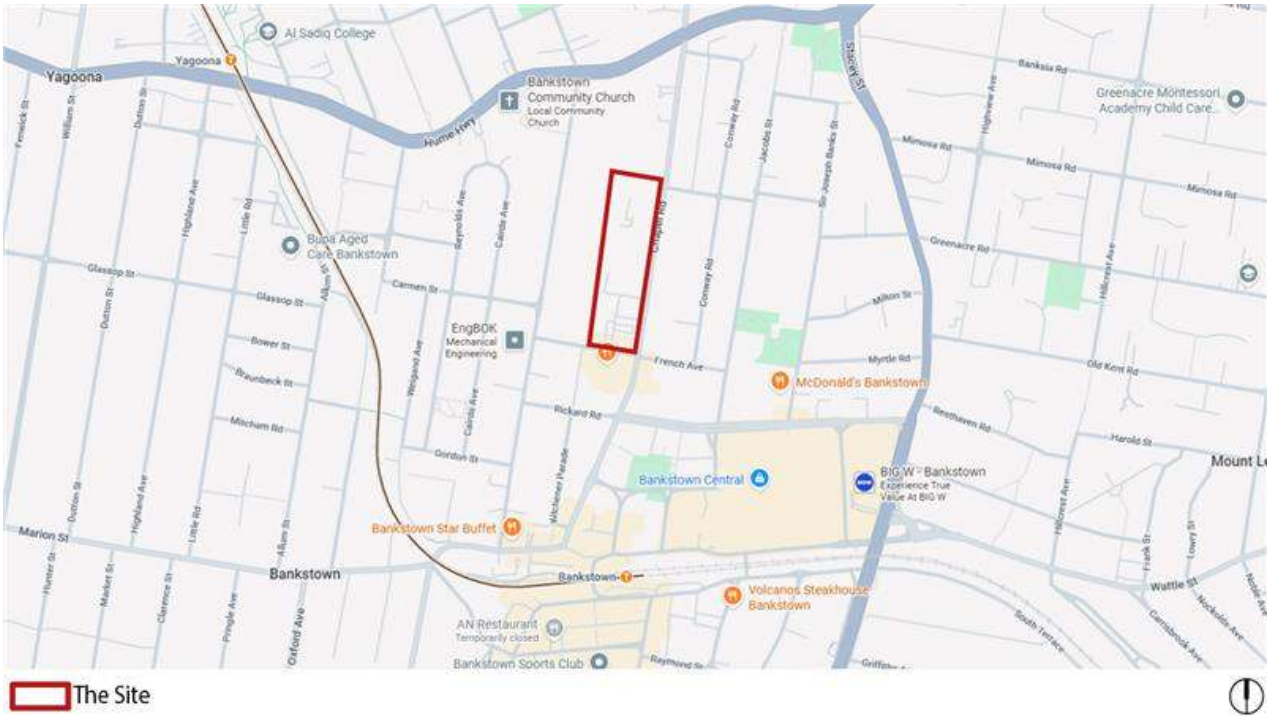

Figure 8 Site local context map

Source: Nearmap, markups by Colliers Urban Planning

2.1.1 Site Description

The site is legally described as Lot 1 DP853675, Lot 10 DP6880 and Raw Avenue. Lot 1 DP853675 and Lot 10 DP6880 are owned by TAFE. Draft commercial terms are being developed between TAFE and Health Administrative Corporation for the transfer of land, which will be transferred at a future point in time. Health Administrative Corporation has acquired Raw Avenue from Canterbury Bankstown Council. The site has an approximate area of 38,170m^2. It is rectangular in shape and was the location of the Bankstown TAFE Campus (prior to relocation). It is bounded to the north by LaSalle Catholic College, south by French Avenue, east by medium density residential and west by the sports fields for LaSalle Catholic College. An aerial photo of the site is shown at **Figure 9**.

Tree removal will also be undertaken at the adjacent LaSalle Catholic College at 347A Hume Highway, Bankstown, legally described as Lot 2 in DP 109612 to the west, while infrastructure works will be undertaken on French Avenue, Chapel Road, Meredith Street and Heath Street. Indicative locations of the tree removal and infrastructure works are identified in blue in **Figure 9**. Refer to **Section 3.10** for a description of these infrastructure works.

Figure 9 Site aerial of the existing site

Source: Nearmap, markup by Colliers Urban Planning

2.1.2 Existing Development

The site currently comprises of the former Bankstown TAFE Campus. As previously discussed, all buildings on the site will be demolished under the separate Infrastructure Works REF prior to commencement of works proposed in this SSDA. Under the separate Infrastructure Works REF, the site will also be graded to achieve a uniform level surface and tree protection measures will be implemented.

For clarity, the post-Infrastructure Works REF scenario as depicted in **Figure 10** below is the base line against which the proposed works in this SSDA are assessed against.

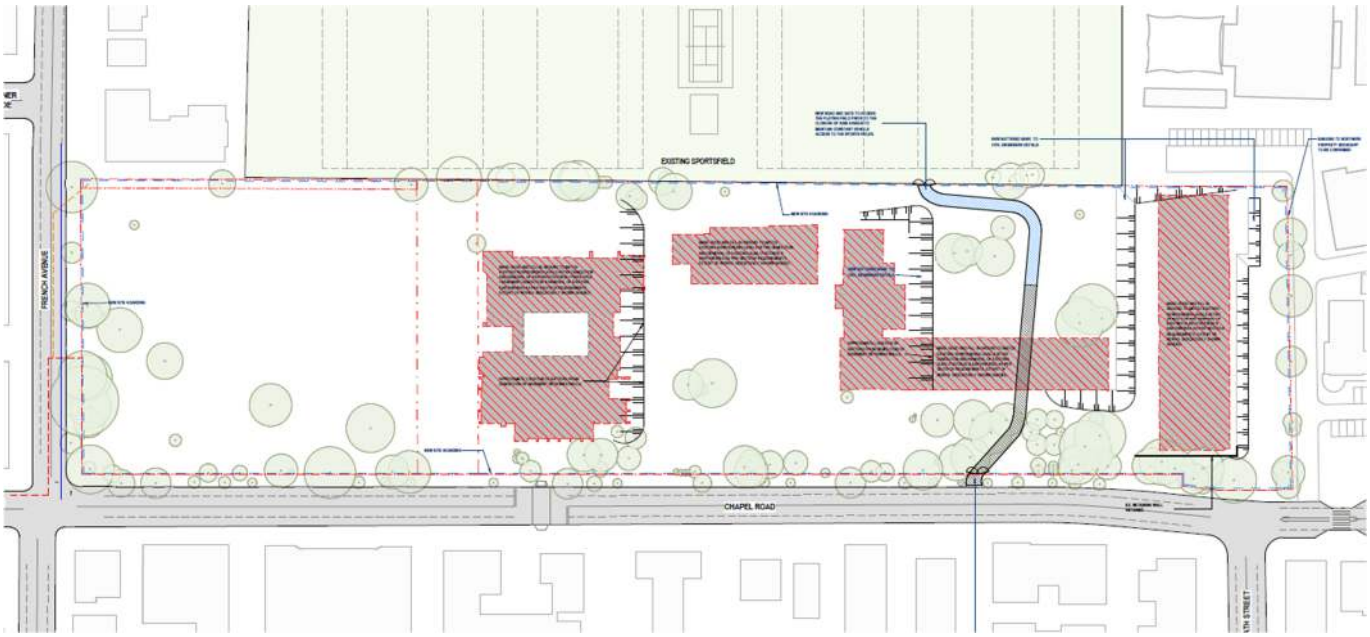

Figure 10 Existing site plan with existing development

Source: Architectus

2.1.2.1 Vehicular and Pedestrian Access

Vehicular Access

The site has frontages to Chapel Road and French Avenue. There are 2 vehicle access points to French Avenue, and 4 vehicle access points to Chapel Road. Raw Avenue is a public road that intersects the site, provides car parking for the public and provides vehicle access points into the site.

Pedestrian Access

There are three pedestrian access points into the site from Chapel Road. Footpaths are provided along both sides of French Avenue and Chapel Road. The part of the site that is north of Raw Avenue is generally surrounded by a palisade fence, while the part of the site south of Raw Avenue is surrounded by a chain fence. Pedestrians are able to access local public transport that is in close proximity to the site.

Car Parking

While there is currently car parking on the site, in the post-Infrastructure Works REF scenario, all car parking on the site will have been demolished.

Public Transport

Bankstown Station is approximately 500m south of the site. There are three bus stops along Chapel Road, which provide access to Bankstown, Parramatta, Merrylands, Strathfield, East Hills, Lidcombe, Burwood, Liverpool and Hurstville Stations. The Bankstown Metro Station is proposed to be completed in the second half of 2026 which will upgrade services between Bankstown and Sydenham, with the service from Bankstown to Central taking approximately 28 minutes via the Sydney Metro. The Metro will operate with a Metro Train every 4 minutes during the peak.

As discussed at **Section 1.5**, the site is located within the Bankstown TOD Precinct (see **Figure 4**). Bankstown was identified by the NSW Government as an accelerated precinct that due to the close proximity to metro stations and key public transport interchanges, promoting walking and cycling opportunities.

2.1.2.2 Topography

The site has a substantial change in topography, sloping downwards from north to south at a gradient of approximately 1:16 (see **Figure 11** and the Survey Plan at **Appendix I**).

Figure 11 East Elevation through Chapel Road

Source: Architectus

2.1.2.3 Landscaping and Trees

Following completion of tree removal under the Infrastructure Works REF, there will be 152 trees within the site.

2.1.2.4 Bushfire

The site is not located on bushfire prone land, nor is it in proximity to bushfire prone land.

2.1.2.5 Heritage

There is no notable historical significance associated with the site, nor is the site listed on any relevant statutory or non-statutory heritage register. Immediately north of the site is the local heritage item under the Canterbury-Bankstown LEP named St Felix de Valois Pioneer Cemetery (#I17) at 347A Hume Highway. There are a variety of other heritage items of local significance in the vicinity of the site.

2.1.2.6 Flooding

The site is identified within the flood planning area under the Canterbury-Bankstown Development Control Plan 2023 (Canterbury-Bankstown DCP), as shown in **Figure 12**. Flooding on the site in the 1% Annual Exceedance Probability (AEP) and Probable Maximum Flood (PMF) scenarios is predominantly caused by local stormwater or overland flow rather than regional river or creek flooding.

Figure 12 Flood planning map (1% AEP extent shown in blue, PMF extent shown in pink)

Source: SMEC, Canterbury Bankstown Council

2.1.3 Existing Surrounding Development

The site is surrounded by a variety of land uses, comprising of residential, educational, commercial and places of worship. The following sections discuss the surrounding context and development.

- **North** - LaSalle Catholic College which is a secondary school containing multiple buildings and accommodating approximately 1,000 students. Beyond LaSalle Catholic College is St Felix de Valois Catholic Primary School and St Felix de Valois Parish Bankstown. The Primary School is bound by the Hume Highway/Remembrance Driveway to the north.
- **South** - The site is bound by French Avenue to the south, beyond which is the Little Saigon Plaza, a 5- storey building which includes a variety of food and drinks premises. Beyond the Little Saigon Plaza is a standalone Aldi supermarket with at-grade car park. Rickard Road borders the at-grade car park which has additional retail and commercial development with an approximate height of 5-storeys to the south. The Bankstown city centre core is located further south, and includes a range of tall commercial, retail and residential buildings.
- **East** - The site is bound by Chapel Road to the east. There is a variety of residential developments east of Chapel Road, mostly comprised of residential apartments of 2 to 4 storeys , with the exception of some detached dwelling houses and 465 Chapel Road which is a 9 to 10 storey residential flat building near the intersection of Chapel Road and French Avenue. Another 10-storey residential flat building is located beyond 465 Chapel Road at 5 French Avenue. The Islamic Charity Projects Association is located at 471 Chapel Road.
- **West** - 25 French Avenue directly adjoins the site to the west and contains a 4-storey residential flat building. Two sports fields and tennis court owned by LaSalle Catholic College also directly adjoins the site to the west. West of the sports fields and bound by Meredith Street, are a variety of low and medium density housing, generally with a height of 1 to 4 storeys.

2.1.4 Cumulative Impacts

There a number of future developments in the surrounding area identified in **Table 2** below that have the potential to result in cumulative impacts. An assessment of the cumulative impacts associated with these proposals are considered under **Section 6.0** for the relevant environmental impacts.

Table 2 Surrounding Potential Future Development

Description		Status
TOD Precinct – St Paul's Anglican Church, Bankstown (SSD-79709963) **459-461 Chapel Road, Bankstown (approximately 30m south-east of the site)** Redevelopment of St Paul's Anglican Church to provide a 23-storey mixed-used building comprising affordable housing, together with a place of public worship, community facilities, a child-care centre and commercial uses. Specifically, the development comprises: • Site preparation and excavation works, including the demolition of all existing structures. • 2,134m^2 non-residential floor area, including a community facility and place of public worship, office and retail uses, and a childcare centre; • 11,133m^2 residential floor area, including approximately 186 social and affordable dwellings of varying sizes including studio and one-bedroom dwellings, with the exclusion of 1 four-bedroom dwelling which is ancillary to the place of public worship. • Carparking spaces located in a one-storey basement and at-grade. • Associated landscaping and public domain works. • Extension and augmentation of infrastructure and utilities as required.		Under Assessment / Response to Submissions
11-13 French Avenue (DA-1129/2025) Demolition of existing structures and construction of an eleven (11) storey mixed use development, comprising 3 levels of basement carparking, one retail tenancy on the ground floor, and ten levels comprising 34 residential apartments. Note: This application is an Integrated Development and requires a Water Supply Work approval from Water NSW under Section 90(2) of the Water Management Act 2000.		Lodged 16/10/2025. Council issued a letter to the Proponent on the 17th December advising that Council has assessed the application and is unable to support the proposal. Some of the key issues raised by Council were design excellence, site isolation, FSR, affordable housing, solar access, tree canopy and green cover, building height, parking, environmental health, engineering and traffic.

Description	Status
TOD Precinct – 30-34 Sir Joseph Banks Street, Bankstown (SSD-86274959) Construction of two residential flat buildings of up to 8-storeys comprising approximately 126 dwellings and 42 car parking spaces within a single level basement. Specifically, the development comprises: • Site preparation works including demolition of existing structures, excavation, and tree removal. • Construction of residential flat building comprising two buildings up to eight storeys over one level of shared basement. • A total of 126 housing apartments including 70 apartments in Building East and 56 apartments in Building West. • A minimum of 45% (56 apartments) for the purpose of affordable housing in Building West. • An overall apartment mix of 62 x 1-bedroom, 49 x 2-bedroom, and 15 x 3-bedroom apartments. • One level of shared basement containing 42 car parking spaces and servicing. • Associated landscaping, tree planting and public domain works. Extension and augmentation of services and infrastructure as required. 	Under Assessment / Response to Submissions
Bankstown Central Mixed Use Development (SSD-96769959) **1 Terrace North, Bankstown** • Demolition of the existing buildings and improvements in the location of the Town Centre Precinct and the Exchange Precinct. • Construction of four (4) shop top housing towers up to 86m in height within the Town Centre Precinct including approximately 1002 dwellings. • Construction of three (3) shop top housing towers up to 83m in height within the Exchange Precinct including approximately 570 dwellings. • Construction of basement car parking. • Delivery of 3% of the proposed residential GFA for the purposes of affordable housing to be managed by a Community Housing Provider (CHP). • Dedicating land for a 24.8m wide road to enable a connection between Jacobs Street and North Terrace. • A 5,000m^2 open space. • Extension and augmentation of services and infrastructure as required	Prepare EIS

2.2 Contributions

The Section 7.12 contribution under the Canterbury-Bankstown Local Infrastructure Contributions Plan 2022 applies to the site and is the relevant contributions plan for non-residential development.

An exemption from contributions is supported by Planning Circular PS-25-002 relating to Crown Development Applications.

This SSDA is a Crown Development Application. Planning Circular PS-25002 states that certain categories of Crown development are infrastructure for the community and are unlikely to generate the same demand for public amenities or public services in the same way as private development.

Key considerations from the practice note are that the development has a clear public purpose, its social benefit outweighs any private gain, and the social benefit applies to the community being directly impacted by the development as well as the broader community. Additionally, the contributions plan applicable to the site is a Section 7.12 contribution plan so is a broadly applied fixed rate plan without reliance on specified uplift and income modelling so exemption from contributions would not add an additional burden to other development.

Health Infrastructure is a government agency that relies on government funds to provide new facilities for the local community. The enforcement of payment of a development contribution would remove a portion of these public funds. The New Bankstown Hospital would be public infrastructure and represents public investment in the LGA and broader region, and therefore an exemption is sought for this development.

Noting that the works are wholly associated with the provision of public health services serving the local population, it would not be considered fair or reasonable to impose a Section 7.12 contribution levy on any approval for this SSD.

2.3 Strategic Planning Context

The proposal is consistent with the relevant Government plans, policies and guidelines applying to the site as outlined in **Table 3** below.

Table 3 Summary of Strategic Context

Strategic Plan	Strategic Context
Greater Sydney Region Plan – A Metropolis of Three Cities	The Greater Sydney Region Plan – A Metropolis of Three Cities (Region Plan) prepared by the then Greater Sydney Commission (GSC) is the overarching strategic plan to manage change and growth in the Greater Sydney Region. It sets a 40-year vision where most residents live within 30-minutes of their jobs, education and health facilities, services and great places. The directions of importance to the proposed activity are outlined below: • Direction 1: **A city supported by infrastructure** – infrastructure supporting new developments, including infrastructure that adapts to meet future needs. • Direction 5: **A city of great places** – designing places for people and providing increased access to social infrastructure. • Direction 7: **Jobs and skills for the city** – creating the conditions for a stronger economy through the provision of an internationally competitive health, education, research and innovation precinct. The proposal is consistent with the broader strategic visions as detailed in the Region Plan, namely by providing new infrastructure that will improve the living standards for residents in the Bankstown area.
South District Plan	The South District Plan (District Plan) builds upon the Regional Plan's vision, objectives and strategies to provide a 20-year plan to manage growth in the South District. The District Plan covers areas such as Canterbury Bankstown, Georges River, and Sutherland. The proposed development will: • Strengthen Bankstown as a strategic centre to allow and encourage jobs, education and health. The proposed development will deliver a new Hospital which will provide necessary health care to the community. • The proposed development will provide crucial infrastructure in an area that is around transport hubs such as the new Metro Station which is currently under construction.

Strategic Plan	Strategic Context
	• Directly respond to growing and investing in health precincts in the South District, with Bankstown-Lidcombe is called out as an emerging hub of medical expertise which will ultimately boost the South District's skill base and economic contribution. The new Hospital will increase many opportunities for access to high-wage local employment for residents and the local community.
Connective City 2036 – Local Strategic Planning Statement	The Connective City 2036 – Local Strategic Planning Statement (LSPS) reflects on how Canterbury Bankstown will evolve as it is anticipated to welcome an addition 135,000 residents and 44,000 workers by 2036. The LSPS sets a clear vision and establishes land use directions and the priorities to demonstrate why and how infrastructure can be delivered in Canterbury Bankstown. The proposed development will assist in achieving the Canterbury Bankstown LSPS vision within the Chapel Road Precinct by integrating transport and land use surrounding the Bankstown Metro Station once construction is complete. Additionally, the proposed development will support the infrastructure coordination that will support population growth by providing additional employment opportunities. The project will generate a significant number of construction jobs and a diversity of operational jobs, supporting the local economy.
Future Transport Strategy 2056	The Future Transport Strategy 2056 sets out the 40-year vision, directions and outcomes framework for customer mobility in NSW, which will guide future transport investment over the long term. The supporting plans provide further detail on customer outcomes or place-based planning documents to guide the Strategy's implementation. The proposal will include on-site parking for patients, visitors and staff and will encourage safe and convenient access for all. The on-site parking will be delivered through both a multi-storey car park, basement car park and at-grade car parks. Car parks will include disabled parking which will be located close to entries and lifts for easy access. Additionally, the use of public and active transport will be encouraged, with the development located within walking distance to the new future Bankstown Metro Station.
Draft Sydney Plan	The Draft Sydney Plan (published in December 2025 for public exhibition) identifies Bankstown as an Accelerated TOD Precinct. It prescribes a housing target of 14,500 people for the Canterbury Bankstown LGA by 2029. The Draft Sydney Plan states that 700,000 jobs will need to be created in the next 20 years. Hospitals currently account for approximately 4% of jobs in Sydney in 2025. The New Bankstown Hospital is with employment expected to grow by approximately 700,000 jobs in the next 20 years, The project will generate a significant number of construction jobs and a diversity of operational jobs, supporting the local economy. The Draft Sydney Plan also identifies Bankstown as a commercial centre, with hospitals and hospital jobs to be prioritised within higher density and mixed-use commercial cores. Commercial centres must be prioritised for productive employment, and the delivery of the New Bankstown Hospital supports the delivery of a centre that offers a high volume of commercial and specialised jobs to serve a wide catchment.
Better Placed	Better Placed establishes guidelines to achieve good design within the built environment in NSW. The Government Architect New South Wales (GANSW) defines a well designed built environment as being: healthy, responsive, integrated, equitable and resilient. The proposed development directly responds to Better Placed by: • Responding directly to Bankstown's urban context, acknowledging surrounding building scale, street patterns and civic character. • Massing and orientation has been carefully considered to integrate the hospital into the existing townscape while maintaining a strong civic presence. • Clinical spaces are planned to adapt to evolving healthcare models and technologies. • Provides accessible public spaces, landscaped terraces, and pedestrian through-site links. • Sustainable strategies lower energy use and maintenance requirements. Refer to the Architectural Design Report for further detail at **Appendix F**.
The Design Guide for Health	The proposed New Bankstown Hospital aligns with The Design Guide for Health by NSW Health Infrastructure and represents a State-significant investment that will deliver substantial social, health, and economic benefits to a rapidly growing and highly diverse community with demonstrated demand for expanded health services. The development will improve access to

Strategic Plan	Strategic Context
	timely, high-quality acute and sub-acute care, alleviate capacity pressures on surrounding hospitals across South-West Sydney, and support improved health equity outcomes. Consistent with the Design Guide, the hospital incorporates principles of person-centred care, clinical efficiency, flexibility, and sustainability through a contemporary, adaptable design capable of responding to evolving models of care and future technological change. Its integration with public transport, surrounding health services, and the broader urban context reinforces the Design Guide's emphasis on community connection, healing environments, and workforce wellbeing, ensuring the facility functions as a resilient, future-ready health asset of State significance.

2.4 Analysis of Alternatives

Alternative options have been considered by the Applicant in response to the strategic need and objectives for the development of the site. This includes not undertaking any works on the site ('do nothing'), proceeding with a different use on the site, and proceeding with the proposed redevelopment for the purposes of a New Bankstown Hospital at 490 Chapel Road, Bankstown.

2.4.1 Scenario – Do Nothing

The 'Do Nothing' scenario would result in the site remaining as an underutilised site, with the majority of TAFE operations already moved off the site. This scenario would fail to meet the healthcare demand of the existing and future Canterbury Bankstown LGA and community, as the existing Bankstown-Lidcombe Hospital campus is not fit-for-purpose to meet the demands of modern healthcare and the expected growth in population and demand for healthcare in Canterbury Bankstown and the surrounding regions. The 'Do Nothing' approach is therefore not viable as it fails to meet project objectives and would exacerbate existing infrastructure pressures.

2.4.2 Scenario – Upgrade the Existing Bankstown Hospital

The 'Upgrade the existing Bankstown Hospital' scenario is largely unrealistic due to the site constraints at the existing Bankstown-Lidcombe Hospital, located at 70 Eldridge Road, Bankstown. The current Bankstown-Lidcombe Hospital has limited room for expansion, due to the surrounding development and already densely developed area. As a result, this scenario would fail to provide the scale of development required for the future growth of Canterbury Bankstown.

This scenario would likely result in staging complexities and disruption of the ongoing operations of the Bankstown-Lidcombe Hospital. The 'Upgrade the Existing Bankstown Hospital' scenario is not preferrable.

2.4.3 Scenario – Alternative Designs

Health Infrastructure have explored a number of different options for the siting of the proposed buildings on the site:

1. Consolidate new hospital to south of the site.
2. Consolidate new hospital to south with enhanced public access through central forecourt.
3. Consolidate new hospital in the centre of the site with open space at the southern end of the site.
4. Consolidate new hospital in the central to northern part of the site to provide an open space that connects to the playing fields to the west.

These options were assessed against key criteria which included quality of the public domain interface, building bulk and form, pedestrian connectivity within the hospital campus, opportunities for future expansions, connection to surrounding green space, and functional hospital needs and the connection to the Bankstown CBD and transport nodes. Considering all of the analysis undertaken, the proposed development is the most effective proposal to meet the objectives of the project.

2.4.4 Scenario – The Proposed Development

The 'Proposed Development' scenario involves the undertaking of the proposed development as outlined in this SSD application. The proposal directly responds to Government objectives to deliver modern and flexible clinical spaces designed for the growing population of the Canterbury Bankstown area. It responds to the site and surrounding

development, project objectives. It will facilitate efficient construction of a high-quality design that responds to the strategic need without disrupting any existing hospital operations.

Importantly, the proposal is in accordance with the NSW Government $2 billion funding commitments for the project, and has strong strategic planning policy alignment and general Government support. Commitment of funding by the NSW Government shows a clear and unequivocal mandate to proceed with a major, contemporary health facility that meets the demands of the Canterbury Bankstown community.

The proposal will provide a new hospital on a site that has high accessibility, including being located within the Bankstown TOD Precinct and within close proximity to public transportation. The proposal aligns with the strategic planning for the Bankstown city centre, and will stimulate local employment and economic activity, while supporting the infrastructure needs of the community.

This scenario is considered the most preferrable option as it meets all the project objectives and directly aligns with the NSW Health and NSW State Government priorities and budget allocation.

3.0 Project Description

3.1 Project Overview

The Applicant will seek development consent under 'Division 4.7 – Stage Significant Development' of the EP&A Act for the construction and operation of the New Bankstown Hospital, including:

- A hospital building plus roof plant.
- A building for logistics and multi-storey car parking.
- Site preparation including earthworks, cut and fill and tree removal.
- Construction of new vehicular access points, internal roads and on-grade car parking spaces.
- Inground building services works and utility adjustments, including service diversions.
- Building foundation works.
- Signage, including wayfinding.
- Landscaping.

The proposed development is discussed further in the following subsections and detailed on the Architectural Drawings prepared by Architectus (**Appendix B**) as well as the Landscape Drawings prepared by Aspect Studio and included at (**Appendix G**). The key project details are summarised in **Table 4.**

A photomontages of the proposed development is provided in **Figure 13**.

Figure 13 Artists impression of the new main entry on Chapel Road, Bankstown

Source: Architectus

Table 4 Key Development Information

Component	Proposal
Project Summary	Construction and operation of a new Hospital and logistics and multi-storey car park building
Proposed Land Use	Hospital which is a health services facility
Project Address	Lot 1 DP853675, Lot 10 DP6880 and Raw Avenue. Infrastructure works also proposed on Chapel Road, Meredith Street, French Avenue, Heath Street, Lot 2 in DP 109612 and Lot 202 in DP 1231757
Site area	Approximately 38,170m^2
Physical Layout and Design	A main hospital building with three wings, connected to a ,multi-storey car park and logistics building by two pedestrian bridges. The main hospital building will accommodate an emergency department, inpatient units, back of house areas, administrative spaces and plant. Landscaping and public domain works include additional tree planting, provision of vegetation, installation of road upgrades and construction of new footpaths.
Proposed Site Preparation Activities	Tree removal and earthworks.
Infrastructure Works	Road upgrades including: • Changes to kerbside parking signage restrictions on Heath Street, Chapel Road, French Avenue and Meredith Street. • Installation of traffic signals and associated line-marking at the intersection of Heath Street, Chapel Road and the new hospital driveway. • Installation of a roundabout at the intersection of Meredith Street and French Avenue. • Construction of a new shared pedestrian and bicycle path along the western side of Chapel Road. • Construction of new bus stops on the western and eastern sides of Chapel Road. Services connections to sewer, telecommunications and electricity. Off-site tree removal.
Maximum Height	64.15m (96.2 AHD)
FSR	1.79:1
GFA	68,239m^2
Car Parking	**Total: 971 car spaces** Multistorey Car Park: 676 car spaces (26 accessible spaces) Basement Car Park: 44 car spaces (3 accessible spaces) At Grade Car Parks: 251 car spaces
Bicycle Parking	50 bicycle spaces
Motorcycle Parking	35 motorcycle spaces
Tree Removal	66 trees
Tree Planting	325 trees
Construction Hours	• Monday to Friday: 7am to 6pm. • Saturdays: 8am to 1pm. • Sundays and Public Holidays: No work.
Operational Hours	24 hours a day, 7 days a week

3.2 Design Principles

3.2.1 Architectural Design Response

Figure 14 identifies the architectural design principles that have been adopted to ensure the overall vision and objectives of the development are achieved. The design principles were identified as a result of a stakeholder vision workshop that was held with the local community, local health district staff, Health Infrastructure and the Design team. The design principles have formed the basis for site organisation, the Masterplan, hospital siting, entries, pedestrian movement, departmental block and stack and the architecture.

Figure 14 Project vision and architectural design principles developed in consultation with consumers, staff and stakeholders

Source: Architectus

3.2.2 Designing with Country Principles

The proposed development and project team have undertaken consultation with Aboriginal Groups and Stakeholders to ensure that a Designing with Country approach is implemented within the design of the development. The Design Report (**Appendix F**) outlines the key Designing with Country Principles to be inviting Country in, lifecycles and healing and Country's legacy.

3.3 Site Preparation

3.3.1 Demolition

This SSDA does not seek consent for any demolition of structures.

3.3.2 Earthworks

Bulk earthworks are proposed to be undertaken on the site to accommodate the proposed built form and internal roads. It will result in a maximum cut of 57,007.01m^3 and a maximum fill of 11,572.46 m^3 (net cut of 45,434.55m^3). Refer to the Civil Engineering Drawings at **Appendix R** for the extent of earthworks.

3.3.3 Remediation

There is no remediation proposed under this SSDA. Category 1 remediation works are subject to a separate DA, DA-1417/2025, as discussed at **Section 1.7.2**.

3.4 Tree Removal, Tree Planting and Tree Canopy

This SSDA seeks consent to remove 66 trees (see **Figure 15**). In addition, trees in the public domain and within LaSalle Catholic College on Lot 2 in DP 109612 to the west are proposed for removal.

A total of 325 new trees is proposed across the site under this SSDA, with a canopy percentage of 30.67% of site area when combined with existing trees on the site. The proposed tree planting will include locally native species with large canopies including Grey Box, Scribbly Gum, Spotted Gum, Turpentine, Paperbarks and Water Gum.

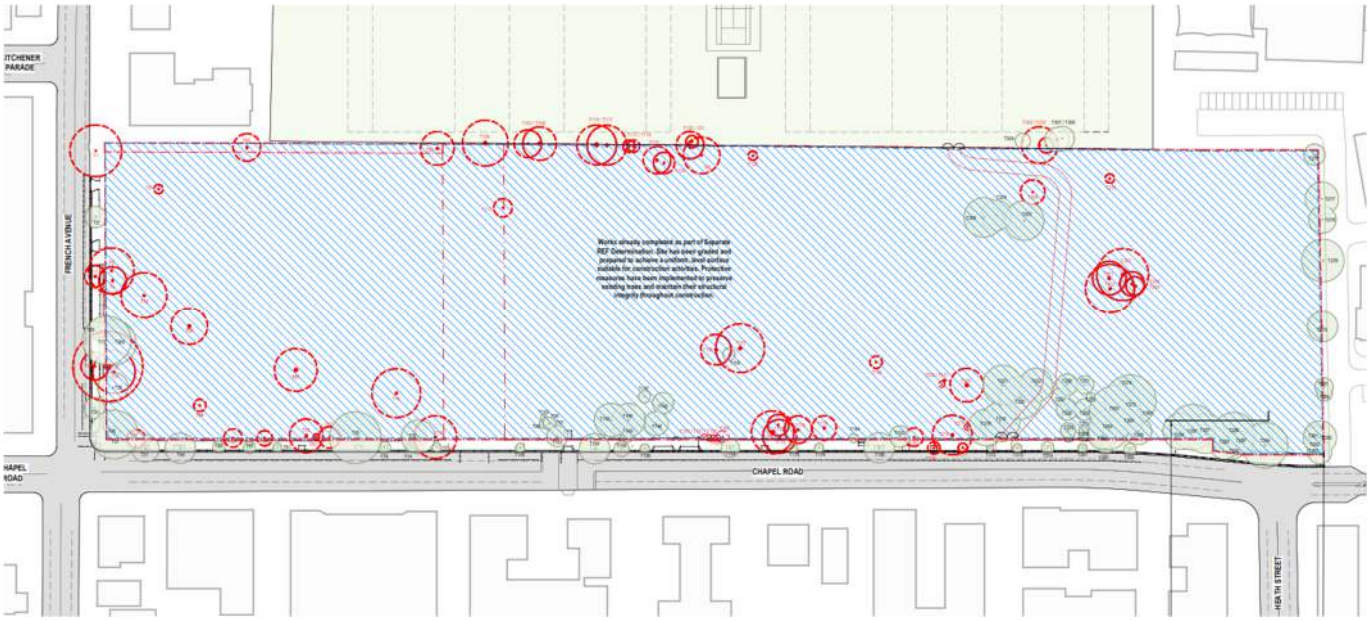

Figure 15 Proposed tree removal

Source: Architectus

3.5 Site Servicing and Utilities

Table 5 Proposed site servicing and utilities

Service / Utility	Proposal
Stormwater drainage connections	The overland flows and piped flows from the upstream catchment to the west of the site is to be captured and contained within the existing 3.05m wide easement along the western boundary of the site. There are two on-site detention (OSD) tanks proposed which will collect stormwater from the buildings and paved areas. A 110m long, 1.5m wide and 2m high concrete drain is proposed within the existing easement along the site's south-west property boundary.
Potable Water	New, dual connections from 100mm and 200mm water mains in Chapel Road are proposed to serve the development. Proposed water mains connection for the hospital comprises of a primary main connection from the 200mm water main and secondary main connection from the 100mm water main as a back-up supply in Chapel Road.
Sewerage	Existing sewer mains are available running along French Avenue and within the site: • 225 mm PVC in French Avenue • 225 mm SGW across NBH site • 150 mm SGW across NBH site These existing sewer mains have been rerouted around the proposed development and have been approved under a separate planning pathway.
Electrical infrastructure	Four new Ausgrid chamber substations are proposed which will include: • Two substations to consist of 2 x 1500kVA. • Two substations to consist of 3 x 1500kVa.

Service / Utility	Proposal
	Three substations will be located in the main Hospital building and one will be located in the new multi-storey car park.
Telecommunications infrastructure	Two new incoming fibre optic cable connections are required from the existing Telstra Pit with one located in the French Avenue pavement and one in the Chapel Road pavement. They will both be run underground in new PVC conduit and pits to connect direction into the new hospital building.

3.6 Building Height and Massing

The majority of the New Bankstown Hospital will be situated in the central and southern portion of the site. The hospital building will be a 14-storey building, with a maximum height of 96.2 AHD (64.15m). Additionally, there is a 10-storey car park and logistics building on the northern portion of the site with a height of RL 72.7 (not including the lift overrun). Two link bridges are proposed to connect the hospital building to the multi-storey car park and logistics building.

Figure 16 Proposed elevation of the development showing the maximum height

Source: Architectus

The ground floor is proposed to accommodate the emergency department, including the public drop-off and ambulance entry. Due to the typography of the site, the main public entry is located on Level 1. A plaza with a green link is proposed to be provided adjacent to the main entry on Level 1. Level 2 is proposed to accommodate the logistics loading dock and stores. There are two link bridges proposed to connect the dock and stores to the back of house (BOH) corridors and logistics lifts and a link that connects the multi-deck car park to the front of house areas. Level 3 and above is proposed to contain the clinical departments with front of house (FOH) and BOH lifts centrally located. Each inpatient unit is organised into three wings.

The New Bankstown Hospital Building will contain the following services:

- Ground floor: Emergency, pharmacy, capital works and infrastructure, substation, ambulance bays and BOH.
- Level 1: Equipment loan pool, outpatients, transit unit, front of house, allied health hub and BOH.
- Level 2: Nuclear medicine, PET, imaging, ambulatory care and BOH.
- Level 3: Theatres, perioperative, sterilising services, procedure, interventional and BOH.
- Level 4: Kitchen, procedure and intervention, staff support, BOH and plant.
- Level 5: Pathology unit, intensive care unit (ICU), conference and education, offices and BOH.
- Level 6: Maternity and birthing, paediatric, adolescent unit, neonatal and BOH.
- Level 7: Rehabilitation inpatient unit (IPU), cardiac and stroke IPU and BOH.
- Level 8: Acute mental health unit and high dependency unit, future development zone and BOH.
- Level 9: Surgical IPU and BOH.
- Level 10: Aged care dementia care unit, renal dialysis in-centre unit, future development zone and BOH.
- Level 11: General medicine IPU, cancer centre, haematology, oncology and BOH.
- Level 12: Future IPU, general medicine IPU, respiratory, acute medical assessment unit and BOH.
- Level 13: Plant.

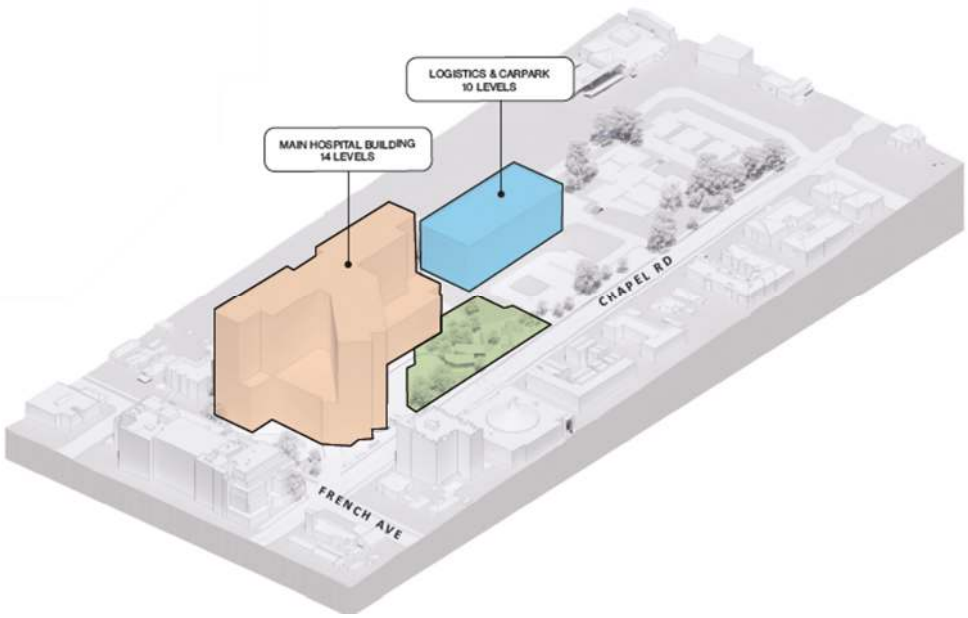

Figure 17 Proposed massing and location of the development within the site

Source: Architectus

3.7 Façade, Materiality and Finishes

Architectus have selected a combination of façade materials and finishes that are inspired by the First Nations narrative which celebrates a deep connection to place. The materiality is a palette of materials, colours and finishes that reflect local geology, native canopies and expansive skies. The materiality of the proposed development showcases the experience of care through a calm, culturally inclusive environment that is connected to Country and guided by First Nations principles.

The proposed materiality, colours and finishes are shown at **Figure 18**. Refer to the Architectural Design Report (**Appendix F**) and Architectural Plans (**Appendix B**) for further detail.

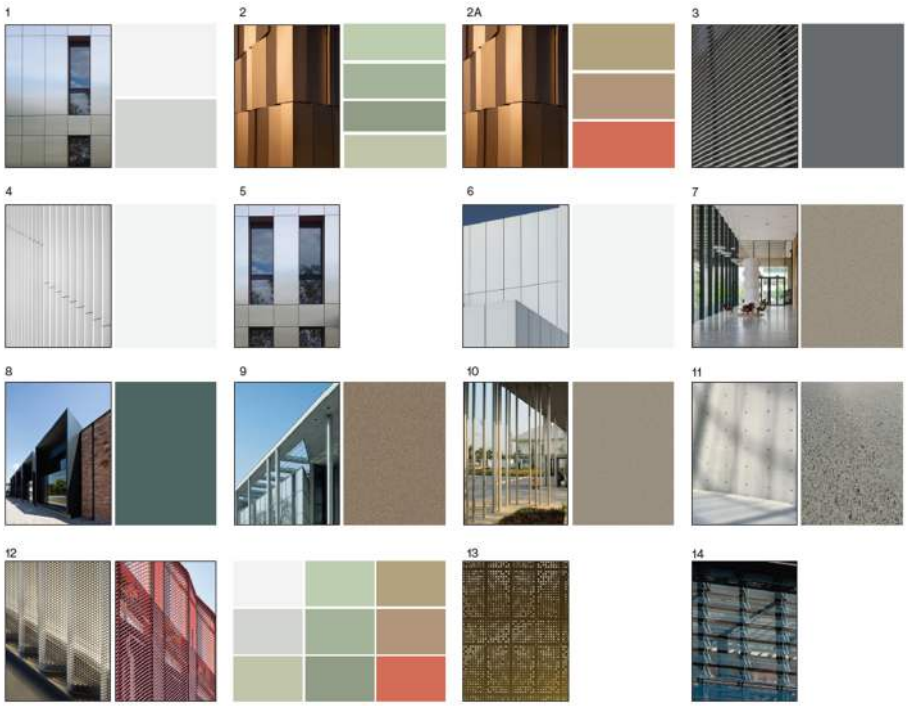

Figure 18 Proposed façade materiality for the development

Source: Architectus

Figure 19 Artist impression of the western side of the building, viewed from the school playing fields

Source: Architectus

3.8 Access and Parking

The proposal's vehicular and access arrangements are shown at **Figure 20**.

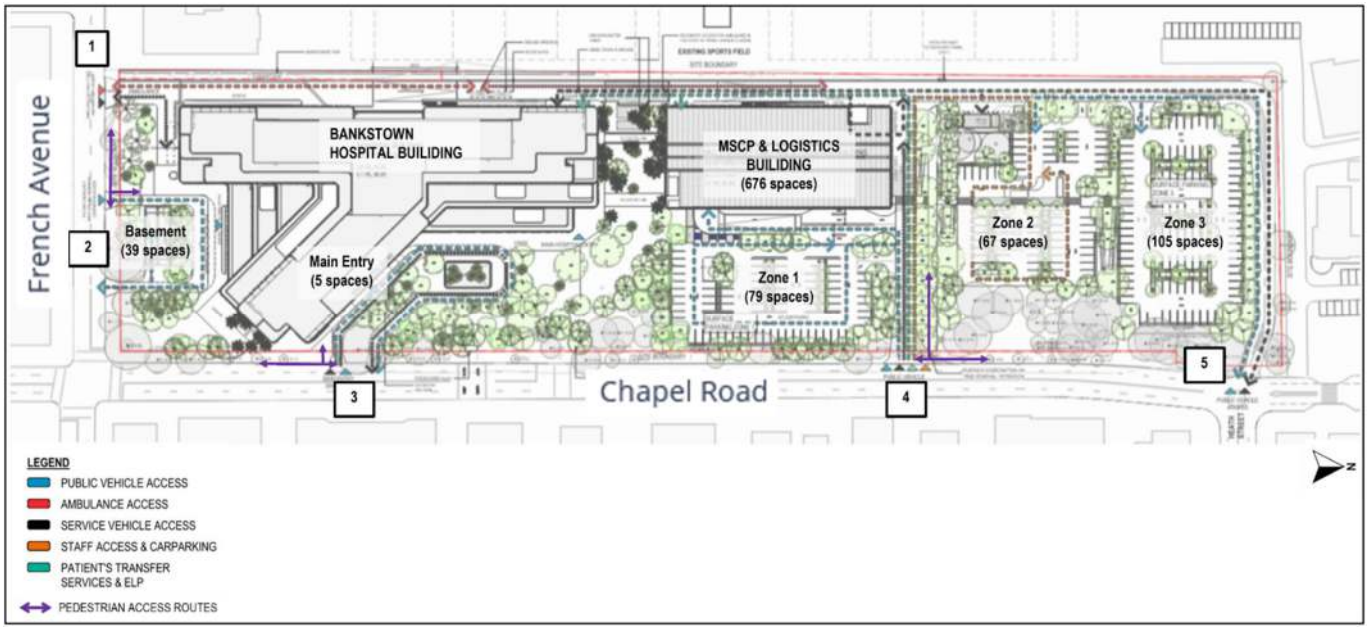

Figure 20 Proposed New Bankstown Hospital layout and access plan

Source: Stantec

3.8.1.1 Vehicular Access

Vehicular access to the site is provided from both French Avenue and Chapel Road.

The two access points from French Avenue are:

- Ambulance ED Access (Location 1 in **Figure 20**): restricted two-way access for ambulances and service vehicles is proposed along the western boundary of the site. This is the primary access to the ambulance parking and is the primary ambulance driveway. This driveway also provides service vehicle access for select-back-of-house functions.
- Public Emergency Department (ED) (Location 2 in **Figure 20**): two one-way driveways are proposed to provide access to the ED and ED basement parking, and functions as a loop. The driveway loop is also proposed to contain 6 pick-up/drop-off spaces.

The three access points from Chapel Road are:

- Main Hospital Building (Location 3 in **Figure 20**): access to the New Bankstown Hospital main entry drop-off area. This area is proposed to have 5 pick-up/drop-off spaces.
- Multi-storey car park and Logistics building (Location 4 in **Figure 20**): access to the Multi-storey car park and Logistics building. Separate internal entrance/ exits are provided for the multi-storey car park and adjacent surface car parking area.
- Surface Car Parking Areas and Internal Access Road (Location 5 in **Figure 20**): primary access to northern surface parking areas, general service vehicle access. Secondary access for ambulances also via this access point.

3.8.1.2 Pedestrian Access

Pedestrian access and footpaths are provided on the sides of the roads surrounding the hospital. Additional pedestrian footpaths and walkways are provided internally within the site to allow access to and from the buildings. A public pedestrian link bridge is provided to internally connect the Hospital Building to the multi-storey car park. Zebra crossings within the site will be provided between the at grade car parks to ensure pedestrian safety.

Staff will be able to utilise the proposed stairs and lift within the staff car park to access the main hospital building.

3.8.1.3 Car Parking

A total of 971 car parking spaces are proposed across the basement parking, at grade parking, and in the multi-storey car park. The proposed car parking will include 29 accessible parking spaces and the provision for electric vehicle parking spaces to be delivered in the future. A breakdown of the proposed parking is provided in **Table 6**. Car parking will be available for staff, visitors and patients.

Table 6 Proposed car parking arrangements across the site

Location	Area	Car Parking Spaces
Main Hospital	Basement	39 (including 3 accessible)
	Main Entry Short Term	5
	Sub-Total	44
Multi-Storey Car Park/Logistics Building	Level 1	16 (including 2 accessible)
	Levels 2-10	660 (including 24 accessible)
	Sub-Total	676
At Grade Car Parking	Zone 1	79
	Zone 2	67
	Zone 3	105
	Sub-Total	251
TOTAL CAR PARKING SPACES		**971**

3.8.1.4 Motorcycle Parking

A total of 35 motorcycle parking spaces are proposed and will be located within the multi-storey car park.

3.8.1.5 Bicycle Parking and End of Trip Facilities

A total of 50 bicycle and e-bike parking spaces are proposed within the bicycle storage area within the End-of-Trip are in the lower ground floor of the multi-storey car park. The End-of-Trip facilities will provide 3 shower/change rooms.

3.9 Landscape Design

A Landscape Report (**Appendix G**) and Landscape Plans (**Appendix H**) have been prepared by Aspect Studios. The site will comprise of extensive outdoor green space which responds to the built form and can be utilised by pedestrian pathways. Seating and gathering areas will provide opportunities for relaxation or recreation within the landscaped outdoor spaces. The key elements of the landscape design include:

- Extensive tree planting of 325 new trees with a canopy cover of 30.67% and minimum 1:1 tree replacement ratio (noting 152 trees were removed under the Infrastructure Works REF and 66 trees are proposed to be removed under this SSDA).
- Plaza to serve as a central gathering place.
- Under-croft plaza under the link bridge between the main hospital building and multi-storey car park to create a sheltered, multifunctional space.

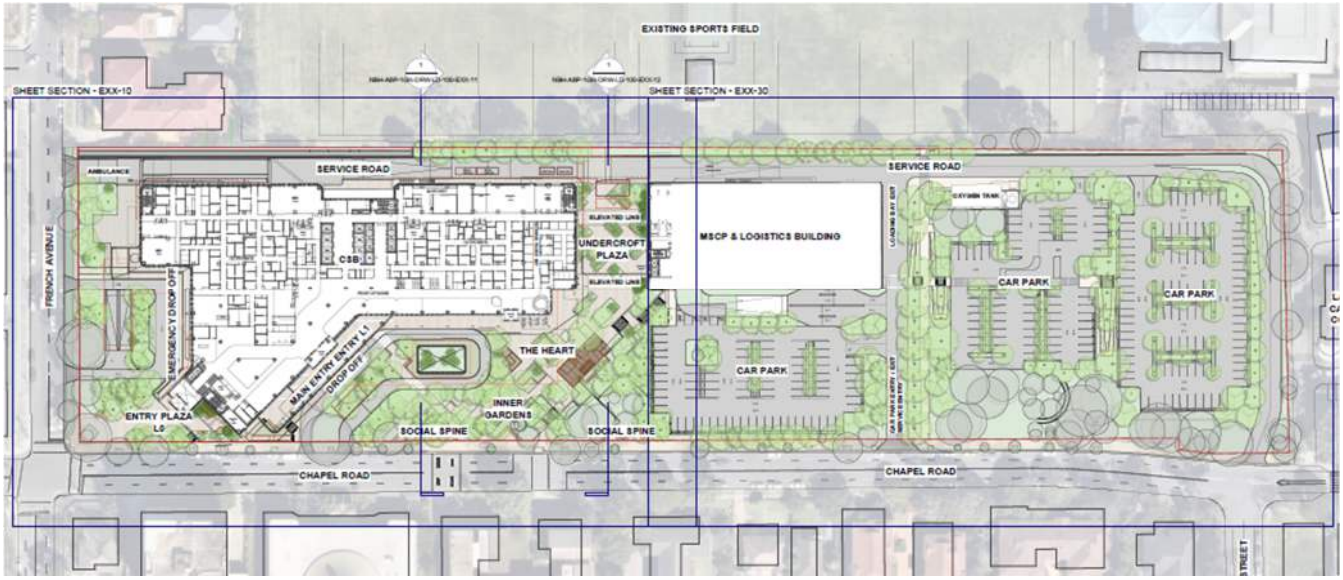

Figure 21 Proposed landscape plan

Source: Aspect Studios

3.10 Off-Site Works

A range of off-site works are proposed and are listed below, with numbering reflecting the Proposed Off-site Works Plan shown in **Figure 22** and within the Architectural Drawings (**Appendix B**).

Road upgrades:

1. Changes to kerbside parking signage restrictions on Heath Street, Chapel Road, French Avenue and Meredith Street.
2. Installation of traffic signals and associated line-marking at the intersection of Heath Street, Chapel Road and the new hospital driveway.
3. Installation of a roundabout at the intersection of Meredith Street and French Avenue.
4. Construction of a new shared pedestrian and bicycle path along the western side of Chapel Road.
5. Construction of new bus stops on the western and eastern side of Chapel Road.
6. Construction of a new truck hardstand area on the western side of Chapel Road.

Services connections:

A. New connections to sewer main.

B. New telecommunications connection.

C. New electricity connection.

Off-site tree removal:

- Removal of trees on Lot 2 in DP 109612 to the west
- Removal of trees on Chapel Road.
- Removal of trees on French Avenue.

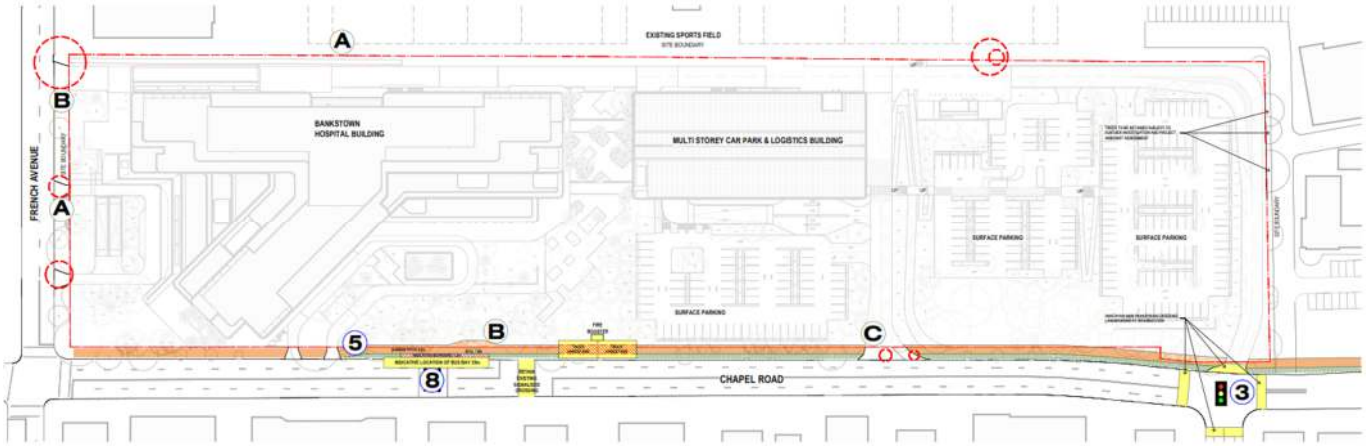

Figure 22 Proposed off-site works plan

Source: Architectus

3.11 Signage

Development consent for the following business identification signage zones are proposed in the following locations shown in **Figure 23** and **Figure 24**. These zones will contain the name of the New Bankstown Hospital in illuminated signage, and have dimensions of approximately 20m in length and 5m in height. Refer to the Architectural Plans at **Appendix B** for further detail.

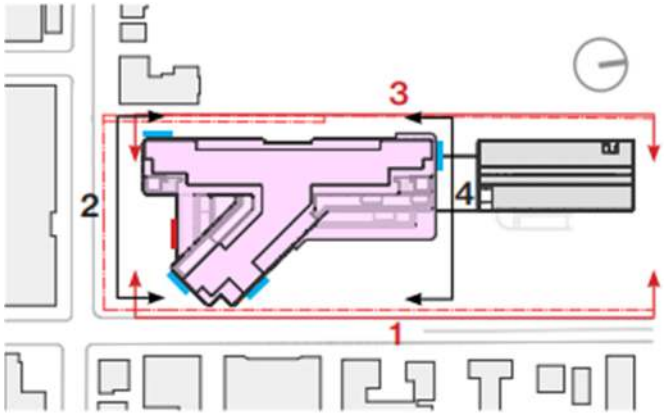

Figure 23 Indicative signage zones plan and locations

Source: Architectus

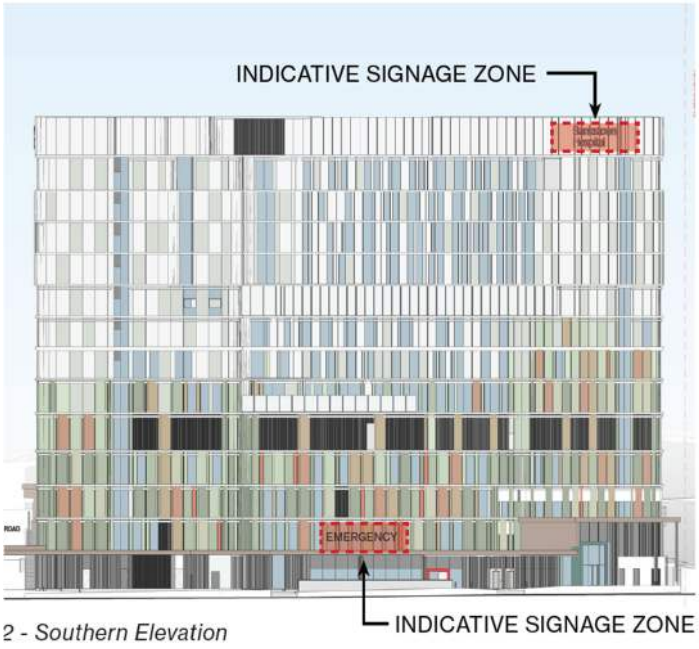

Figure 24 Indicative signage zones on the southern elevation

Source: Architectus

3.12 ESD Infrastructure

The proposed development will incorporate Environmentally Sustainable Development (ESD) design strategies and principles. In particular, the development will be targeting the NSW State Government Net Zero Targets, NSW Health's Net Zero Targets and the HI ESD Framework tool. Refer to the ESD Report (**Appendix O**) for further detail on the proposed ESD initiatives.

3.13 Uses and Activities

The proposed development will establish the use of the site as a hospital. The operational details of the development are provided in the sections below.

3.13.1 Beds and Treatments Spaces

The hospital development will provide the following services and treatment spaces (but is not limited to):

- Pathology
- Pharmacy
- Administration
- Ambulatory Care
- Medical Imaging
- Intensive Care Units
- Emergency Department
- Rehabilitation
- Women's Health and paediatrics
- Operating theatres
- Mental Health/Outpatient

3.13.2 Operating Hours

The proposed hours of operation for the hospital are 24 hours a day, seven days a week.

3.13.3 Staff (Operational Jobs)

The project will generate a significant number of construction jobs and a diversity of operational jobs.

3.14 Construction Staging

The works will be carried out as a single stage. Works are anticipated to commence in 2027 and will be completed in 2031.

A Staging Plan prepared post-determination may nominate detailed sequencing of construction works and construction certificates.

3.15 Construction Hours

Construction activities will be undertaken within the following hours (in accordance with the standard construction hours under the Interim Construction Noise Guidelines):

- Monday to Friday: 7am to 6pm.
- Saturdays: 8am to 1pm.
- Sundays and Public Holidays: No work.

4.0 Statutory Context

Development approval is sought for the project under the State Significant Development provision of Part 4 of the EP&A Act. The sections below outline the project's key statutory requirements. This section is complemented by a Statutory Compliance Table included at **Appendix C** that identifies all statutory requirements and where those requirements have been addressed in the EIS.

4.1 Land Use Definition

The use of the proposed facility is defined as a 'hospital', which is a type of 'Health Services Facility'. Permissibility is discussed below.

4.2 Permissibility

The site is zoned part SP2 – Infrastructure and part MU1 – Mixed Use zones. Under Section 2.60 of the Transport and Infrastructure SEPP, development for the purpose of health services facility can be carried out by any person with consent on land in a prescribed zone. A prescribed zone includes SP2 Infrastructure and MU1 Mixed Use and therefore, development for the purposes of a 'health services facility' is permitted with consent at the site.

4.3 Power to Grant Approval

4.3.1 Declaration of State Significant Development

Development consent will be sought under 'Division 4.7 – State Significant Development' of the EP&A Act. Section 4.36(2) of the EP&A Act states that:

> *A State environmental planning policy may declare any development, or any class or description of development, to be State significant development.*

Schedule 1 of *State Environmental Planning Policy (Planning Systems) 2021* (Planning Systems SEPP) lists development that is declared State Significant Development (SSD). Section 14 of Schedule 1 states:

> *Development that has an estimated development cost of more than $30 million for any of the following purposes—*
>
> ***(a) hospitals,***
>
> *(b) medical centres,*
>
> *(c) health, medical or related research facilities (which may also be associated with the facilities or research activities of a NSW local health district board, a University or an independent medical research institute).*

As the proposed development is for the purposes of a hospital and has an estimated development cost (EDC) of more than $30 million, it is declared to be SSD. Before an SSDA can be determined, it is subject to a comprehensive assessment under the EP&A Act.

4.3.2 Consent Authority

Section 4.5 of the EP&A Act and Section 2.7 of the Planning Systems SEPP stipulates that as an application made by a public authority, the consent authority is the Minister for Planning (or DPHI as their delegate) unless the development triggers the matter set out in Section 2.7(1) in which case the consent authority will be the Independent Planning Commission.

4.4 Other Approvals

The other legislative approvals required for the Proposal in addition to a development consent under Division 4.7 of the EP&A Act are outlined in **Table 7** below.

Table 7 Other Approvals

<table>
<tr><th>Matter</th><th>Consideration</th></tr>
<tr><td>Approvals not required for SSD</td><td>Section 4.41 of the EP&A Act stipulates that certain authorisations are not required for State significant development. The following legislative approvals would otherwise be required if the Project was not State significant.
<table>
<tr><th>Legislation</th><th>Approval Otherwise Required</th></tr>
<tr><td colspan="2">Legislation that does not apply to State Significant Development</td></tr>
<tr><td>Fisheries Management Act 1994</td><td>No</td></tr>
<tr><td>Heritage Act 1977</td><td>No</td></tr>
<tr><td>National Parks and Wildlife Act 1974</td><td>No</td></tr>
<tr><td>Rural Fires Act 1997</td><td>No</td></tr>
<tr><td>Water Management Act 2000</td><td>Yes</td></tr>
</table></td></tr>
<tr><td>Consistent Approvals</td><td>Section 4.42 of the EP&A Act stipulates that certain authorisations cannot be refused if they are necessary for carrying out State significant development. The following table lists legislative approvals that are required for the Project and cannot be refused if the Project is approved.
<table>
<tr><th>Legislation</th><th>Approval Required</th></tr>
<tr><td colspan="2">Legislation that must be applied consistently</td></tr>
<tr><td>Fisheries Management Act 1994</td><td>No</td></tr>
<tr><td>Coal Mine Subsidence Compensation Act 2017</td><td>No</td></tr>
<tr><td>Mining Act 1992</td><td>No</td></tr>
<tr><td>Petroleum (Onshore) Act 1991</td><td>No</td></tr>
<tr><td>Protection of the Environment Operations Act 1997</td><td>No</td></tr>
<tr><td>Roads Act 1993</td><td>Yes</td></tr>
<tr><td>Pipelines Act 1967</td><td>No</td></tr>
</table></td></tr>
<tr><td>EPBC Approval</td><td>The Environmental Protection and Biodiversity Act 1999 Act (EPBC Act) provides a legal framework to protect and manage nationally and internationally important flora, fauna, ecological communities, and heritage places. These are known as matters of National Environmental Significance. If the proposed development will, or is likely, to impact a matter of National Environmental Significance, then it is required to be referred to the Federal Department of the Environment for assessment to determine if it constitutes a ‘controlled action’ requiring EPBC approval. Presently, a bilateral agreement allows the Commonwealth Minister for the Environment to rely on the NSW environmental assessment process when assessing a controlled action under the EPBC Act.
The proposed development is not likely to impact a matter of National Environmental Significance. Therefore, the proposed development is not required to be referred to the Federal Department of the Environment to determine if it constitutes a controlled action and the bilateral agreement applies.</td></tr>
</table>

4.5 Pre-Conditions to Exercising the Power to Grant Consent

The pre-conditions to be fulfilled by the consent authority before exercising their power to grant development consent are identified and considered in **Table 8** below.

Table 8 Pre-Conditions to Exercising the Power to Grant Consent

Matter	Consideration
Biodiversity Conservation Act 2016	In accordance with this Act, an assessment of any State Significant proposal's biodiversity impacts must be undertaken as part of the provision of any SSDA, including the provision of a Biodiversity Development Assessment Report (BDAR) in instances where it is required. Section 7.14 requires the consent authority to take into consideration the likely impact of the proposed development on biodiversity values as assessed in the BDAR. A BDAR has been prepared and is provided at **Appendix BB**.
State Environmental Planning Policy (Transport and Infrastructure) 2021	The Transport and Infrastructure SEPP aims to facilitate the effective delivery of infrastructure of the State. Section 2.122 requires the consent authority to provide the RMS with written notice of the development application for developments considered a 'traffic generating activity'. The development is considered a traffic generating activity as it provides more than 100 beds and has access to a classified road. Before determining the SSDA, the consent authority must take into consideration the accessibility of the site. The traffic-generating characteristics of the development that affect accessibility are assessed in the Transport and Accessibility Impact Assessment (**Appendix X**) which also includes a preliminary Green Travel Plan that sets out targets and methods to reduce the mode share of vehicle trips. It also assesses the potential traffic safety and road congestion impacts, concluding that proposed mitigation measures including construction traffic management and road upgrades (whether provided by the Applicant or by Transport for NSW) will result in acceptable traffic impacts. It also concludes that parking provision is sufficient to meet the expected parking demand of the hospital. Refer to **Section 6.4** for further detail.
State Environmental Planning Policy (Resilience and Hazards) 2021	The *State Environmental Planning Policy (Resilience and Hazards) 2021* (Resilience and Hazards SEPP) aims to promote the remediation of contaminated land for the purpose of reducing the risk of harm to human health or any other aspect of the environment. Section 4.6 stipulates that a consent authority must not consent to the carrying out of development unless: • It has considered whether the land is contaminated, and if the land is contaminated, it is satisfied that the land is suitable in its contaminated state (or will be suitable, after remediation) for the purpose for which the development is proposed to be carried out. • If the land requires remediation to be made suitable for the purpose for which the development is proposed to be carried out, it is suitable that the land will be remediated before the land is used for that purpose. The Contamination and Remediation Letter prepared by SMEC confirms that subject to the implementation of the Remedial Action Plan under the separate remediation Crown DA submitted to Canterbury-Bankstown Council, DA-1417/2025, the site will be suitable for the proposed development and use as a hospital (refer to **Appendix DD**, **Section 1.7.2** and **Section 6.89**).
State Environmental Planning Policy (Industry and Employment) 2021	The *State Environmental Planning Policy (Industry and Employment) 2021* (Industry and Employment SEPP) sets out planning controls for advertising and signage in NSW. Section 3.6 stipulates that a consent authority must not grant development consent to an application to display signage unless the consent authority is satisfied that: • The signage is consistent with the objectives of the SEPP; and • The signage satisfies the assessment criteria specified in Schedule 1 of the SEPP. The proposed signage is considered to be building/business identification signage for the purpose of assessment under the Industry and Employment SEPP, in that it will contain signage which indicates the name and business being carried out by the hospital. An assessment demonstrating consistency with the objectives of the Industry and Employment SEPP and the Criteria in Schedule 5 is provided in the Statutory Compliance Table at **Appendix C**.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	The *State Environmental Planning Policy (Biodiversity and Conservation) 2021* (Biodiversity SEPP), Chapter 2 applies to land in the Canterbury Bankstown LGA. It aims to protect the biodiversity values and amenity of trees and other vegetation in non-rural areas. A BDAR has been prepared and is provided at **Appendix BB**.
State Environmental Planning Policy (Sustainable Buildings) 2021	As the proposed development is a non-residential building, the ESD Report (**Appendix O**) includes a Net Zero Statement. A NABERS Embodied Emissions Materials Form is provided at (**Under separate cover**).

4.6 Mandatory Matters for Consideration

The matters that the consent authority is required to consider in deciding whether to grant consent to any development application are identified and considered in the following sections.

4.6.1 Acts, Regulations and State Environmental Planning Policies

Table 9 Assessment against mandatory matters for consideration in Acts, Regulations and SEPPs

Act	Comments
Environmental Planning and Assessment Act 1979 (EP&A Act)	The EIS has examined and considered all possible matters affecting or that are likely to affect the environment by reason of the proposed development. The proposed development is consistent with the objects of the EP&A Act for the following reasons: • It allows the for the orderly economic development of the land for a public use and provides new and improved health care infrastructure that is able to implement contemporary models of care. • It allows for additional employment opportunities throughout the construction and operation phases. • It will facilitate ecologically sustainable development. • It achieves a high-quality design outcome that will benefit patients, staff and visitors. • It is development for a public purpose and will facilitate the delivery of community spaces. The proposed development is consistent with Division 4.7 of the EP&A Act, particularly for the following reasons: • The development has been declared to have state significance. • The development is not prohibited by an environmental planning instrument. • The development has been evaluated and assessed against the relevant heads of consideration under Section 4.15(1).
Environmental Planning & Assessment Regulations 2021	This EIS has addressed the specification criteria within Clause 190 and Clause 192 of the EP&A Regulation. Similarly, the EIS has addressed the principles of ecologically sustainable development through the precautionary principle (and other considerations), which assesses the threats of any serious or irreversible environmental damage. As required by Clause 4.42 of the EP&A Act, no additional approvals will be required in order to permit the development to occur. Further discussion is provided in **Section 7.0**. The site is located within the Georges River Catchment which is identified as a regulated catchment under the Biodiversity and Conservation SEPP. Section 171A of the EP&A Regulations identifies that the development must consider sections of the Biodiversity and Conservation SEPP which assess development within regulated catchments.
State Environmental Planning Policy (Resilience and Hazards) 2021	Section 3.12 outlines mandatory matters for a consent authority to consider when determining an application for potentially hazardous or offensive development. Chapter 3 applies to any proposals which falls under the Resilience and Hazards SEPPs definition of 'potentially hazardous industry' or 'potentially offensive industry'. The proposed development contains potentially hazardous activity due to the storage of dangerous goods gasses on the site for medical use. Therefore, a Preliminary Hazard Analysis is provided at **Appendix V**, which concludes that all dangerous gas storage and handling areas will comply with the requirements of the relevant Australian standard and that hazards associated with these facilities were effectively controlled to "as low as reasonably practicable". Hence, it is concluded that the proposed development is only potentially hazardous and is acceptable within the proposed land use. Refer to **Appendix V** and **Section 6.9** for further assessment.
State Environmental Planning Policy (Biodiversity and Conservation) 2021	The site is located within the Georges River Catchment which is identified as a regulated catchment under the Biodiversity and Conservation SEPP. As the site is located within a regulated catchment, Chapter 6 applies. Refer to the assessment provided at **Section 6.5**.
Draft Climate Change and Natural Hazards State Environmental Planning Policy	Climate change risk has been considered in the flood modelling within the Flood Impact and Risk Assessment (**Appendix S**). The ESD Report (**Appendix O**) also notes that a Climate Adaptation Plan will be developed for the development to identify and mitigate risks such as extreme heat, flooding, drought, and severe storms. Design responses will be implemented to future-proof the hospital against these hazards. The proposed hospital incorporates measures to reduce urban heat island effect through increased landscaping and canopy cover, complemented by light-coloured hardscaping and roofing materials.

4.6.2 Canterbury-Bankstown Local Environmental Plan 2023

The Canterbury-Bankstown LEP is the principal guiding EPI relevant to the site and establishes the key parameters and standards for new development. The proposal's consistency with the relevant clauses of the Canterbury-Bankstown LEP is assessed below in **Table 10**.

Table 10 Assessment against Canterbury-Bankstown Local Environmental Plan 2023

Clause	Matters for Consideration
Clause 2.3 Zone Objectives and Land Use Table	The site is zoned part SP2 – Infrastructure and part MU1 – Mixed Use zones. Land use permissibility for the proposed development is derived from the section 2.60 of the Transport and Infrastructure SEPP and is permissible. Refer to **Section 4.2**. The proposed development is consistent with the objectives of the SP2 zone as it provides crucial infrastructure and delivers a new hospital with expanded service offerings to the local community. The proposed development is consistent with the objectives of the MU1 zone as it promotes a high standard of urban design and local amenity through the materiality and landscaping and offering a land use that generates both construction and operational employment opportunities.
Clause 4.3 Height of buildings	The site has a maximum permissible height of 29m north of Raw Avenue and 35m south of Raw Avenue. The proposal proposes a maximum height of 64.15m which exceeds the maximum permissible height. Notwithstanding, as discussed below, Clause 5.12 of the Canterbury-Bankstown LEP applies such that the proposed development is not restricted to the mapped height limit.
Clause 4.4 Floor Space Ratio	The site has a maximum FSR of 2:1 to the north of Raw Avenue and 3:1 to the south of Raw Avenue. The proposed development exceeds the mapped FSR. Notwithstanding, as discussed below, Clause 5.12 of the Canterbury-Bankstown LEP applies such that the proposed development is not restricted to the mapped FSR.
Clause 5.10 Heritage conservation	The site is not listed as a heritage item, nor is it located within a heritage conservation area. Further assessment on the proposal's impact on surrounding heritage items is provided at **Section 6.79**, which concludes that the heritage impacts are acceptable.
Clause 5.12 Infrastructure development and use of existing buildings of the Crown.	Clause 5.12 provides that the Canterbury-Bankstown LEP does not restrict or prohibit, or enable the restriction or prohibition of, the carrying out of any development, by or on behalf of a public authority, that is permitted to be carried out with or without development consent or exempt development under Chapter 2 of the Transport and Infrastructure SEPP. The proposed development is a hospital, which is a type of health services facility that is permitted with consent within the SP2 Infrastructure and MU1 Mixed Use zones under Chapter 2, Division 10 of the Transport and Infrastructure SEPP in which development for the purpose of a health services facility is permitted with consent. Therefore, the proposed development cannot be restricted by the Canterbury-Bankstown LEP to a height limit of 29m and 35m or an FSR of 2:1 and 3:1.
Clause 5.21 Flood planning	The site is located within the flood planning area. The assessment of flood impact at **Section 6.5** and within the Flood Impact and Risk Assessment at **Appendix S** demonstrates that the proposed development meets the mandatory matters for consideration in subclauses (2) and (3) of clause 5.21.
Clause 6.1 Acid sulfate soils	As stated in the Geotechnical Report at **Appendix CC**, the development is not affected by acid sulfate soils.
Clause 6.3 Stormwater management and design	The Integrated Water Management Plan at **Appendix R** contains the relevant assessment that demonstrates that the pre-conditions to exercising the power to grant consent under this clause are able to be satisfied.
Clause 6.8 Airspace operations	The proposed development will require controlled activity approvals for both the final built form penetrating the Obstacle Limitations Surface and for temporary infringement of the PANS-OPS during construction. Refer to the Airport Safeguarding Assessment (**Appendix K**) for further assessment.
Clause 6.9 Essential Services	The Hydraulic and Fire Infrastructure Report (**Appendix P**), Electrical and ICT Infrastructure Report (**Appendix Q**) and Integrated Water Management Plan (**Appendix R**) demonstrate that the proposed development will have access to sufficient essential services.

Clause	Matters for Consideration
Clause 6.15 Design excellence	Clause 6.15 applies as the proposed development is a health services facility with a gross floor area of 2000m^2 or more used for a health services facility. The proposed design has progressed through a thorough design review process with the State Design Review Panel (SDRP). Refer to the Architectural Design Report (**Appendix F**) which demonstrates how the development addresses the matters in subclause (4)(d) and which also includes a Design Review Report that addresses the feedback of the SDRP. Refer to **Section 6.1** that assesses the key built form considerations.

4.6.3 Canterbury-Bankstown Development Control Plan 2023

It is noted that development control plans are not a matter for consideration in the assessment of State Significant Development by virtue of Section 2.10 of the Planning Systems SEPP, which states that '*Development Control plans … do not apply to … State Significant Development*'.

5.0 Stakeholder Engagement

This section describes consultation undertaken and feedback received prior to the lodgement of the EIS for the proposal and engagement to be carried out following lodgement of the EIS. It is supported by an Engagement Report that has been prepared by Health Infrastructure and is included at **Appendix D**.

5.1 Engagement Carried Out

5.1.1 Identified Stakeholders

A comprehensive list of community members and stakeholders to consult throughout during the preparation of the EIS process was developed through:

- The identification of neighbours who would be impacted by the proposal unless mitigation measures were implemented,
- The identification of stakeholders who would have a particular interest in the proposal.
- The identification of stakeholders who would have information of value to the proposal, for example, Aboriginal groups with cultural knowledge relating to the site.
- Consultation with the DPHI. This included the community members and stakeholders listed in the proposals SEARs that the applicant was required to consult with.

As a result of the above process, a number of stakeholders were identified for consultation, including, but not limited to (see **Appendix D** for the extended list):

- Public and community including neighbours, local residents and community members;
- DPHI;
- Canterbury Bankstown Council;
- Transport for NSW;
- Sydney Water;
- Bankstown Airport;
- Fire and Rescue and NSW Ambulance;
- Gandangara Local Aboriginal Land Council;
- South Western Sydney Local Health District.

5.1.2 Consultation Methods, Feedback and Responses

As detailed in the Engagement Report (**Appendix D**), a range of consultation methods were used to engage stakeholders. This included activities completed prior to lodgement, through the preparation of the EIS and associated technical studies. The consultation methods included, but are not limited to workshops, briefings, design related workshops, In-language information sessions and emails and media announcements.

This approach follows the Undertaking Engagement Guidelines for State Significant Projects (2024) by:

- Engaging with relevant NSW Government agencies, service providers, Council, close neighbours and targeted members of the community who are most likely impacted or interested in the proposal;
- Informing the surrounding community to the site about the proposal and providing opportunities to engage directly with the project team;
- Explaining how community feedback will be considered and documented;
- Providing relevant information in plain English so that potential impacts and implications can be readily understood; and
- Providing channels of communication to gather feedback.

5.2 Stakeholder Views and Project Responses

The key project responses and outcomes have been recorded and included at **Table 11**. Refer to the Engagement Report (**Appendix D**) for a full discussion of stakeholder views and project responses, and for identification of engagement outcomes.

Table 11 Key project responses and outcomes

Key issue	Project Response
Transport and traffic	
• Concerns about traffic congestion, especially during peak hours • Suggestions include opening new roads, creating alternate routes and scheduling construction work outside of peak hours • Maintain accessibility and clearly sign any detours and traffic changes • Consider the needs of local schools adjacent to the site, including drop-off and pick-up, and school zones • Consider arrangements for staff parking and/or transport access • Upgrade local roads and make the hospital easily accessible to public transport and expanding bus routes, including new roundabout or signals • Providing adequate parking and/or a shuttle service for construction workers to avoid impacting residents and businesses • Consider safety issues for staff arriving or leaving at night/early morning • Cycle lanes required to encourage active transport	• Health Infrastructure is working closely with Transport for NSW and local Canterbury Bankstown City Council. • This SSDA seeks approval for ancillary works to Chapel Road including a new shared pedestrian and cycle path, minor works to manage access at the Heath Street intersection and at the new entries on Chapel Road and French Avenue. • **Section 6.4** considers the relationship between the proposed development and surrounding transport infrastructure, including: - Proposed car parking on the site - Proximity to public transport including train, bus and Metro - Pedestrian and cyclist connections. • The location of the hospital provides for easy access from the metro (10 to 15-minute walk) and access via bus. • The proposed development will include the upgrade of the Chapel Road/Heath Street intersection to a signalised intersection, and installation of a roundabout at the intersection of Meredith Street and French Avenue. Additional upgrades to local road and traffic infrastructure falls outside of the scope of the New Bankstown Hospital project and is under the jurisdiction of the relevant road authority. Known upgrade projects to be delivered by other authorities are discussed at **Section 6.4.13**.
Parking	
• Concerns about sufficient parking on site • Concerns about parking impact on local streets • Consider the needs of a range of people including elderly and disabled people • Building sufficient parking to improve the parking for staff and visitors, and to reduce impact on local street • Interest in ample parking with larger spaces for bigger vehicles which are making it hard to park • More disabled parking spaces with easy access to lifts • EV chargers need to be included in car parks • Ambulance bay and parking need to be considered • Emergency Department drop-off and parking improvements needed to avoid queueing and parking issues for consumers	• A multi-storey car park is proposed. Total car parking provision has been assessed in the Transport and Accessibility Impact Assessment (**Appendix X**) as sufficient to meet parking demand. • EV chargers will be included in the car park design. • Emergency Department drop-off and parking has been improved with the addition of extra short-term dedicated parking spaces beneath the building to allow for parking after drop-off or direct access to reception. This avoids queuing at entry.

Key issue	Project Response
Noise and environmental impacts during construction	
• Concern about the timing of work with a preference to reduce work at night and receiving advanced notice of work at night • Minimising and managing dust levels • Impact on local schools and residents	• A Noise and Vibration Impact Assessment (**Appendix T**) has been undertaken as part of this EIS to assess noise and vibration associated with the construction work, which concludes it will be acceptable subject to implementation of the proposed mitigation measures. • A comprehensive communications and engagement plan will ensure residents are informed in a timely way about any impact on local amenity including project updates via email, in-person information sessions and online activities. • A 24/7 site contact will be provided during construction. • The project will continue to consult closely with local schools at every stage of construction. • A Preliminary Construction Management Plan (**Appendix II**) details how dust impacts will be minimised.
Site vegetation	
• Preserve greenery around the construction site as much as possible • Preserve animal habitats	• The hospital site is approximately 4 hectares and in addition to the hospital buildings, multi-storey car park and internal roads, will include open space and landscaped areas. • Construction of the hospital requires removal of existing vegetation on the site to facilitate necessary services infrastructure to support the hospital, which is not expected to impact local biodiversity. • Trees have been retained, where possible. • Trees are proposed to be replaced at a ratio of higher than 1:1. This includes focusing on local tree species, trees which do well in hotter conditions, and trees which can provide shade.

5.2.1 Aboriginal Community Consultation

Consultation was undertaken with Aboriginal groups during the preparation of the Connection to Country Strategy (refer to Architectural Design Report at **Appendix F**) and the Aboriginal Cultural Heritage Assessment as discussed in **Appendix FF**.

5.3 Engagement to be Carried Out

The project team are committed to ongoing community consultation following the submission of the EIS. This includes during the exhibition and assessment of the project and following a determination.

Following its submission, the DPHI will exhibit the EIS on the Major Projects NSW Website and invite submissions from government agencies and the public. Once the exhibition period is complete, the DPHI may require the applicant to prepare a Submissions Report in response to issues raised. The project team will continue to liaise with the DPHI and stakeholders during the proposal's assessment to address queries that may arise.

6.0 Assessment of Impacts

This section of the report assesses and responds to the environmental impacts of the proposed SSD. It addresses the matters for consideration set out in the SEARs dated 5th February 2026 (see **Appendix A**). The Mitigation Measures proposed to mitigate any environmental impacts are provided at **Appendix E** and complement the findings of this section.

6.1 Built Form

6.1.1 Bulk, Height and Scale

The proposed development exceeds the mapped height limits of 29m and 35m for the site, as a maximum height of 64.15m is proposed. The 1.79:1 FSR complies with the mapped 2:1 and 3:1 FSR of the site. Notwithstanding, clause 5.12 of the Canterbury-Bankstown LEP applies such that the proposed development is not restricted by those planning controls, because it is a development, by or on behalf of a public authority, that is permitted to be carried out with or without development consent or exempt development under Chapter 2 of the Transport and Infrastructure SEPP. Accordingly, assessment of bulk, height and scale is based on a merit assessment.

The proposed built form and massing is as a result of extensive design analysis undertaken by Architectus, aimed at achieving an optimum urban design outcome for the proposed development and its local context. The built form has been driven by a number of factors, including:

- Topography: The site has a sloping topography and includes a level change of approximately 1:16 from the north to the south of the site. Locating the tallest building forms at the southern end of the site reduces the overall height of the development as measured in terms of AHD.
- Consistency with the future built form enable by the TOD controls: The TOD controls will facilitate the transformation of the Bankstown city centre, resulting in significant increase in height and density. The proposed development is designed to reflect and stitch into this increased height and density.
- Solar access to surrounding developments: The proposed built form has sought to retain as much solar access as possible to surrounding low, medium and high density developments while delivering a built form that meets the functional and spatial requirements of the new hospital.

Based on the existing site context, opportunities and constraints, the most suitable location for the proposed built form was determined to be focused in the central and southern portion of the site. Accordingly, the project has been designed to situate the hospital in the southern portion of the site and the multi-storey car park in the central portion of the site. By locating the main hospital building in the southern portion of the site, the built form follows the natural contours of the topography to minimise cut and fill. This creates a stepped approach across all buildings in response to the topography of the site.

The design has considered the future context of the area with respect to the TOD and considered the future character of the Bankstown Town Centre. The main hospital building is 14-storey and provides a consistent height datum with the maximum height controls to the south of the site as shown in **Figure 25**.

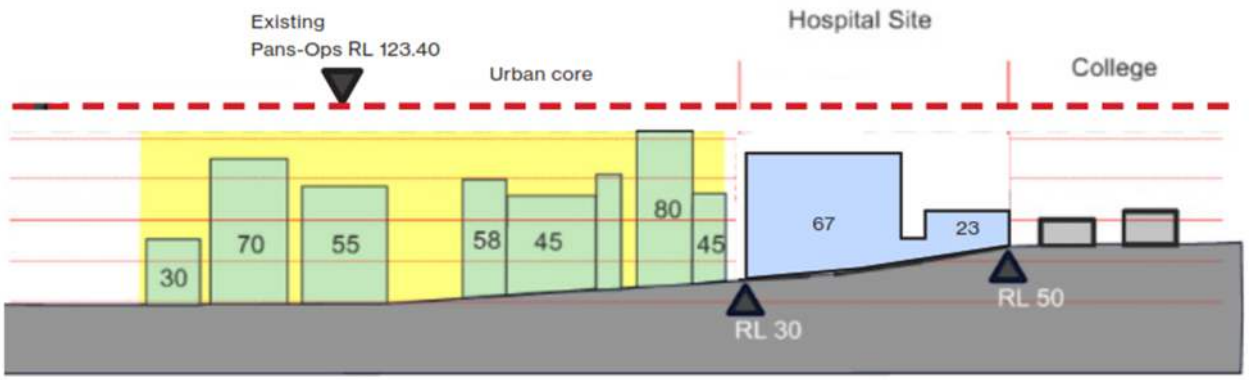

Figure 25 North-South Cross Section of TOD rezoning heights, showing building heights in metres (vertical scale is exaggerated)

Source: Architectus

Architectus have prepared a contextual view illustrating the proposed hospital within the future urban framework established by the Bankstown TOD controls (see **Figure 26**). It demonstrates that the hospital's scale and massing are appropriate and proportionate within the long-term development context. When viewed against this future setting, the hospital is shown to sit comfortably within the evolving skyline, reinforcing its role as a key civic building that is well-aligned with the long- term vision for Bankstown. This is further discussed in the Design Report at **Appendix F.**

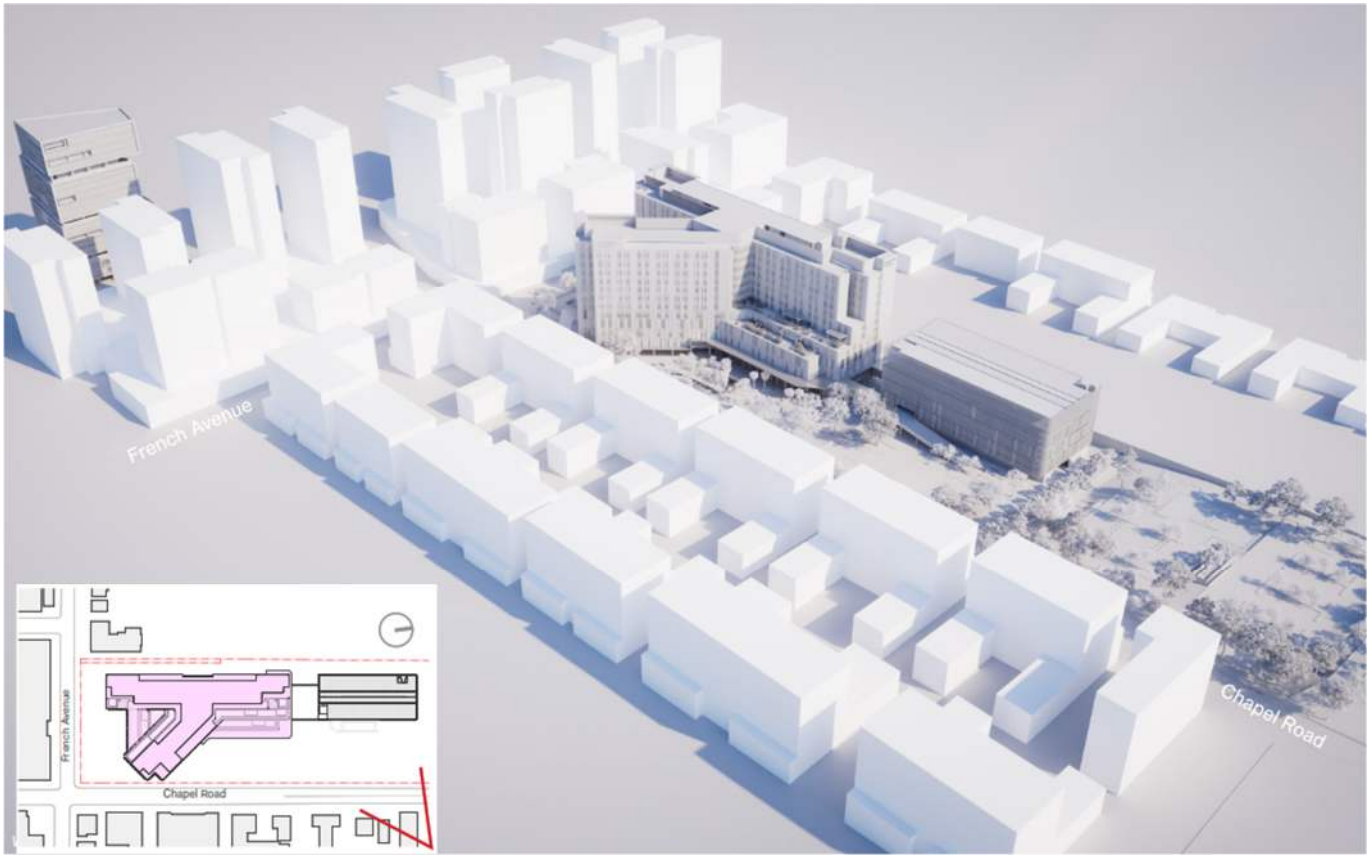

Figure 26 Axonometric view of the proposal in context of future development permissible under the Bankstown TOD controls

Source: Architectus

The proposed design utilises the fall in topography to provide additional services and car parking in a basement level. The eastern portion of the main hospital building has responded to the surrounding residential apartments to maintain solar access where possible. The proposed articulation of the hospital building, with specific respect to the southern and eastern façade with stepped podium, significantly reduces the bulk of the building, whilst also offering optimum amenity and functionality. The stepped podium like articulation breaks down the bulk of the main hospital building when viewed from the south, east and north. As the building rises, the floor plates become slimmer to respond to the surrounding context and environmental considerations. This allows the building to address the main entry and pick-up drop-off areas and the proposed landscaping and open space and natural daylight access between the main hospital building and the multi-storey car park.

The design has also sought to minimise blank walls, which not only results in increased façade articulation to break down visual bulk and enhance visual interest, but also provides enhanced outlook, solar access and natural ventilation for internal spaces. The materiality improves the amenity of internal spaces by enhancing the sunlight into the building through the proposed high performance double glazed glass.

The overall layout of the hospital building has been informed by clinical functionality, spatial requirements, circulation paths through the hospital and the topography of the site. This ensures an efficient, functional and connected space is provided at the site.

The multi-storey car park is a 10-storey building which seeks to provide a functional design, with the design and façade providing an appealing and considered design response. The car park responds to the sites topography, allowing the building to house BOH services, EOT and the loading dock. The change in topography allows for improved connectivity

and landscaping at the ground plane between the multi-storey car park and main hospital building beneath the bridge link.

6.1.2 Setbacks

The proposed development is located in the central and southern portion of the site and includes appropriate setbacks to the surrounding local context. The Bankstown City Centre DCP (Chapter 6.2) requires a 3m setback along Chapel Road and French Avenue, with additional 2m upper storey setbacks. Inconsistency with this setback is limited to the eastern corner of the eastern wing. This is due to the angle of the building and the need for useable and regularly shaped large floorplates to support clinical functions. As the inconsistency occurs on approximately 10m out of the 400m frontage to Chapel Road, the setback outcome is minor and the bulk and scale is appropriate for its urban context.

As shown in **Figure 27**, the proposed development provides a 12m setback along the boundary shared with the adjacent sporting fields and 25-29 French Avenue. This ensures that the proposed development does not prejudice the future redevelopment of 25-29 French Avenue, which can still achieve a 24m building separation required under the Apartment Design Guide by equitably sharing the boundary setbacks. A minimum 20m setback to French Avenue is proposed while a 2m setback to Chapel Road is proposed. While the setback to Chapel Road is slightly reduced, it is noted that there is an approximate 29m building separation setback to the 10-storey high-rise residential building at 465 Chapel Road, which is consistent with the minimum 24m building separation under the Apartment Design Guide for residential flat buildings above 8 storeys. This assists in assuring there are no unacceptable visual privacy impacts.

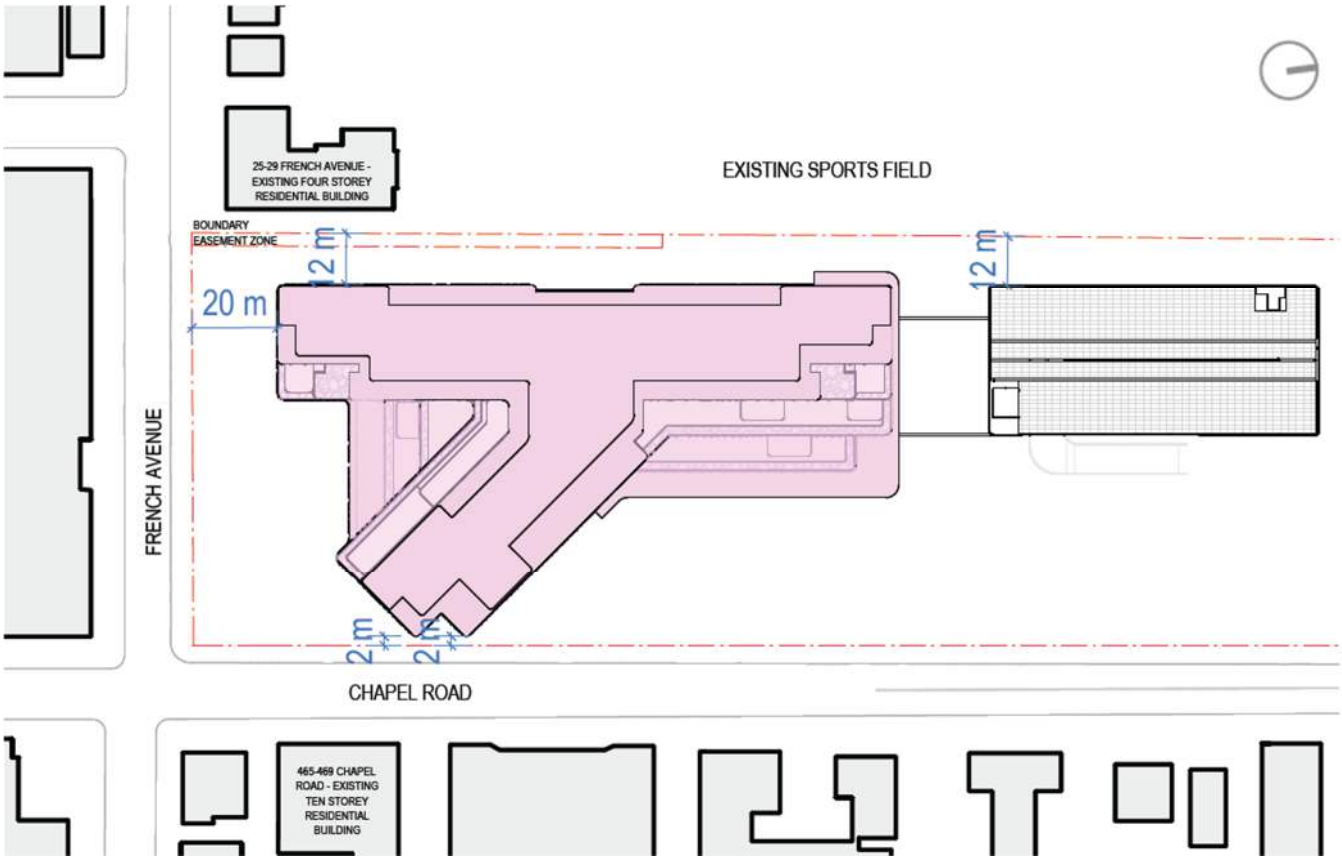

Figure 27 Proposed setbacks and interfaces with surrounding context

Source: Architectus

6.2 Environmental Amenity

6.2.1 Overshadowing

The proposed development is supported by shadow diagrams which are included in the Architectural Design Report (**Appendix F**). The assessment show the least and greatest impact of overshadowing throughout the year, being the summer solstice on 21 December and winter solstice on 21 June, respectively, at hourly intervals between 9am and 3pm. See **Figure 28**.

Figure 28 Overshadowing diagrams for the proposed development at the winter solstice

Source: Architectus

It is noted that overshadowing caused from the multi-storey car park is largely contained within the site, except for the time period of 2pm to 3pm where shadows are cast over the Chapel Road reserve and the front yard of 479 Chapel Road with a minor shadow cast on the western façade of the dwellings on the south-western corner. Notwithstanding, the western façade of 479 Chapel Road continues to receive at least 2 hours of solar access in mid-Winter.

Detailed overshadowing and solar access analysis has been prepared to determine the solar access of the following surrounding properties as a result of the proposed development: 74-76 Kitchener Parade, 26 French Avenue, 37 French Avenue, 25-29 French Avenue and 465 Chapel Road. This is provided in the Architectural Design Report (**Appendix F**).

This analysis specifically addresses criteria in the Apartment Design Guide on whether surrounding residential flat buildings continue to achieve 70% of living rooms and balconies receiving 2 hours of solar access, and where that is not achieved, that solar access is not being reduced by more than 20%. 74-76 Kitchener Parade, 26 French Avenue, 25-29 French Avenue and 465 Chapel Road do not currently achieve 70% of living rooms and balconies receiving 2 hours of solar access. The proposed development does not reduce the percentage of apartments receiving less than 2 hours of solar access, except for 74-76 Kitcher Parade which has a reduction of 6% (2 units) of units that achieve 2 hours of solar access during mid-Winter. This is consistent with the Apartment Design Guide. 25-29 French Avenue will experience a reduction of 8% of living rooms (2 units) that will receive less than 2 hours of solar access, this is consistent with the Apartment Design Guide. However, the percentage of units in 25-29 French Avenue receiving no sun will be increased by 17%, from 54% to 71%. It is noted that the existing building does not comply with the Apartment Design Guide which requires a maximum of 15% of apartments to achieve no solar access. These outcomes are considered to be acceptable as those apartment buildings were built prior to the introduction of the Apartment Design Guide, and therefore, it is not considered appropriate for a critical infrastructure project to protect the amenity of poorly-designed apartments that were not designed to maximise solar access. Moreover, other affected residential flat buildings are located on lots with unrealised development potential following the Bankstown TOD rezoning. Future redevelopment of those lots with increased height will allow achievement of the solar access criteria in the Apartment Design Guide.

6.2.2 Wind

A Quantitative Environmental Wind Assessment Report (Wind Report) has been prepared by ARUP and is provided at **Appendix W**. The Wind Report assessment has used Computational Fluid Dynamics (CFD) to assess pedestrian comfort with consideration of the Lawson pedestrian safety and comfort criteria to assess the impact of pedestrian wind comfort and safety across the ground plane and on occupied open terraces.

At the ground level, the pedestrian environment is generally favourable, with the Wind Report concluding that wind conditions are predominantly suitable for sitting to standing type activities. The design of the main hospital building with the three-wing building form is a suitable outcome from a wind perspective to reduce the downwash impacts. Shielding is

provided to areas immediately adjacent to the main hospital building. Additionally, the Wind Report concludes that the Ambulance area achieves a standing rating which is appropriate for operational activities.

From level 4 to level 8, the elevated terraces, and link bridges provide a high level of amenity which can achieve dining to sitting ratings across the majority of their usable area. The design has implemented the use of balustrades and low porosity screens to shield sensitive outdoor areas from being highly susceptible to stronger winds. It is noted that localised spots near the perimeters of the building at the south-eastern corner of Level 4 and the north-eastern corner of Level 8 may exhibit higher wind speeds. However, this is acceptable as the areas of elevated wind speeds are minor and limited, with core functional areas of those terraces remaining adequately protected for users.

The development achieves the wind safety criteria for public access and successfully manages environmental wind impacts. No additional mitigation measures are required.

6.2.3 Privacy

The proposed built form and development will be located wholly within the site and has been designed to provide appropriate setbacks to the boundary and surrounding development context. Additionally, a variety of vegetation along the site boundary and within the site is provided. Given the location of the building and the appropriate setbacks and landscaping, unacceptable visual privacy impacts are not anticipated.

6.3 Visual Impact

A Visual Impact Assessment (VIA) has been prepared by Colliers Urban Planning and is provided at **Appendix Y**. Based on the planning framework, the key issues to be considered by the VIA are:

- **Context and urban form**: responsiveness to context, and compatibility with urban form
- **Visual character**: responsiveness to existing valued visual characteristics and consistency with desired future visual character
- **Scale**: height and bulk of buildings
- **Amenity**: impact on visual amenity, in particular public domain visual amenity

The primary visual catchment includes Chapel Road, French Avenue, and adjoining local streets and commercial and residential areas. The general pattern of viewing in the primary visual catchment can be considered to be visitors and travellers on Chapel Road and French Avenue, residents in adjoining areas and users of the adjoining LaSalle Catholic College. Accordingly, Viewpoints at Meredith Street (near cnr of French Ave), Corner Chapel Road and French Avenue, Chapel Road, Meredith Street, Corner Chapel Road and Heath Street and Conway Road were chosen (see **Figure 29**) .

Figure 29 Viewpoints shown on map (site identified in orange outline)

Source: Virtual Ideas

The VIA found that the significance of visual impact at those viewpoints were:

- **Viewpoint 1: Meredith Street (near cnr of French Ave):** moderate significance of visual impact
- **Viewpoint 2: Corner Chapel Road and French Avenue:** moderate significance of visual impact
- **Viewpoint 3: Chapel Road:** moderate significance of visual impact
- **Viewpoint 4: Meredith Street:** moderate significance of visual impact
- **Viewpoint 5: Corner Chapel Road and Heath Street:** low significance of visual impact
- **Viewpoint 6: Conway Road:** low significance of visual impact.

While acknowledging that the proposal will have a visual impact, overall, on the balance of relevant considerations this impact is considered acceptable for the following reasons:

- The proposed 14-storey development is consistent with the planned medium–high density character of the Bankstown City Centre and aligns with the increased building heights enabled through the Bankstown Accelerated TOD Precinct. Its tallest building is strategically positioned at the southern end to reinforce the future urban structure and act as a clear visual marker when viewed from key approaches such as Chapel Road and French Avenue.
- The proposal achieves a cohesive urban form through generous setbacks, building separation, and thoughtful building orientation, improving visual integration with the surrounding environment. It also enhances the area's future visual character by transitioning from the existing low–medium rise context to a high-density centre around major transport hubs, supporting walkability and vibrancy.
- When viewed from surrounding areas, the visual prominence of the taller building form to the south of the site will support the areas identity as a key urban renewal location. The existing low-medium rise character of the surrounding area will be re-framed against a backdrop of high-density development that is consistent with the evolving visual character of the Bankstown City Centre core.
- The development will improve public domain visual amenity compared to the current car park and ageing buildings, while landscaping and street-edge setbacks help soften the built form and create a more appealing streetscape.

As such, the New Bankstown Hospital has acceptable visual impact.

6.4 Traffic and Transport

A Transport and Accessibility Impact Assessment (TAIA) has been prepared by Stantec and is provided at **Appendix X**.

6.4.1 Existing Conditions

The TAIA sets out the existing conditions of the site which includes the surrounding road network which is the Hume Highway State Road), Stacey Street and Chapel Road (classified roads) and French Avenue (local road).

The TAIA identifies that the common weekday peaks were between 8am and 9am in the AM and 4:45pm to 5:45pm for the PM peak.

Intersection analysis was undertaken surrounding the site which included SIDRA intersection level service, noting that Level A is the most preferrable and Level F is the least preferrable, with Levels A to Level D being acceptable. Generally, local road intersections operated between Level A and Level D. The following key intersections were identified as being at practical capacity currently:

- Hume Highway/ Chapel Road (in the PM peak hour)
- Hume Highway/ Meredith Street (in the AM and PM peak hour)
- Hume Highway/ Stacey Street (in the AM peak hour)
- Meredith Street/ Marion Street (in the AM peak hour)

Summary of Existing Traffic Conditions

Traffic conditions around the site are already constrained, with major corridors such as Stacey Street already operating with poor levels of service and congestion in the AM and PM peaks.

An Infrastructure Australia review in 2019 found that the Stacey Street (A6) corridor is amongst the most congested routes in Sydney. Further, strategic transport modelling referenced during the 2024 Bankstown Accelerated TOD Precinct rezoning reaffirmed that Stacey Street is approaching capacity in the vicinity of Bankstown in the afternoon peak period.

Historical car dependency in and around Bankstown, as well as a limited number of rail line crossing points, has resulted in traffic congestion on approach and departure routes to the site, with arterial road congestion also resulting high traffic volumes on parallel local road routes.

Given the NSW Government designation of Bankstown as an Accelerated TOD Precinct, the need for a whole-of-Government approach is acknowledged by Transport for NSW and Canterbury-Bankstown Council for resolving regional traffic constraints within the Bankstown city centre which is expected to significantly grow though the addition of some 14,000 homes and 14,300 jobs.

6.4.2 Operational Parking

The proposed car parking demand has been determined by Stantec through an analysis of the following:

- Bed and staff numbers of comparable hospitals.
- First principles peak parking demand accumulation.

Based on the provided numbers of beds and staff, Stantec's analysis determined that conservatively, a minimum of 950 parking spaces are required. The proposed development proposes 971 parking spaces which adequately meets the recommended parking provision. The TAIA notes that any incremental future increase in staff, patient or visitor activity can be addressed through travel mode shifts per the Preliminary Green Travel Plan within the TAIA and parking policies such that additional car parking is not required.

6.4.3 Operational Traffic Impact

Traffic generation has considered the following scenarios:

- Existing 2025 scenario.
- Future 2031 scenario without development (background traffic growth only).
- Future 2031 scenario with the addition of the proposed development's traffic generation (opening year).
- Future 2036 scenario with the addition of the proposed development's traffic generation.

It is noted that the Applicant has agreed with Transport for NSW that no growth in traffic generated by the New Bankstown Hospital is required to be modelled in the future 2036 scenario, such that the future 2036 scenario only accounts for background traffic growth when compared to the future 2031 scenario that includes the proposed development.

The traffic modelling of the future scenarios has included the following road upgrades, which are also proposed as mitigation measures:

- New signalised intersection at the intersection of Chapel Road / Heath Street / New Bankstown Hospital northern access.
- New roundabout at the intersection of French Avenue / Meredith Street.

Based on traffic generation rates at comparable hospitals and the proposed provision of 971 parking spaces, and a first principles analysis, the proposed development is expected to generate 450 AM and PM peak hour trips (in and out).

Intersection Performance

The impact of trips generated by the proposed development on intersection performance in the road network surrounding the site has been modelled in SIDRA for the future 2031 and 2036 scenarios. **Table 12** identifies the key intersections which will be constrained in the 2031 scenario with and without the proposed development included. For the full SIDRA modelling results, refer to the TAIA at **Appendix X**.

Table 12 Intersection performance in 2031

Intersection	Peak	Degree of Saturation			Average Delay (seconds)			Queue Length (m)			Level of Service		
		2025	2031 W/o Dev	2031 With Dev	2025	2031 W/o Dev	2031 With Dev	2025	2031 W/o Dev	2031 With Dev	2025	2031 W/o Dev	2031 With Dev
Hume Hwy / Chapel Rd	AM	0.77	0.81	0.89	38	39	45	132	150	154	C	C	D
	PM	0.98	1.23	1.23	36	70	77	143	270	275	C	E	F
Hume Hwy / Meredith St	AM	0.93	1.04	0.97	36	39	43	120	138	156	C	C	D
	PM	1.00	1.06	1.07	25	27	28	163	184	194	B	B	B
Meredith St / Carmen St	AM	0.82	1.05	1.11	15	50	70	36	121	164	B	D	E
	PM	0.63	0.68	0.68	7	7	7	21	25	25	A	A	A
Stacey St / Greenacre Rd	AM	0.97	1.03	1.03	41	49	50	236	291	290	C	D	D
	PM	0.81	0.86	0.87	47	49	51	179	196	201	D	D	D
Hume Hwy / Stacey St	AM	0.96	1.01	1.01	46	56	56	192	324	325	D	D	D
	PM	0.86	0.95	1.02	44	51	61	144	187	235	D	D	E
Meredith St / Marion St	AM	0.92	0.97	1.21	31	37	91	139	184	416	C	C	F
	PM	0.62	0.66	0.70	36	36	37	84	92	103	C	C	C

Source: Stantec

The modelling confirms that under the existing scenarios, many key intersections across the network are already operating or are close to full capacity, limiting their ability to absorb additional demand. By 2031 with the proposed development, both AM and PM peak results show delays, long queues, and elevated degrees of saturation at several locations, with most intersections showing similar results between the 2031 without proposed development and 2031 with proposed development scenarios. This indicates that the network is fundamentally constrained due to general background growth and the future development associated with the Bankstown TOD. Within this context, the proposed development contributes only marginal pressure, with most deterioration occurring at intersections that are already near or at capacity.

By 2036, congestion increases across both AM and PM peaks as a result of ongoing network-wide demand growth, with several intersections moving into oversaturated conditions irrespective of the proposed traffic generation from the hospital (refer to the TAIA at **Appendix X** for 2036 SIDRA modelling).

Overall, the modelling demonstrates that the road network's long-term constraints are driven by underlying growth for Bankstown and anticipated growth in line with the Bankstown TOD, rather than the proposed development itself. Any localised impacts will be appropriately addressed through infrastructure upgrades to be delivered by Health Infrastructure (refer to **Section 6.4.13**). Additionally, as discussed within the TAIA and **Section 6.4.2**, infrastructure upgrades are understood to be in planning by TfNSW to address the existing capacity constraints. With the TfNSW Hume Highway and Stacey Street improvements planned, the overall network is expected to accommodate the additional traffic.

Proposed Traffic and Transport Upgrades/Mitigations

In consultation with Health Infrastructure, DPHI, TfNSW, Canterbury Bankstown Council and the NSW Premier's Office, with input from NSW Ambulance, the following transport infrastructure upgrades will improve the local road network and mitigate impacts of the proposed development. Refer to **Table 13** for the proposed infrastructure mitigations.

Table 13 Agreed Transport Mitigation Measures to be delivered by Health Infrastructure in Consultation with Stakeholders

Mitigation	Delivery	Funding	Comment
Signage to support hospital operations and on-street parking management by Council.	HI	HI	Coordination/ consultation to occur with Council to confirm extent. Changes to kerbside restrictions along Chapel Road, French Avenue, Heath Street and Meredith Street to manage NBH parking demand, ambulance access as well as local traffic movement/ safety.
New Bankstown Hospital Northern Access/Heath Street/Chapel Rd traffic signals.	HI	HI	New traffic signals with pedestrian crossing facilities at the NBH Northern Access/Heath St/Chapel Rd intersection. Includes removal of existing, separate crossing on Chapel Rd immediately north of the intersection.
Meredith Street/French Avenue new roundabout.	HI	HI	New roundabout at Meredith Street/ French Avenue intersection to manage traffic movements and allow right turn into French Avenue for ED access.
Shared pedestrian/cycle path along Chapel Road frontage.	HI	HI	Detailed design will be agreed with TfNSW/ Council to optimise safe movement of pedestrians, cyclists, and hospital visitors/ patients.
New bus stop at Hospital site.	HI	HI	Detailed design being progressed and will be shared with TfNSW/ Council. Will include location of a two bus length stop on both sides of Chapel Rd.

Source: Stantec

In addition, Health Infrastructure are aware of the following upgrades listed in **Table 14** intended to be delivered by Transport for NSW.

Table 14 Known Transport for NSW road upgrades

Mitigation	Delivery	Funding	Comment
1. Chapel Road dedicated bus lanes.	TfNSW	TfNSW	TfNSW implement kerbside bus lanes on Chapel Road between French Avenue and Hume Highway prior to opening of the NBH (2a). TfNSW will work with Council and schools to confirm bus lane operational hours (24hrs or otherwise) on both sides of Chapel Rd and supporting works (school crossing, Rookwood/ Chapel/ Hume Hwy intersection adjustments (2b))
2. Additional storage (right-hand turn from Hume Highway into Meredith Street).	TfNSW	TfNSW	To be further investigated by TfNSW as part broader Hume Hwy assessment beyond just the impact of the Hospital.

It is also noted that there is a 2.2km upgrade planned by the NSW Government along Stacey Street and the Hume Highway which will involve the widening of Stacey Street to be a six-lane divided carriageway with key intersections to be upgraded with new shared pathways. This will ultimately reduce congestion and improve safety.

Moreover, the Sydney Metro line with Bankstown Metro Station is anticipated to be completed in 2026 which will improve the capacity and frequency of transport connections. Health Infrastructure will fund amenity and wayfinding upgrades in the Bankstown city centre that will be delivered by Canterbury-Bankstown Council. This initiative aims to increase public transport use by improving amenity and wayfinding on streets in between the site and future Bankstown Metro Station.

Overall, Bankstown is undergoing significant transformation as a result of Government investment in new Metro services and the subsequent Bankstown Accelerated TOD Precinct. A whole-of-government approach will seek to manage infrastructure constraints to realise the benefits of the TOD, including infrastructure investments to be undertaken by Transport for NSW to address existing capacity constraints (see **Table 14)**. With future Hume Highway and Stacey Street improvements by Transport for NSW, as well as local intersection improvements to be completed by Health Infrastructure as part of the New Bankstown Hospital project (see **Table 13**), the overall network is expected to accommodate additional background traffic growth. In the interim period it should be accepted that there will be delays, with public transport infrastructure providing alternatives for general road users.

6.4.4 Pick Up and Drop Off Facilities

Based on the arrangement at several other comparable hospitals, approximately 4 – 5 ED drop off bays and 5 – 8 main entrance pick up and drop off bays should be provided. Accordingly, the provision of 6 drop off bays for ED and 5 pick up and drop off bays for the main entrance is considered adequate.

6.4.5 Accessible Parking

The proposed development will include 29 accessible parking spaces. The is considered acceptable.

6.4.6 Loading Dock Facilities

A loading dock will be located within Level 2 of the multi-storey car park. Access to the loading dock will be provided via the northern site access. The loading dock will be designed with three bays that can accommodate 12.5m Heavy Rigid Vehicles (HRVs). Additionally, immediately north of the loading bay will be a dedicated bay for an articulated oxygen taken vehicle up to 19m in length.

6.4.7 Motorcycle and Bicycle Parking

There are no specific requirements in relation to motorcycle parking, however, the proposal will provide 35 motorcycle parking bays which is considered adequate.

Additionally, the development will provide 50 bicycle parking spaces which is consistent with the Canterbury Bankstown DCP.

6.4.8 Active and Public Transport

The site is located within walking distance (approximately 600m) to the Bankstown Train Station and the future Bankstown Metro Station with bus stops located adjacent to the proposed development. The bus, train and metro networks are anticipated to have significant capacity and will be able to accommodate the additional patronage from the proposed development.

Pedestrian pathways and access to the site are proposed on Chapel Road and French Avenue. Pedestrians will also be able to access the site via footpaths from the Bankstown Station. There are sufficient crossing facilities, however, it is noted that the improvements arising from the future CBD developments from the TOD will result in public domain upgrades. It is also anticipated that there will be a mode shift primarily focused on staff.

6.4.9 Preliminary Green Travel Plan

A Preliminary Green Travel Plan (PGTP) has been prepared by Stantec and is provided within the TAIA (**Appendix X**). The PGTP aims to reduce the environmental impact of travel to and from the site. This includes encouraging alternate travel methods such as active transport, public transport, and car-pooling while reducing dependence on private vehicles. The PGTP also contains objectives and mode share targets for the development and management strategies intended to fulfil these.

The objectives of the PGTP are to:

- to encourage walking.
- to encourage cycling.
- to encourage the use of public transport.
- to reduce the use of the car, in particular single car occupancy.
- where it is necessary to use the car, encourage more efficient use.

The PGTP targets a reduction in private vehicle (car as driver or passenger) mode share from 90% to 70%. There are positive mode shifts targeted for train, metro and bus usage (combined 19%) and a 4% increase in active transport.

The following potential measures and initiatives could be implemented to facilitate the achievement of objectives and mode share targets of the PGTP include, but are not limited to:

- Producing a map showing safe walking routes to and from the site with times, not distances, to local facilities, such as shops and public transport stops.
- Ensuring bicycle parking is clearly visible or provide signage to direct people to cycle bays.
- Developing a map showing public transport routes to surrounding areas and provided at strategic locations around the site.
- Providing train and bus timetables for services in the local area as part of welcome packs for all new staff.
- Encouraging staff with similar shift times that drive to work to carpool through creation of a carpooling club or registry/forum.
- Providing a regular newsletter to all staff and/or including travel to the hospital as a topic in any staff forums, bringing the latest news on sustainable travel initiatives in the area.

A Final Green Travel Plan (FGTP) will be developed and implemented prior to operation of the proposed development. This is reflected in the mitigation measures at **Appendix E**. The FGTP will be reviewed and updated as required, in consultation with stakeholders and staff.

6.4.10 Construction Traffic and Parking

A Preliminary Construction Traffic Management Plan (PCTMP) has been prepared by Stantec and is provided within the TAIA at **Appendix X**. It discusses the management of construction vehicles and activities and assesses the impacts on the local traffic and safety conditions through the construction process. The PCTMP provides a framework guiding the preparation of a detailed CTMP with the involvement of the Principal Contractor prior to the commencement of works.

Construction Vehicle Volumes, Routes, Access and Traffic Impact

Construction traffic generated by the construction works include both light and heavy vehicle movements. Light vehicle traffic generation is proposed to vary dependant on the worker numbers and transport strategy implemented by the contractor. However, the number of vehicle trips is anticipated to be less than the number of vehicle trips generated by use of the site by TAFE, and thus traffic impacts would not be greater, rather they would be minor.

Heavy vehicle construction routes have been developed with the aim to provide the shortest distances to and from the arterial road networks to ultimately minimise the impact of construction traffic on surrounding roads. The heavy vehicles will utilise Stacey Street and Hume Highway and access the site from Chapel Road.

Construction Workers and Parking Arrangements

During the peak of construction, it is estimated that up to 250 construction workers could be expected on site per day. This demand will be accommodated on-site to minimise impacts to surrounding on-street residential parking.

During site inductions, the workers will be informed of the available travel options and be encouraged to utilise public transport or carpool where possible.

Construction Transport Impacts

A spotter will be located at the site access point on Chapel Road to ensure pedestrian safety. The passing pedestrians may be held for short periods by the spotter to ensure pedestrian safety while heavy vehicles enter or exit the site. Pedestrians will always remain right-of-way on the footpath.

Construction activities are not anticipated to have any adverse impacts on the surrounding bicycle network nor the public transport network. The bus stops on Chapel Road will be maintained and remain operational during construction.

Should any emergency vehicles be required to access the site, they will enter and exit via Chapel Road. In an emergency with an emergency vehicle on site, all construction vehicles will be stopped.

The construction traffic impacts are considered reasonable, subject to the preparation of a detailed construction transport management plan as reflected in the mitigation measures at **Appendix E**.

6.5 Flooding

A Flood Impact and Risk Assessment (FIRA) has been prepared by TTW and is provided at **Appendix S**. The FIRA has been prepared and undertaken based on the TUFLOW model as part of the Salt Pan Creek Stormwater Catchment Study Update, provided by Council.

In the existing scenario, the FIRA identifies that some areas of the site may be impacted by flooding in the 5% AEP or greater in events, including the 1% AEP and PMF. The site is particularly impacted by overland flows from the adjacent sports fields to the west which will inundate the south-west corner of the site. Flood inundation is also shown near the centre and north of the site. The site is affected by local overland flow or stormwater flooding rather than regional river flooding from the Georges River. As a result, flood inundation is typically short and generally recedes within 12 hours.

In the event that flash flood events occur with minimal warning times such that pre-emptive closure of the hospital is neither desirable or practical, a shelter-in-place response strategy is suitable to be employed for the development as habitable floors and basement car park access and other openings are all set above the 1% AEP flood plus 500mm freeboard and the PMF level. This is consistent with the Shelter-in-place guidance published by DPHI (January 2025).

6.5.1 Post-Development Flood Behaviour

The FIRA simulated the 1% AEP and PMF flood events in the post-development scenario: where the hospital development is completed on the site. The flood modelling diagrams are presented in the FIRA (**Appendix S**). The flood modelling takes into account the construction of a 1.5m wide and 2m deep concrete drain along south-west property boundary within the existing stormwater easement to replace existing 900mm pipe system. Installation of this concrete drain is reflected in the mitigation measures at **Appendix E**.

1% AEP Event

In the 1% AEP event, modelling shows that a shallow overland flow path between the two proposed buildings will generally have depths below 100mm. Localised flooding, less than 250mm, will occur near the northern edge of the proposed multi-storey car parking and will require additional refinement during detailed design. Runoff from the sports fields to the west will be fully captured and contained within the new concrete drain along the south-west property boundary within the easement. The 1% AEP flood level at French Avenue is 30.55m AHD, providing approximately 1.5m of freeboard below the proposed ground level of the hospital building.

Flood hazard is predominately low, except for small areas of H2-H3 hazards (unsafe for vehicles, children and the elderly) on French Avenue near the south-western corner of the site. As a result, the south-west corner of the site should be avoided during a storm event and public access from French Avenue should be prevented through the use of suitable fencing, as identified by the FIRA.

Chapel Road remains trafficable, when French Avenue is affected by the flooding. As such, site access is maintained from Chapel Road, including access for Ambulances to the ambulance parking at the south-western corner of the site via the internal site access road along the western site boundary.

PMF Event

Under the PMF scenario, the overland flow path between the two proposed buildings becomes significantly larger than the 1% AEP event, with flows moving east and then south across Chapel Road before ultimately discharging to French Avenue. Depths generally exceed 200mm, with inundation in the western internal road reaches 250-300mm. Further design development will be required to avoid ponding against building edges.

While localised areas of higher flood hazard (H3–H5) are shown along the proposed internal road on the western boundary, these results are largely a consequence of the coarse 5m model grid relative to the 8 m-wide road. The internal road is expected to operate safely during extreme flood events, including in the PMF. Notwithstanding, a mitigation measure is proposed to require further detailed modelling using a finer grid during the detailed design phase to confirm the final road and civil design achieves safe trafficability (H2 or lower) under PMF conditions and with climate change considerations.

The PMF flood level applicable to the proposed hospital building at French Avenue is estimated to be 31.16mAHD, which is approximately 0.89m below the proposed floor level for the hospital building.

The concrete drain within the easement will fully contain runoff from the sports fields with PMF depths typically above 1.2m with the PMF flood level at French Avenue providing approximately 0.89m of freeboard.

Chapel Road remains largely safe and trafficable during a PMF event and should function as the primary emergency access and evacuation route in a PMF event. French Avenue and Kitchener Parade, by contrast, experience H4-5 hazards (unsafe for people and vehicles) near the roadway sag and are unsuitable for vehicle or pedestrian access in a PMF event. During the PMF event, site access is maintained from Chapel Road, including access for Ambulances to the ambulance parking at the south-western corner of the site via the internal site access road along the western site boundary.

Impact of Future Climate Change

Climate change is expected to have an adverse impact on rainfall intensities, which has the potential to significantly impact flood behaviour. Flood levels may increase by up to 100mm in the 1% AEP event in the sag of French Avenue, however, majority of the flooding in the PMF is limited to 90mm increase.

Access via Chapel Road to the hospital will remain available in the PMF event in 2090 after consideration of the effects of climate change. The flood levels will also remain below the proposed floor level for the hospital building.

6.5.2 Flooding Impact

The FIRA assesses the 5%, 2%, 1% AEP and PMF events and found that the proposed development will result in localised and generally minor changes to flood behaviour, with no adverse flooding impacts anticipated to occur to surrounding properties. Several existing inundation areas within the site are removed due to the improved grading and drainage, however, some shallow inundation areas emerge and are generally confined within the site.

The introduction of the 1.5m concrete drain within the easement on the south-west boundary is a key improvement which effectively captures the runoff from the adjoining sports field and prevents inundation of the south-west corner.

For all events, external impacts are considered minimal or neutral and no surrounding properties are expected to experience adverse flood level increases.

6.5.3 Compliance with Flood Planning Requirements

TTW has assessed the proposed development against the flood planning requirements in the Canterbury-Bankstown LEP and Canterbury-Bankstown DCP. The floor level of the hospital is proposed to be set at 32.05mAHD while the 1% AEP and PMF flood levels are at 30.55mAHD and 31.16mAHD. Hence, the proposed hospital building has been set higher than the PMF flood level (i.e. with 890mm of freeboard) which is consistent with the Canterbury-Bankstown DCP and ensures that the hospital will be flood free in a PMF event. Considering 600mm of free board remains in the climate change scenario, the proposed development is considered to be resilient to potential effects due to climate change in the future.

Similarly, the crest to the basement area of the hospital building on the south is proposed to be set at above the current PMF flood level of 31.16mAHD with minimum 300mm of freeboard (i.e. set at above 31.46mAHD) to provide flood free immunity to the basement area to the year of 2090. If this is unachievable due to site constraints uncovered during design development, then as a minimum the crest should be set at the current PMF level of 31.16mAHD with the potential to provide a flood gate in the future to prevent floodwater entering the basement. These are included as mitigation measures.

6.5.4 Flood Emergency Management

TTW have determined that the PMF flood is the worst-case scenario for recession of flooding on French Avenue, taking approximately 2 hours and 15 minutes for flood waters to return to a H1 hazard. Therefore, TTW anticipate that the actual road closure of French Avenue will not be longer than 12 hours in any event.

The proposed development is a hospital, which is not suited to closure as a flood response strategy. Instead, the floor levels of the proposed development have been set to mitigate any flooding of the buildings, and ambulance access from the surrounding road network to Chapel Road and from the Chapel Road entrance to the ambulance parking is maintained in all flood events.

During the operational phase, where there is enough warning prior, flooding on the sag area of French Avenue should be monitored and closed for traffic (i.e. traffic diverted to Chapel Road) if significant flooding of this road is imminent.

Ambulance staff will then be notified of the closure of French Avenue and access to the hospital at this location. Access to the hospital from the north from Hume Highway via Chapel Road remains safe in the PMF event, hence the hospital users should be alerted to this route should they insist on travelling in a severe flood event. Further, warning signage should be provided near the sag and entrance point via French Avenue to remind the users of the potential flood risks of these areas.

6.5.5 Conclusion

Based on the FIRA, the proposed development is acceptable from a flooding perspective as the hospital building will remain flood free in all flooding events (including the PMF event in 2090 with consideration of climate change effects) and as it will not cause adverse impacts to the surrounding properties. However, TTW have recommended that additional assessments to be carried out by the Project team in the subsequent post-determination detailed design phase/s prior to commencement of construction to test and confirm that the final adopted civil design and site features for the site will result in no adverse impacts to the surrounding properties. In particular, TTW recommends use of a finer model resolution to test the final site civil and design features to ensure that the internal road network will remain safe for ambulance access via Chapel Road during the PMF event in 2090 with consideration of climate change effects. This is reflected in the mitigation measures at **Appendix E**.

6.6 Noise and Vibration

A Noise and Vibration Impact Assessment (NVIA) has been prepared by Acoustic Studio and is provided at **Appendix T**. The NVIA includes an assessment of the potential noise and vibration impacts during the construction and operation of the proposed development. The surrounding land uses include an educational establishment, residential and mixed-use. The site monitoring and noise catchment locations are shown in **Figure 30** below.

Figure 30 Overview of the site and measurement locations

Source: Acoustic Studio

6.6.1 Construction Hours

The proposed hours of construction will be undertaken in accordance with the recommended standard construction hours, as proposed in the Interim Construction Noise Guideline (ICNG):

- Monday to Friday: 7:00am to 6:00pm.
- Saturday: 8:00am to 1:00pm.
- Sunday and Public Holidays: No work.

Appropriate arrangements will be made if extraordinary works are required outside of these hours.

6.6.2 Construction Noise

Noise impacts during construction are expected to arise from a number of sources depending on the nature of construction, as follows:

- Site Establishment: Mobile crane, forklift, hand tools, delivery trucks, chain saw and woodchipper.
- Car Park and Access Roads Construction: Vibratory roller, compactor, grader, asphalt paver, excavator and bobcats.
- Building Substructure: piling rigs, mobile crane, concrete mixer truck, concrete pump, concrete vibrator.
- Hospital and Car Park Structure: Jump form, tower crane, concrete mixer truck, concrete pump, concrete vibrator, hand tools, scissor lift, drills, delivery trucks, angle grinders, circular saw, excavator, bobcat, skip trick, mulcher.

Project specific Noise Management Levels (NMLs) have been established for each receiver location. Where construction noise exceeds 75 dB(A), a receiver is considered to be highly affected. The predicted construction noise impacts will exceed noise management levels, to almost all noise catchments during all scenarios of construction, except for the hospital and car park structure construction. The worst impact residential receiver is NCA 2 and NCA3 during construction. However, for the majority of surrounding residential receivers, noise impacts are generally below the Highly Affected Noise Levels (defined as above 75 dB(A)) for majority of the time, except for when work is carried out on the nearest boundary to the respective noise receiver during high impact construction activities such as excavation and piling. Hoarding can be installed to achieve a reduction of 5-10 dB for the closest noise receivers. Subject to the implementation of mitigation measures provided in the NVIA, including the scheduling of respite periods and installation of noise barriers/screening, the impact of construction noise resulting in Highly Affected Noise Levels will be limited (**Appendix T**).

A Construction Noise and Vibration Management Plan (CNVMP) will be prepared to ensure that construction noise and vibration is managed appropriately and will be developed prior to construction commencing. An allowance for attended monitoring at the commencement of the first round of noise intensive works will be undertaken to determine if updates the CNVMP is required. The requirement to prepare a detailed CNVMP is reflected in the mitigation measures at **Appendix E**.

6.6.3 Construction Vibration

Based on the scope of works and typical equipment required, some building and human perception vibration impacts are expected. Construction vibration requires a project specific construction vibration management, however, a precise measurement of vibration impacts from the proposed development is not possible at this stage due to the equipment not yet being selected. A preliminary and high-level construction vibration assessment was undertaken which determined that construction would generally result in a low to medium risk for the potential to generate ground-borne vibration.

Accordingly, vibration impacts will be determined as part of the CNVMP prepared prior to the commencement of construction works where vibration management controls will be put in place to ensure vibration impacts are minimised with mitigation measures to include monitoring of construction vibration. The CNVMP will also include vibration assessment to determine the significance of vibration levels. Construction vibration mitigation measures are provided in the NVIA and mitigation measures at **Appendix T** and **Appendix E** respectively.

6.6.4 Construction Traffic

Under the NSW Road Noise Policy, construction traffic noise should be limited to 2dB above the existing condition. Both light vehicle and heavy vehicle movements are expected to be less than 2dB increase, and therefore, the impact is considered negligible. Mitigation measures are provided at **Appendix T** to minimise the impact of construction noise on surrounding receivers including traffic management procedures that are determined in consultation with Council.

6.6.5 Cumulative Construction Noise Impact

As noted in **Section 2.1.4**, the St Paul's Anglican Church Bankstown development (SSD-79709963) may align with the timing of construction of the New Bankstown Hospital. Whilst there is the potential for a cumulative noise and vibration impact, the Contractor for the proposed development must consider and collaborate with the St Paul's proponent to be addressed within the CNVMP.

6.6.6 Operation Noise

Once the New Bankstown Hospital is completed, the hospital will operate 24 hours a day, seven days per week.

Building Services

Major plant is proposed including substations, chillers and generators, however, plant will be determined during the detailed design phase. Acoustic screening, louvres and ducted discharge may be required in some areas which will be determined once plant has been selected.

Loading Dock and Waste Collection

With regard to the loading dock, the loading dock noise is predicted to achieve the relevant NPI criteria. Additionally, the loading dock noise is predicted to be below the sleep disturbance screening levels.

Waste collections will occur within a dedicated waste collection area of the loading dock. It will be located centrally with a buffer zone to residential receivers. The NVIA recommends that waste collection be undertaken during the day and evening period, outside of 10pm-7am, where practical, to minimise sleep disturbance risk.

6.6.7 Operational Traffic Noise Generation

Off-Precinct Noise Generation

The project is anticipated to result in increased traffic on French Avenue, Chapel Road and Meredith Street during operation. The worst-case impact to Chapel Road is an increase of 1.8dB in the AM peak. The predicted increase represents a minor impact and is not expected to have any adverse impact on noise sensitive receivers.

On-Precinct Noise Generation

The on-site traffic areas that have the potential to generate on precinct traffic noise are the ambulance bay, ED and public drop off, and car parks.

The car park and drop off areas are anticipated to comply with the NPI criteria to relevant criteria at all time periods. Additionally, a traffic sleep disturbance screening assessment was undertaken which identified that the predicted external noise levels associated with the Ambulance Bay operations at night exceeded the noise level at 25-29 French Avenue by up to 10dB. Further analysis was undertaken with respect to the Ambulance Bay's impact to 25-29 French Avenue and provided a range of mitigation measures to limit the noise impacts, including barriers and solid screening. With screening incorporated into the canopy of the ambulance bay, maximum noise levels will be lower and further reduce potential for sleep awakening or adverse noise impact. It was noted that research on sleep disturbance concluded that the noise impacts related to the ambulances are not likely to affect health and wellbeing significantly and the noise is unlikely to awaken people from sleep.

6.6.8 External Noise Intrusion

Road traffic is identified as the main external noise source with potential to impact the site. The NVIA specifies minimum façade performances. Upgraded facades are required to IPUs on the façade facing Chapel Road. All other areas can achieve internal noise levels with a standard façade and window construction.

No further assessment is required with regard to rail noise and aircraft noise to the proposed development.

6.6.9 Conclusion

Construction stage impacts from the proposed development are a medium risk that requires mitigation measures to minimise the impact. Subject to the implementation of the mitigation measures listed at **Appendix T**, any adverse noise impacts will be minimised.

Operational noise from the proposed development can meet the relevant noise criteria subject to the implementation of the mitigation measures listed at **Appendix E**.

6.7 Archaeology

6.7.1 Archaeology

A Historical Archaeological Assessment (HAA) was undertaken by Eco Logical and is provided at **Appendix GG**. The HAA has been prepared to determine the archaeological potential of the site, to assess the significance of any identified or potential historical archaeological resources and to assess the potential impact of the proposed works on those archaeological resources.

There is evidence on Area 1 (**Figure 31**) that the owners of the land had their home from at least the 1860s to the 1930s. Evidence may include house footings, associated postholes, paths and garden beds, with the possibility for underfloor deposits. The demolition of the house during the 1940s is unlikely to have involved large scale mechanical demolition, as such there is the potential for evidence to have remained. Therefore, Area 1 is considered to have high historical archaeological potential for a resource. Additionally, Area 1 would be assessed as being of local significance.

Area 2 (**Figure 31**) was used for residential properties which were gradually built between 1913 to 1950s. The last house survived until the late 2000s. Demolition from the 1950s onwards was likely to have been undertaken by mechanical means and material was removed from the site. As such, Area 2 is considered to have high historical archaeological potential for a resource during Phase Four. Additionally, Area 2 would not meet the threshold of significance at the local level, however, if the resources were particularly well stratified and undisturbed with a range of domestic artefacts, then it may meet the threshold of local significance.

Area 3 (**Figure 31**) was determined as having low to nil potential.

Figure 31 Historical archaeological potential mapping

Source: Eco Logical

When determining the area of impacts on the site in terms of historical archaeological resources, the impacts to Area 1 are considered to be minor-moderate as works are limited to surface car parking and internal access roads.

The HAA concluded that there is a high potential for local significant in Area 1 during 1830s to 1913, a high potential for archaeological findings between 1913 to 1960s, however, it is unlikely to meet the threshold of significance at the local level. Based on preliminary plans, it is anticipated that there will be a low to medium impact in Area 1 and low to high impact across Area 2. As locally significant archaeological resources are protected under the Heritage Act, mitigation

measures are required and proposed as identified at **Appendix E**. The management of this area as it pertains to demolition of the existing structures in that area is addressed via the separate Infrastructure Works REF.

6.8 Social Impact

A Social Impact Assessment has been prepared by Colliers Urban Planning and is provided at **Appendix HH**. The assessment has been undertaken in accordance with the *Social Impact Assessment Guidelines for State Significant Projects (2021)*. A summary of the identified social impacts (positive and negative) affected individuals and communities, and associated impact and significance rating is provided in **Table 15** below. For clarity, the "unmitigated social significance rating" measures the severity of potential impacts, risks, or changes to community well-being *before* any management, mitigation, or design changes are implemented. The "mitigated (or residual) social significance rating" measures the severity of those same impacts *after* mitigation measures (such as management plans, policy changes, or design alterations) are applied to reduce negative impacts or enhance benefits.

Table 15 Social Impact Assessment Summary

Description of impact	Stakeholders affected	Proposal phase	Social impact category	Unmitigated social significance rating	Mitigated residual social significance rating
Improved access to contemporary, culturally safe and inclusive health services	Residents of the PSL; CALD communities; Aboriginal communities; older people; people with disability; carers; patients; future workforce	Operation	Accessibility; Health and wellbeing; Community; Culture	Very high (positive)	Very high (positive)
Reduced travel burden and improved health equity through expanded local service availability	Local residents; CALD communities; older people; carers; people with disability; low-income households	Operation	Accessibility; Health and wellbeing; Equity	Very high (positive)	Very high (positive)
Employment generation and local economic opportunities	Local workers; jobseekers; students; businesses; suppliers; hospital workforce	Construction and operation	Livelihoods; Way of life; Community	High (positive)	High (positive)
New and enhanced public open space and landscaping	Local residents; park users; staff; patients; visitors; pedestrians; businesses	Operation	Surroundings; Health and wellbeing; Community	Medium (positive)	Medium (positive)
Construction amenity impacts including noise, vibration, dust and visual disturbance affecting immediate receivers	Immediate neighbours; schools; childcare centres; road users; businesses	Construction	Surroundings; Health and wellbeing; Way of life	Very High (negative)	High (negative)
Construction traffic, parking and pedestrian safety impacts on local streets, including sensitive receivers such as schools and childcare centres	Students; carers; school communities; pedestrians; cyclists; residents; businesses	Construction	Surroundings; Accessibility; Safety	High (negative)	Medium (negative)
Operational traffic and access impacts including congestion and parking pressure for local road users	Residents; businesses; schools; emergency services; road users	Operation	Surroundings; Accessibility; Way of life	Medium (negative)	Medium (negative)
Visual, overlooking, privacy and overshadowing impacts	Adjacent residents; pedestrians; local community	Operation	Surroundings; Community; Sense of place	Medium (negative)	Low (negative)
Transition impacts associated with closing the existing TAFE site and relocating health services to the new hospital, including risk of confusion or temporary disruption in service access	TAFE students and staff; patients; carers; CALD residents; older people; people with disability; service providers	Transition and early operation	Accessibility; Health and wellbeing; Community	Medium (negative)	Low (negative)

The SIA identifies that the Proposal includes significant positive social impacts, while negative social impacts are largely temporary during construction can be mostly managed and mitigated through a range of measures including provision of proactive, timely and multilingual communication and clear communication channels to the surrounding community, particularly with the nearby school and childcare centre. This will inform construction scheduling, pedestrian routing and short-term diversions to the needs of students and families. The mitigation measures to minimise these impacts are detailed in **Appendix E**.

6.9 Other Assessment Matters

All other issues raised are assessed in **Table 16**.

Table 16 Other Issues Raised

Matter	Assessment
Stormwater	An Integrated Water Management Plan has been prepared by TTW and is provided at **Appendix R**. The overland flows and piped flows from the upstream catchment to the west of the site are to be captured and contained within the existing 3.05m wide easement along the western boundary of the site. There are two OSD tanks proposed with a capacity of 244m^3 which will collect stormwater from the buildings and paved areas. Put baskets and filter cartridges will be used to treat stormwater with an additional stormwater treatment chamber proposed at the southern end of the site to treat flows that bypass OSD. Rainwater stored can be reused for irrigation and the hydraulic design will have a beneficial effect on discharge quantity and quality. Ultimately, the OSD tanks are not impacted by the 1% AEP flood levels and the pipe capacity has is sufficient to withstand the 100 year ARI flows. All stormwater will be captured within the existing 3.05m wide drainage easement with a 1.5m x 2.0m open concrete channel proposed for upstream flows. Stormwater pollution treatment outcomes will comply with and exceed the ESD targets for pollutants, as determined by the MUSIC modelling.
Sediment and Erosion	A Soil and Water Management Plan will be required to be prepared due to the size of the site and the total disturbed area. Sediment fences will prevent silt and waste runoff during construction. Additionally, pits will be installed with a geotextile filter and gravel inlet to prevent silt from entering the stormwater system during construction.
Tree Removal and Landscaping	An Arboricultural Impact Assessment has been prepared by Abel Ecology and is provided at **Appendix AA**. Tree removal is considered to be acceptable due to the replacement tree planting at a ratio of greater than 1:1 (factoring in trees removed under the separate Infrastructure Works REF), noting that 325 trees are proposed to be planted to replace the 66 trees proposed to be removed under this SSDA, and 152 trees approved for removal under the separate Infrastructure Works REF. A variety of mitigation measures are provided in the Arboricultural Report to ensure that the tree removal and tree retention are appropriately carried out such that they will not result in any unacceptable impacts. These measures are adopted at **Appendix E**. It is further noted that retention of the following 6 trees within the site is subject to further investigation by the project arborist during construction: Trees 79, 101, 105, 146, 149 and 208. The retention of the following 3 trees within Lot 202 in DP1231757 to the north is also subject to further investigation by the project arborist during construction: Trees 276, 277 and 278. A mitigation measure is included in **Appendix E** which requires the project arborist to undertake further investigation to determine whether retention is possible and if retention is not possible, to remove those trees.
Environmental Heritage	A Statement of Heritage Impact (SOHI) has been prepared by Eco Logical Australia and is provided at **Appendix EE**. The SOHI has been prepared to assess the potential heritage impact of the proposed development on heritage items located within the vicinity of the site. The SOHI concludes that while there will be impacts to the St Felix de Valois Pioneer Cemetery (#I17) to the setting of the item during construction and after project completion, there are no specific heritage values associated with the setting of the heritage item and as such, the proposed works will not impact on the heritage significance of the St Felix de Valois Pioneer Cemetery. All heritage mitigation measures are included in the Mitigation Measures provided at **Appendix E**.
Aboriginal Heritage	An Aboriginal Cultural Heritage Assessment Report (ACHAR) has been prepared by Eco Logical and is provided at **Appendix FF**. The ACHAR assessment has been prepared in accordance with the *Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales* (Code of Practice) (DECCW 2010), *Aboriginal Cultural Heritage Consultation Requirements for Proponents 2010* (DECCW 2010), *The Burra Charter* (Australia ICOMOS 2013), and the *Guide to Investigating and Reporting on Aboriginal Cultural Heritage in NSW*

Matter	Assessment
	(Office of Environment & Heritage 2011) and the consultation process resulted in the registration of 15 Registered Aboriginal Parties (RAPs) for the project. The ACHAR addresses the potential impacts to Aboriginal cultural values within the study area. A search of the Aboriginal Heritage Information Management Systems (AHIMS) indicated that there are no sites within the study area. The site has been cleared of native vegetation and has been highly modified by previous development. Therefore, there are no areas of archaeological potential at the site. The ACHAR determines that no Aboriginal heritage sites, places, or cultural values will be impacted by the proposed development.
Geotechnical and Groundwater	A Geotechnical Investigation Report (GIR) has been prepared by SMEC and is provided at **Appendix CC**. The investigation was undertaken and included the drilling of 16 shallow boreholes, 2 deep boreholes and 4 groundwater bores. Fill was observed of varied mixtures of clay, gravel, silt, sand, cobbles and anthropogenic material at varied depths due to the cut and fill nature of the site. The fill was underlain by residual clayey soils and weathered shale. Any exceedances in the groundwater were of low concentration and unlikely to affect the proposed development. The GIR confirms that a Salinity Management Plan is required and it has been provided at **Appendix JJ**. However, an Acid Sulfate Soils Management Plan is not required.
Contamination and Remediation	A Contamination and Remediation Letter has been prepared by SMEC and is provided at **Appendix DD**. Category 1 remediation (due to the site being located in a floodway) is proposed to be undertaken in accordance with the Remedial Action Plan under DA-1417/2025 which is currently under assessment by the Canterbury Bankstown Council. All remediation works anticipated to be approved under the DA will be carried out prior to the commencement of works proposed in this SSDA. As a result, the Contamination Letter determines that the site can be made suitable for the proposed development subject to the implementation of the remediation measures detailed within the RAP which is subject to a separate development application.
Public Space and Crime	A Crime Prevention Through Urban Design (CPTED) has been prepared by WEBB and is provided at **Appendix N**. The CPTED assesses the proposed design using CPTED principles, considers local crime and safety risks and identifies design and operational measures required to support a safe and secure hospital environment. The CPTED Report has been prepared in accordance with the *Crime Prevention and the Assessment of the Development Applications Guidelines* (NSW Department of Urban Affairs and Planning, 2001). The CPTED makes recommendations for consideration during the detailed design phase, and these will be adopted by the project. The CPTED Report concludes that subject to the implementation of the recommendations, the New Bankstown Hospital is capable of providing a secure, well-managed environment that ultimately contributes positively to the safety and amenity of the broader Bankstown CBD Precinct.
Waste	<u>Construction Waste Management</u> A Construction Waste Management Plan (CWMP) has been prepared by Waste Audit and is provided at **Appendix M**. The CWMP has been prepared to assess the volumes and management of waste during the construction phase in accordance with the *Protection of the Environment Operations Act 1997* and *NSW Waste Classification Guidelines 2014*. The CWMP details the type, volume and disposal methods for all waste material during the construction phase. It identifies that over 80% of construction waste is proposed to be diverted from landfill disposal and is either being reused on or off site or recycled at a specialised facility. The principal contractor will be responsible to ensure that regular monitoring of bins is undertaken and that all subcontractors act in accordance with the CWMP. A Detailed CWMP will be prepared post determination and prior to construction commencing. <u>Operational Waste Management</u> An Operational Waste Management Plan (OWMP) has been prepared by Waste Audit and is provided at **Appendix U**. The OWMP provides specific waste management procedures to be undertaken during the operational phase. The OWMP will be compliant with all relevant policy and legislation for waste management, including generation, handling, storage and disposal of all forms of waste. The total estimated waste generation for the proposed development per week is: • General Waste: 81,241 litres collected 1 time per week (compactor). • Cardboard: 35,654 litres collected 1 time per week (compactor). • Co-mingled Recycling: 15,280 litres collected 1 time per week. • Food Organics: 3,213 litres collected 1 time per week. • Clinical Waste: Variable.

Matter	Assessment
	Bins will be moved from each floor and emptied within the main bin storage area within the level 2 carpark. A private waste contractor will undertake all collections of compactors and bins for general waste, recycling, cardboard, food organics, and other relevant streams of waste at a minimum of once a week. After each collection, cleaners will return the emptied bins to their allocated storage locations. Refer to the OWMP at **Appendix U** for further details. No mitigation measures are required.
Biodiversity	A Biodiversity Development Assessment Report (BDAR) has been prepared by Abel Ecology and is provided at **Appendix BB**.
Ecologically Sustainable Development	An Environmentally Sustainable Development (ESD) Report has been prepared by LCI and is provided at **Appendix O**. The ESD Report sets out the proposed ESD initiatives to ensure that the proposed development meets the principles of ESD as defined by Section 193 of the Environmental Planning and Assessment Regulation 2021. This is further discussed at **Section 7.0**. The proposed development is targeting a minimum of 60 points to demonstrate best practice in sustainable healthcare design and is proposed to be a fully electric facility (except for emergency back-up), eliminating reliance on fossil fuels and supporting NSW Government objectives for net zero emissions by 2050. Ultimately, the project will exceed current expectations for sustainable building performance and contributes to broader goals such as reducing greenhouse gas emissions, improving occupant wellbeing, and promoting responsible construction practices. A Net Zero Statement is provided within the ESD Report (**Appendix O**) which demonstrates that the proposal will be fossil fuel-free by 2035 and renewable energy generation in the form of PV systems and all-electric HVAC systems to minimise energy consumption.
Hazards	A Preliminary Hazard Analysis (PHA) has been prepared by Riskcon and is provided at **Appendix V**. The PHA is a high level assessment on the design at this stage and it is estimated that the development will require dangerous goods including a 30,000 L operational cryogenic oxygen tank and a "back-up" 3,000 L emergency cryogenic oxygen tank, total 37.7 tonnes (oxygen is Class 2.2 gas with a sub-risk of Class 5.1 oxidising agent). Detailed design of the medical facilities and gas storage areas is still to be progressed at the detailed design stage following determination of this SSDA. The PHA concludes that all dangerous goods storage and handling areas will comply with the requirements of the relevant Australian Standards and that hazards associated with these facilities are effectively controlled to As Low As Reasonably Practicable (ALARP). Therefore, it is concluded that the proposed hospital is only potentially hazardous and is suitable for the location and the proposed land use. However, as the detailed design of the dangerous goods storage areas continue to progress, these areas will be resolved and confirmed at the detailed design stage in accordance with the requirements and standards outlined in the PHA. A variety of mitigation measures are proposed (**Appendix V**) with a recommendation that a Final Hazard Analysis to be prepared to confirm continued compliance with this PHA. The proposed development is not adjacent to or on land in a pipeline corridor.
Aviation	An Airport Safeguarding Assessment has been prepared by L+R Airport Consulting and is provided at **Appendix K**. The Assessment identifies that the proposed development will be located within the Obstacle Limitation Surface (OLS) of Bankstown Airport and a controlled activity approval will therefore be required. The proposed development is not within the OLS or PANS-OPS of any other noted Airports. During construction, should any cranes exceed the PANS-OPS limit, a Controlled Activity Application will need to be lodged with Bankstown Airport. Lighting proposed by the development may be regulated by the Civil Aviation Safety Authority (CASA) as it is within 6km of the Bankstown Airport.
Construction Management	A Preliminary Construction and Environmental Management Plan (CEMP) has been prepared by Capital Insight and is provided at **Appendix II** The CEMP addresses matters such as preliminary site investigations, community consultation and stakeholder engagement, traffic management, work, health and safety, noise management, air quality management and construction hours, amongst other issues. Refer to the CEMP provided at **Appendix II** for further information.
Accessibility	An Accessibility Report has been prepared by Mckenzie Group and is provided at **Appendix J**. It reviews the capability of the proposed design to meet the requirements of the Disability (Access to Premises – Buildings) Standards 2010 and deemed to satisfy provisions of the Building Code of Australia 2022 (BCA). The Accessibility Report has concluded that subject to the implementation of recommendations within the Report, compliance with the relevant Premises standards and the BCA can be met.

Matter	Assessment
BCA	A BCA Compliance Report has been prepared by Mckenzie Group and is provided at **Appendix L**. It reviews the capability of the proposed design to meet the requirements of the Building Code of Australia 2022. The BCA Report concludes that the proposed development can readily achieve compliance with the relevant provisions of the BCA.
Bushfire	The site is not located on bushfire prone land, nor is it in proximity to bushfire prone land.

7.0 Project Justification

In general, investment in major projects can only be justified if the benefits of doing so exceed the costs. Such an assessment must consider all costs and benefits, and not simply those that can be easily quantified. This means that the decision on whether a project can proceed or not needs to be made in the full knowledge of its effects, both positive and negative, whether those impacts can be quantified or not.

The proposed development involves the construction and operation of a new hospital as outlined in **Section 3.0.** The assessment must, therefore, focus on the identification and appraisal of the effects of the proposed change over the site's existing condition.

In considering the justification of the proposed development and in reference to Section 4.15 of the EP&A Act which specifies matters for consideration a consent authority must consider in determining a development application, the following matters have considered:

- Design of the proposed development, including actions taken to avoid or minimise the impact of the proposed development while still achieving the objectives of the project;
- Consistency with the strategic context;
- Consistency with the statutory requirements;
- The likely impacts of that development, including environmental impacts on both the natural and built environments, and social and economic impacts in the locality;
- The suitability of the site for the development; and
- The public interest.

7.1 Design of the Proposed Development

The alternatives considered and actions taken to avoid and minimise the impacts of the proposed development have been set out in the preceding sections of this EIS. The proposed mitigation measures are set out in **Appendix E** of this EIS. Subject to the implementation of these mitigation measures, in addition to the considered and thoughtful design response, it is considered that any potential impacts of the proposal will be managed effectively and/or are minimal and acceptable.

7.2 Consistency with Strategic Context

The strategic context for the proposal has been discussed at **Section 2.3** of this EIS, and the proposed development is considered to be consistent with the relevant strategic context.

7.3 Consistency with the Statutory Requirements

The relevant statutory requirements have been discussed in **Section 4.0** and assessed in **Appendix C**.

Specifically, this EIS has addressed all of the matters specified in the issued SEARs dated 5th February 2026 (refer to **Appendix A**) and Section 190 and 192 of the EP&A Regulation (refer to **Appendix C**).

7.3.1 Consistency with the Objects of the Act

The Proposal is consistent with the relevant Objects of the Act as listed under Section 1.3 of the EP&A Act and will not result in any unjust or significant environmental impact. Specifically, the Proposal is consistent with the Objects of the Act as it will:

- Promote ecologically sustainable development through the reduction in resource consumption through water and energy efficiency design features.
- Improve and provide social infrastructure in the South Western Local Health District by utilising the existing hospital site and improving services and infrastructure.
- Not result in any adverse impacts to threatened species or ecological communities and this has been demonstrated within the BDAR (**Appendix BB**).
- Generate employment opportunities throughout the construction and operational phases.
- Conserve and respect surrounding heritage items within the local context.
- Incorporate good design and amenity of the built environment, as demonstrated in **Section 6.0** of this EIS.
- The proposal does not adversely impact Aboriginal Cultural Heritage.
- Designing with Country has informed the proposal.

7.3.2 Principles of Ecologically Sustainable Development

Section 193 of the EP&A Regulation outlines four (4) principles of ecologically sustainable development to be considered in assessing a project. They are:

- The precautionary principle;
- Intergenerational equity;
- Conservation of biological diversity and ecological integrity; and
- Improved valuation, pricing and incentive mechanisms.

An analysis of these principles is provided in the following sections.

7.3.2.1 Precautionary Principle

The precautionary principle is utilised when uncertainty exists about potential environmental impacts. It provides that if there are threats of serious or irreversible environmental damage, lack of full scientific certainty should not be used as a reason for postponing measures to prevent environmental degradation. The precautionary principle requires careful evaluation of potential impacts in order to avoid, wherever practicable, serious or irreversible damage to the environment. An Environmental Risk Assessment is provided at **Appendix Z** which assesses the risk-weighted consequences of various options.

The proposed hospital incorporates measures to reduce urban heat island effect through increased landscaping and canopy cover, complemented by light-coloured hardscaping and roofing materials. These initiatives, combined with biodiversity enhancements, ensure that the project does not pose significant risk to local environmental systems.

Beyond local impacts, the project integrates proactive measures during design, construction, and operation to prevent environmental degradation. Key initiatives include:

- Energy Efficiency: The building is designed to achieve significant reductions in operational energy use compared to a standard reference building, supported by high-performance envelope design and efficient building services.
- Water Conservation: Rainwater harvesting and efficient fixtures will reduce potable water demand, contributing to long-term resource sustainability.
- Materials and Waste: The specification requires responsible sourcing of materials and diversion of construction waste from landfill in line with Health Infrastructure's Environmental Management System guidelines.
- Climate Resilience: A Climate Adaptation Plan has been developed to address high and extreme risks, ensuring the hospital remains functional under future climate scenarios.

This EIS and its supporting reports and studies has not identified any serious threat of irreversible damage to the environment and therefore, the precautionary principle is not relevant to the proposal.

7.3.2.2 Intergenerational Equity

Intergenerational equity is concerned with ensuring that the health, diversity and productivity of the environment are maintained or enhanced for the benefit of future generations.

By minimising the consumption of natural resources, water, and energy, and reducing waste and emissions, the development alleviates pressure on the environment while supporting resilient community health outcomes. The hospital will integrate sustainability principles throughout its lifecycle, from design and construction to operation. Key strategies include efficient building systems, responsible material selection, and measures to enhance indoor environmental quality. These initiatives not only reduce environmental impact but also create a facility that is adaptable to future needs. In addition, the project acknowledges cultural and social values by embedding design elements that reflect local identity and Indigenous connection.

The proposal has integrated short and long-term social, financial and environmental considerations so that any foreseeable impacts are not left to be addressed by future generations. Issues with potential long-term implications such as waste disposal would be avoided and/or minimised through construction planning and the application of safeguards and management measures described in this EIS and the appended technical reports.

7.3.2.3 Conservation of biological diversity and ecological integrity

The principle of biological diversity upholds that the conservation of biological diversity and ecological integrity should be a fundamental consideration. The proposal would not have any significant effect on the biological diversity and ecological integrity of the study area.

Post-construction, the ecological value of the site will be improved through extensive landscaping that prioritises native trees and plant species. These initiatives will provide habitat for local fauna, contribute to urban cooling, and strengthen the connection to nature for patients, staff, and visitors. Integrating natural elements within the hospital environment also supports cultural values and fosters a sense of connection to Country, aligning with Health Infrastructure's commitment to sustainable and inclusive design.

7.3.2.4 Improved valuation, pricing and incentive mechanisms

The principles of improved valuation and pricing of environmental resources requires consideration of all environmental resources which may be affected by a proposal, including air, water, land and living things. The project team will provide appropriate facilities for recycling and landfill waste streams during construction, supporting diversion of waste from landfill and promoting resource recovery. These measures reflect Health Infrastructure's commitment to reducing environmental pressures while maintaining cost transparency.

The hospital design will meet and exceed the requirements of the National Construction Code (NCC) and is benchmarked against the HINSW DGN058 ESD Evaluation Tool, which sets clear environmental performance targets. Design teams are contractually obligated to deliver these initiatives, ensuring that sustainability outcomes are achieved as part of the project's core objectives.

Mitigation measures for avoiding, reusing, recycling and managing waste during construction and operation would be implemented to ensure resources are used responsibly in the first instance.

7.4 Likely Impacts of Development

Having regard to the natural environment, built environment and economic and social impacts of the proposed development, the likely impacts of development are considered acceptable as outlined in the following sections.

Additionally, the proposed mitigation measures detailed within **Section 6.0** and **Appendix E** outlined mitigation and management measures that will minimise the impact of the proposed development.

7.4.1 Social and Economic

The social and economic impacts and benefits associated with the proposed development include:

- Will provide a significant piece of social infrastructure, increasing the provision and quality of health services within the region. The design and capacity of the development is anticipated to have positive impacts on the overall health outcomes of the region.

- Improves access to an extensive range of health services and facilities for people in the South Western Local Health District.
- Provides additional social benefits for the region in terms of providing increased employment opportunities in the area.
- The proposed development is also anticipated to create employment in consultancy, construction and operation.
- Stimulus to economic investment by delivering a key anchor development that will encourage and attract additional allied businesses and uses to the Bankstown Hospital campus and surrounding area.
- To not invest in the development would exacerbate the service offering and capacity constrains of the existing health infrastructure in the region.

7.4.2 Biophysical

The environmental impact assessment of the proposed development has demonstrated that:

- The development will not have significant impacts on any threatened flora or fauna species.
- The risks associated with the development are capable of being appropriately mitigated through the mitigation measures outlined in **Appendix E**.

7.5 Suitability of the Site

In accordance with Section 4.15(1)(c) of the EP&A Act, the site is considered to be suitable for the proposed development for the following reasons:

- The proposal will transform the use of the site to a new hospital which caters to the growing demand for health services in the Canterbury Bankstown LGA.
- The proposed development and site is consistent with the outcomes proposed by the Bankstown TOD and Precinct Plan and aligns with the future character of the site.
- The scale, height and form of the proposed building envelope is appropriate for the hospital development and the built form has been designed to minimise any impact to surrounding areas and the public domain.
- The site will have access to all utility services to accommodate the demand generated by the proposed development.
- The proposed development will not result in any unacceptable or material environmental impacts in relation to adjoining and surrounding properties, particularly in terms of overshadowing, visual impact, privacy and solar access.

7.6 Public Interest

In accordance with Section 4.15(1)(e) of the EP&A Act, the proposed development is considered to be in the public interest for the following reasons:

- The project will increase the capacity of the South Western Sydney Local Health District to deliver clinical services in order to meet the needs of the local population.
- The project will encourage active and public transport connections to the site.
- The project will deliver a key piece of infrastructure that is consistent with the Bankstown TOD.
- The proposed development will provide updated facilities and services in line with the contemporary standards of care.
- The project will reduce the overall pressure on existing facilities within the South Western Sydney Local Health District.
- Overall, the proposal will provide an efficient work environment for staff and a high level of care and amenity for patients.

8.0 Conclusion

The Environmental Impact Statement (EIS) has been prepared to consider the natural environment, built environment and social and economic impacts of the proposed New Bankstown Hospital. The EIS has addressed the issues outlined in the SEARs (**Appendix A**) and accords with section 190 and 192 of the EP&A Regulation.

Having regard to environmental and economic and social considerations, including the principles of ecologically sustainable development, the carrying out of the project is justified for the following reasons:

- The proposed development is permissible with consent and meets the relevant statutory requirements of the relevant environmental planning instruments, including the Canterbury Bankstown LEP.
- The proposed development will deliver key infrastructure in line with the NSW Government's commitment to invest in the New Bankstown Hospital.
- The proposed development will not result in adverse environmental impacts, with appropriate mitigation measures that will minimise any potential impact.
- The proposed development will facilitate the development of a new state-of-the-art health facility which will further support and strengthen the services and facilities provided within the South Western Sydney Local Health District.
- The project represents significant investment in the Canterbury Bankstown region and is in line with the aims of the Bankstown TOD and CBD redevelopment.
- The proposed development will support a key piece of social infrastructure, increasing the number of hospital beds and clinical services in Bankstown.
- The project will facilitate the delivery of new landscaped areas and tree planting, as well as retention of trees where possible.
- The assessment of the project has demonstrated that the development will not result in any environmental impacts that cannot be appropriately mitigated or managed and is consistent with the relevant planning controls for the site.
- The proposed development is suitable for the site and in the public interest.

Given the merits described above, and the significant benefits associated with the proposed development, it is requested that the application be approved.

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