

Department of Planning, Housing and Infrastructure

dphi.nsw.gov.au



Explanation of Intended Effect

Bankstown – Transport Oriented Development Precinct

July 2024



Acknowledgement of Country

The Department of Planning, Housing and Infrastructure acknowledges that it stands on Aboriginal land. We acknowledge the Traditional Custodians of the land and we show our respect for Elders past, present and emerging through thoughtful and collaborative approaches to our work, seeking to demonstrate our ongoing commitment to providing places in which Aboriginal people are included socially, culturally and economically.

We acknowledge the Cabrogal People of the Darug (Dharug, Darag, Daruk, Dharuk) Nation who are the Traditional Custodians of the land, water and skies of Canterbury Bankstown, where we plan for a more inclusive and resilient future.

Published by NSW Department of Planning, Housing and Infrastructure
dphi.nsw.gov.au

Bankstown – Transport Oriented Development Precinct

First published: July 2024

Copyright and disclaimer

© State of New South Wales through the Department of Planning, Housing and Infrastructure 2024. Information in this publication is based on knowledge and understanding at the time of writing, July 2024, and is subject to change. For more information, please visit nsw.gov.au/copyright

DPHI-MC-R-SC-V1.0

Table of Contents

Table of Contents	3
1 Introduction	4
1.1 Purpose	4
1.2 Transport Oriented Development Program	5
1.3 Precinct Boundary	6
1.4 Strategic Context	7
1.5 Council adopted Bankstown City Centre Master Plan	7
1.6 Bankstown Central Shopping Centre	8
1.7 Bankstown TOD Masterplan	9
2 Proposed Amendments to Planning Controls	10
2.1 Objectives and Intended Outcomes	10
2.2 Amendments to land use zoning and land reservation acquisition	10
2.3 Amendments to Floor Space Ratios and Height of Buildings	15
2.4 Key Sites Provisions	16
2.5 Affordable Housing	18
2.6 Sustainability	18
2.7 Design Excellence	19
2.8 Active Street Frontages	19
2.9 Public Open Space	19
2.10 Exempt development provisions	20
2.11 Non-Aboriginal heritage provisions	21
2.12 Canterbury Bankstown Development Control Plan	22
3 Infrastructure funding and delivery	22
3.1 State contributions	22
3.2 Local contributions	22
4 Consultation	23
5 Amendments to other SEPPs	23
5.1 Planning pathway changes	23
5.2 Special Entertainment Precincts	24
6 Next Steps	25
7 Annexures – Proposed Statutory Mapping Amendments	26

1 Introduction

1.1 Purpose

Housing is a key priority for the NSW Government. Currently, there is a shortage of diverse and affordable homes in well-located areas, close to where people live and work and close to transport and other amenities.

This Explanation of Intended Effect (EIE) outlines proposed planning controls for the Bankstown Transport Oriented Development (TOD) Precinct. The proposed planning controls will enable delivery of approximately 12,500 dwellings and 15,000 jobs.

It is proposed the controls will be implemented through a self-repealing State Environmental Planning Policy (SEPP) made under the *Environmental Planning and Assessment Act 1979* (the EP&A Act) that will amend controls for the precinct area within the *Canterbury-Bankstown Local Environmental Plan 2023* (Canterbury-Bankstown LEP 2023).

The EIE is being exhibited in accordance with section 3.30 of the *Environmental Planning and Assessment Act 1979* (the EP&A Act) to allow the public to make submissions that will be considered as part of the finalisation of the draft planning controls.

The public are invited to comment on all matters in this EIE and supporting documentation. The EIE and supporting technical studies and documentation can be viewed on the NSW Planning Portal.

The objectives of the State-led Rezoning Proposal for the Precinct, led by the Department of Planning, Housing and Infrastructure (the Department) are to:

- increase housing supply in Bankstown City Centre;
- enable a variety of land uses (residential, commercial, recreational) within walking distance of the Bankstown railway station and future metro station;
- deliver housing that is supported by attractive public spaces, vibrancy, and community amenity;
- increase the amount of affordable housing across Bankstown City Centre; and
- consider the vision and objectives of the Canterbury-Bankstown Council (Council) adopted *Bankstown City Centre Master Plan*.

1.2 Transport Oriented Development Program

On 7 December 2023, the NSW Government announced the Transport Oriented Development (TOD) Program to create more well-located homes close to transport, jobs and services. As part of the TOD Program, the NSW Government identified eight Sydney transport hubs (tier one precincts) for state-led accelerated rezoning to deliver up to 47,800 new, well-located, high and mid-rise homes over the next 15 years. Bankstown has been included as one of the eight tier one accelerated precincts.

The TOD Program has stemmed from the National Housing Accord announced by the Commonwealth Government in October 2022 as part of the Federal Budget to address the supply and affordability of housing. The Accord includes an initial aspirational target to build 1.2 million new well-located homes over 5 years from mid-2024. NSW has been tasked to provide 377,000 new homes by 2029.



Figure 1: Aerial view of Bankstown Precinct

1.3 Precinct Boundary

The TOD Tier 1 precincts initially identified a 1,200 metre radius for potential rezoning. Given existing strategic planning undertaken by Canterbury-Bankstown Council in preparing the Bankstown City Centre Master Plan (2021) and to accelerate its rezoning, the precinct boundary was refined to match Council's master plan extent.

The TOD Rezoning Proposal for Bankstown applies to the land shown in Figure 2. The Precinct consists of land situated to the north and south of the rail/Metro corridor, extending to the Hume Highway in the north, Stacey Street to the east, Dellwood Street to the south, and various residential streets including Cairds and Oxford Avenues in the west.

The Department has undertaken master planning, supported by technical studies, to determine opportunities for new housing in the Precinct.

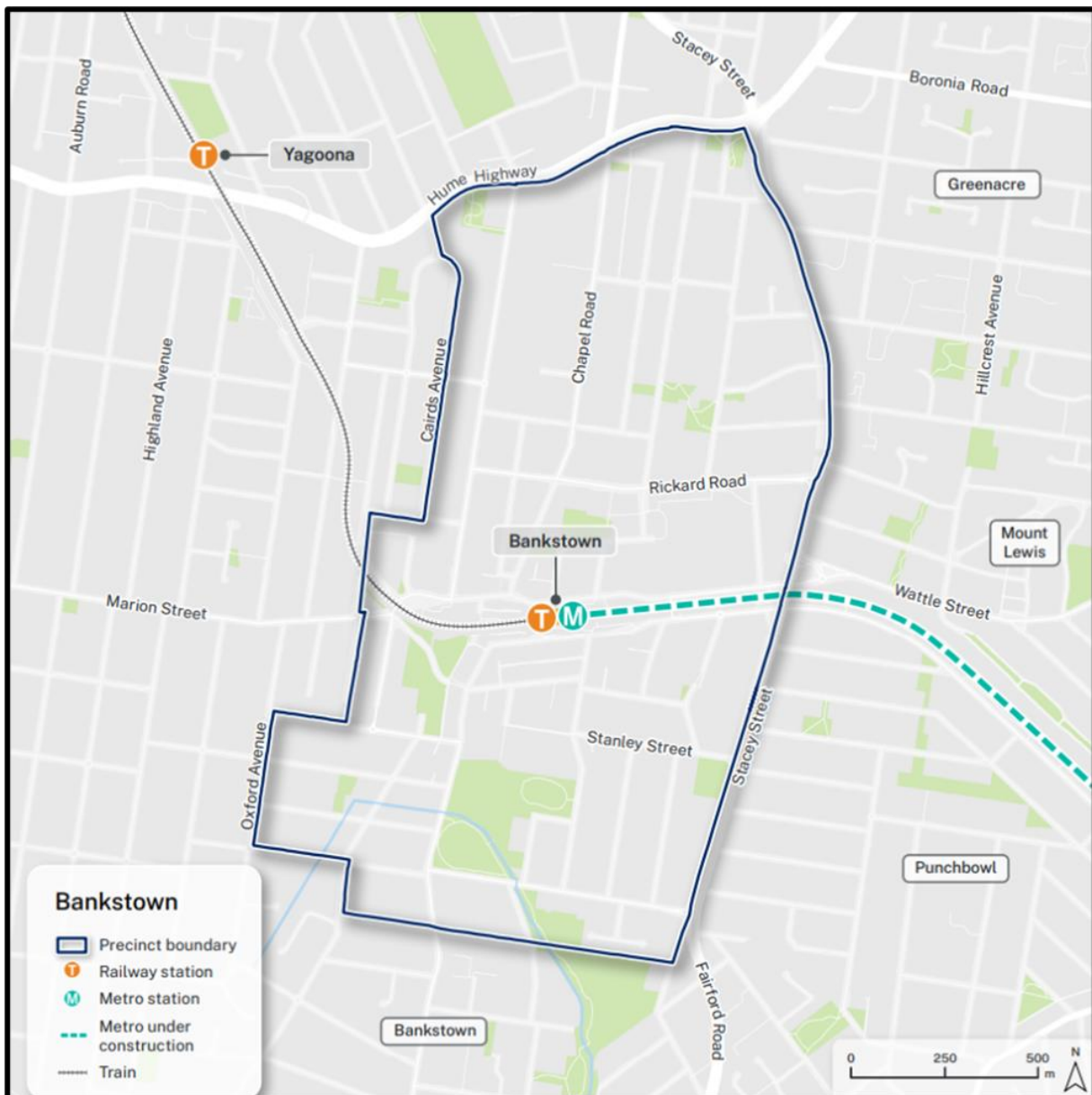


Figure 2: Bankstown TOD Precinct Area

1.4 Strategic Context

The Bankstown Precinct is located approximately 22km southwest of the Sydney Central Business District and is approximately 220 hectares (Figure 2). The Precinct has been the subject of significant structure planning and master planning processes including:

- [Bankstown CBD and Bankstown Airport Collaboration Area Place Strategy](#), approved by the then the Greater Sydney Commission (GSC) in 2019
- [Bankstown Complete Streets CBD Transport and Place Plan](#) (Complete Streets Plan), adopted by Council in 2019
- [Bankstown City Centre Master Plan](#) (Master Plan), adopted by Council in 2021.

Significant government and institutional investment including Sydney Metro City and Southwest, a relocated Western Sydney University campus, and a commitment for a new hospital has been afforded to the Bankstown Centre area.

Health Infrastructure NSW has commenced master planning for the new hospital which will be developed in consultation with the local community and key government agencies and stakeholders. This work will continue to occur alongside the planning for the Bankstown Precinct.

1.5 Council adopted Bankstown City Centre Master Plan

On 28 September 2021, Canterbury Bankstown Council (Council) adopted the *Bankstown City Centre Master Plan* (2021) which aims to sustainably support an increase in the number of people living, working, studying, visiting and investing in the centre area. Council's Master Plan directly responds to several drivers for change, including:

- Jobs growth, which leverages off key government and institutional investment in transport, education and health;
- Housing affordability, by providing a range of housing types, and introducing mechanisms for the delivery of affordable housing;
- A growing population, with diverse needs in terms of housing types and access to infrastructure and services;
- Demand for sustainability and resilience, improving the environmental performance of the City Centre and managing the impacts of climate change; and
- Moving better, by creating more people focused streets and capitalising on Bankstown's strong rail, future Metro and bus connectivity.

The Bankstown Precinct will consider the vision and objectives of the Master Plan through a State-led process.

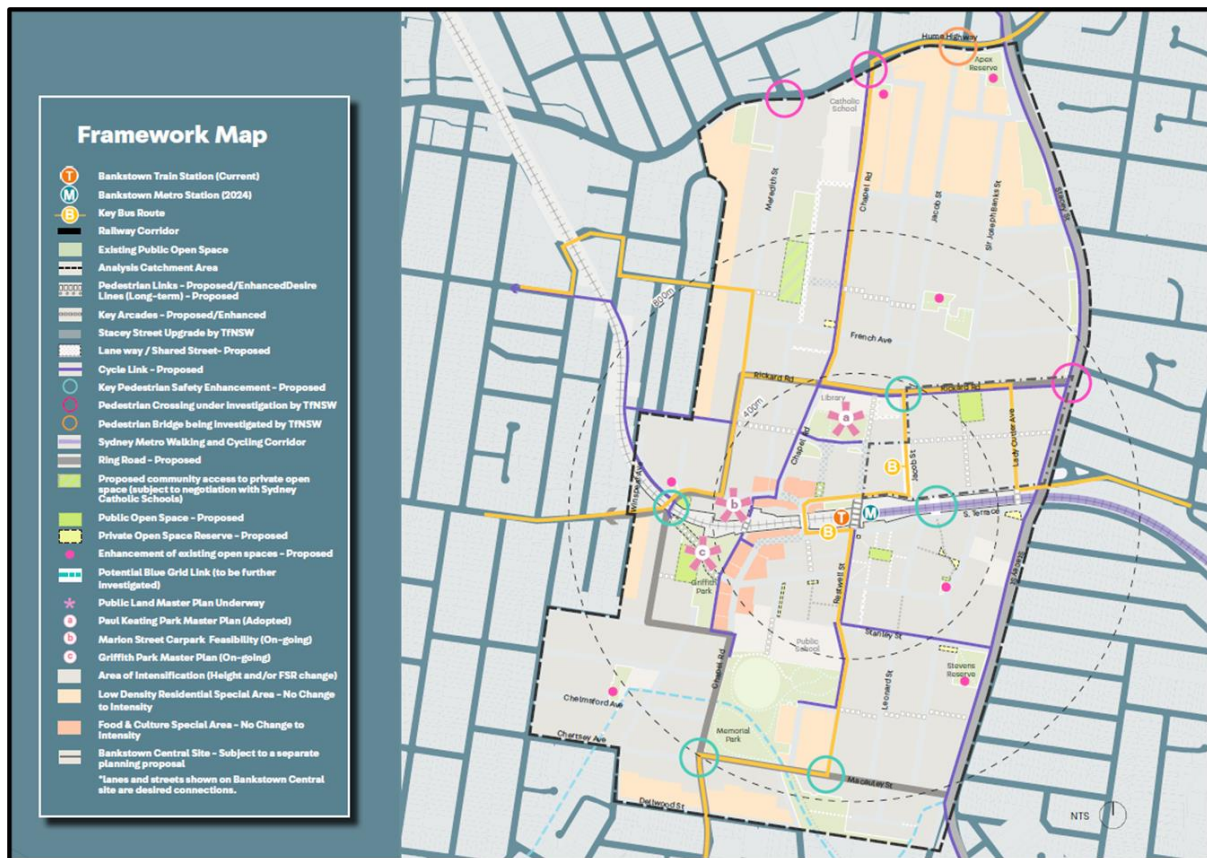


Figure 3: Bankstown City Centre Master Plan 2021 Framework Map

1.6 Bankstown Central Shopping Centre

The Bankstown Central Shopping Centre (Shopping Centre) is the largest landholding in the Precinct and is a key site immediately adjacent to the new metro. It is located at 1 and 1A North Terrace, Bankstown and has previously been subject to a planning proposal (PP-2022-1898) which was publicly exhibited but not finalised.

The planning proposal sought to enable the staged redevelopment of Bankstown Central Shopping Centre site for commercial and residential purposes. This was intended to be achieved by increasing the permissible height and density of the site to support the delivery of new housing, commercial and employment opportunities.

To ensure a holistic and consistent planning approach, the Shopping Centre site is being incorporated into the Precinct. Draft planning controls are being developed that has regard to the previous planning proposal. The Department is also aware that a draft Planning Agreement is currently being discussed as part of the previous planning proposal between the landowner, Council and Transport for NSW.

The draft Planning Agreement includes a number of infrastructure items including an extension to Jacob Street to facilitate a shared bus and pedestrian way. The Department encourages any discussions regarding the draft Planning Agreement to continue to occur alongside the TOD Program.

1.7 Bankstown TOD Masterplan

The Rezoning Proposal for Bankstown has undertaken a comprehensive analysis of the constraints and opportunities that exist in the Bankstown Precinct. This process has included technical analysis of a range of matters to produce an urban design framework to inform updates to Council's LEP. Key elements (shown under Figure 4) of this include:

- Concentrate and contain development around the Metro Station within the urban core and inner neighbourhoods.
- Reinforce and strengthen the north-south pedestrian spine, which builds on the existing vibrancy of Saigon Place.
- Connect and expand open spaces.
- Strengthen the urban core by reinforcing the grid of streets and establishing a legible skyline.
- Concentrate jobs around public transport and along the pedestrian spine to make employment opportunities easily accessible.

This framework has been used to guide the planning controls for the centre as outlined under Section 2.

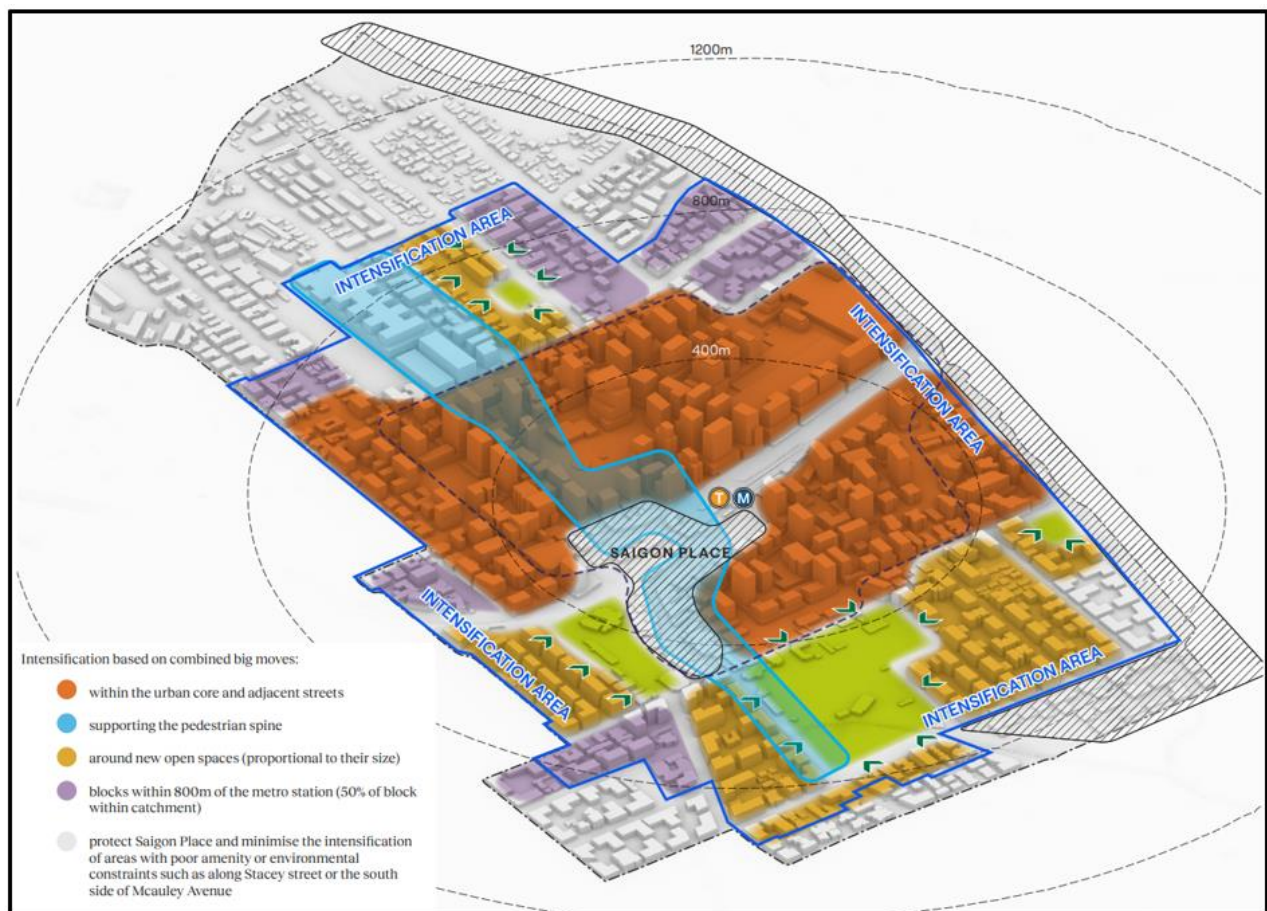


Figure 4: Bankstown TOD Framework Plan

2 Proposed Amendments to Planning Controls

2.1 Objectives and Intended Outcomes

The proposed planning controls align with the NSW Government's commitment to confront the housing crisis by building more well-located homes; close to infrastructure and transport links; next to amenities and work opportunities.

Importantly, the proposed planning controls have been informed by the well-established strategic planning framework for the Bankstown City Centre. The Rezoning Proposal for the Precinct respects the existing framework while recommending opportunities to bolster future housing supply.

The objectives and intended outcomes of the proposed SEPP amendment are to:

- increase housing supply in the Bankstown Precinct.
- enable a variety of land uses (residential, commercial, recreational) within walking distance of the future Bankstown Metro.
- deliver housing that is supported by attractive public spaces, vibrancy, and community amenity.
- increase the amount of affordable housing across the Bankstown Precinct.

The proposed amendments to the planning controls for the Precinct will support a transition to a high-density transport-oriented centre comprising a range of housing types, supported by commercial development, schools, community facilities, a new hospital and open space. The proposed SEPP amendment seeks to amend the Canterbury-Bankstown LEP 2023 maps and provisions. These changes are described in the following sections.

2.2 Amendments to land use zoning and land reservation acquisition

Rezoning of R3 Medium Density Residential to R4 High Density Residential

It is proposed to rezone some properties located to the south of Bankstown Station from R3 Medium Density Residential to R4 High Density Residential. The proposed properties are located:

- along the eastern side of Oxford Avenue, between Brandon Avenue and Chertsey Avenue (see Figure 6).
- along the western side of Restwell Street, between Ross Street and Macauley Avenue (Figure 5).
- along the eastern side of Percy Street and western side of Stacey Street, between Stanley Street and Macauley Avenue (see Figure 7).

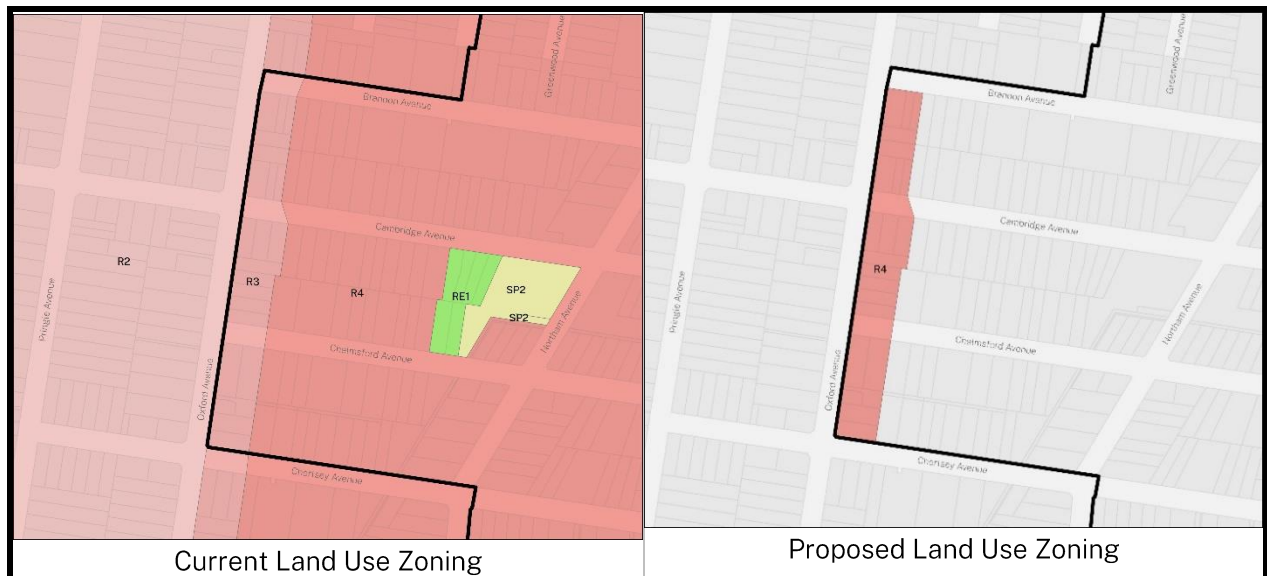


Figure 5: Current vs Proposed Land Use Zoning with properties changing from R3 Medium Density Residential to R4 High Density Residential – east of Oxford Avenue, between Brandon Avenue and Chertsey Avenue

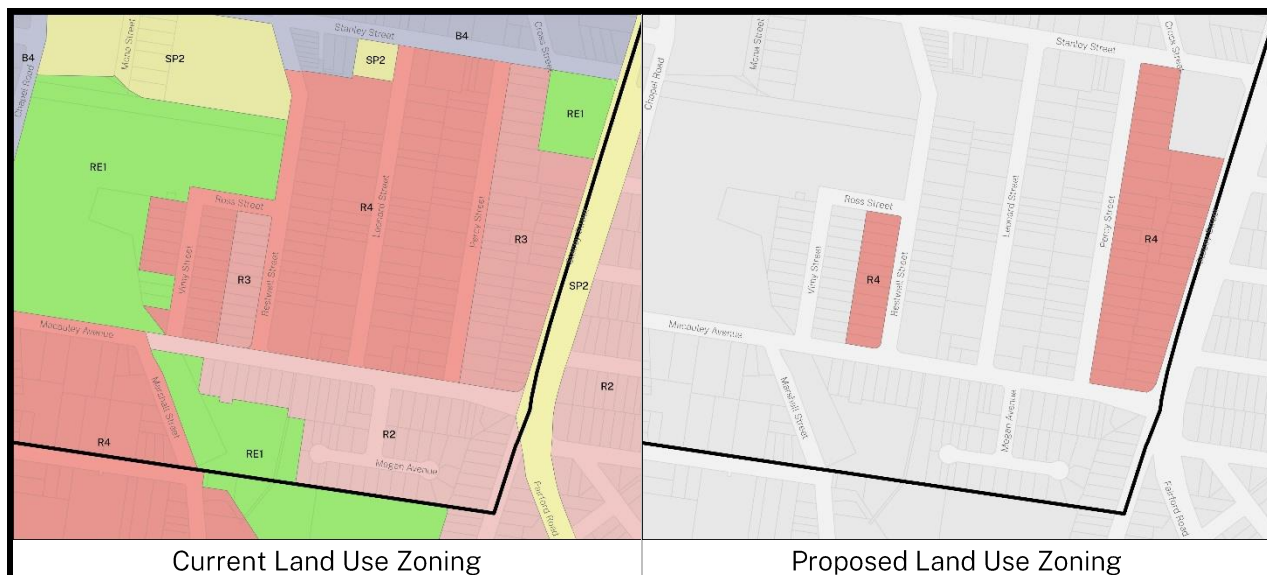


Figure 6: Current vs Proposed Land Use Zoning with properties changing from R3 Medium Density Residential to R4 High Density Residential – Restwell and Percy Streets

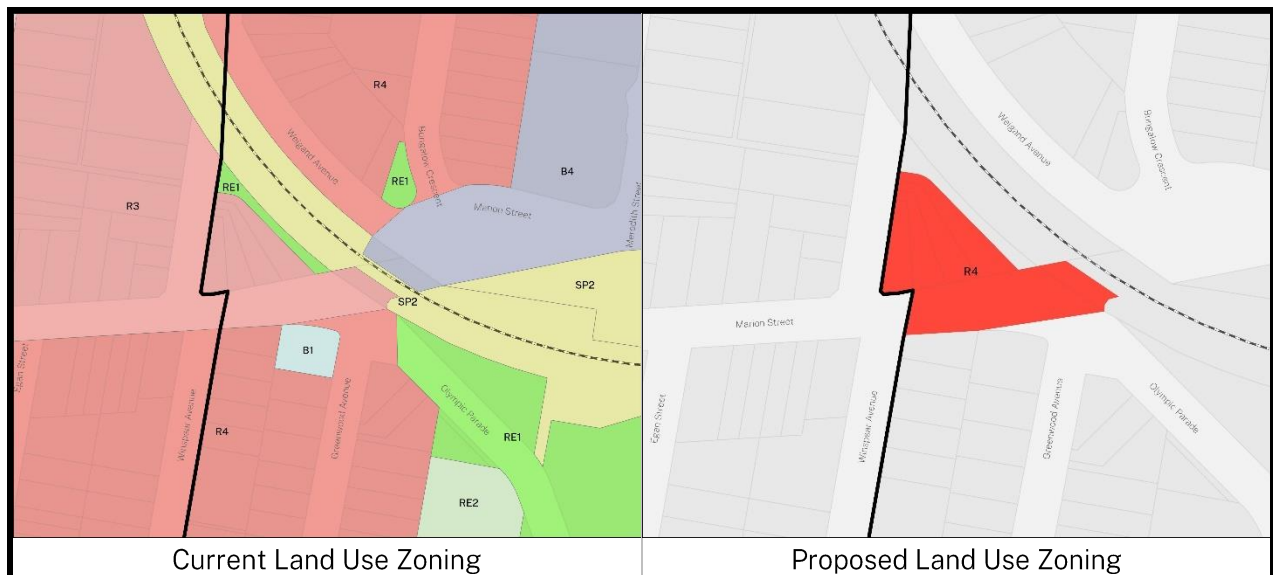


Figure 7: Current vs Proposed Land Use Zoning with properties changing from R3 Medium Density Residential to R4 High Density Residential – near Marion Street

Extension of the B4 Mixed Use Zone on Chapel Road to Heath Street

It is proposed to extend the existing B4 Mixed Use Zone along the eastern side of Chapel Road, between French Avenue and Heath Street (Figure 8). By proposing to extend the B4 Mixed Use zone up to Heath Street, the zoning will allow opportunities for a variety of hospital supporting uses to develop close to the future Bankstown Lidcombe Hospital.

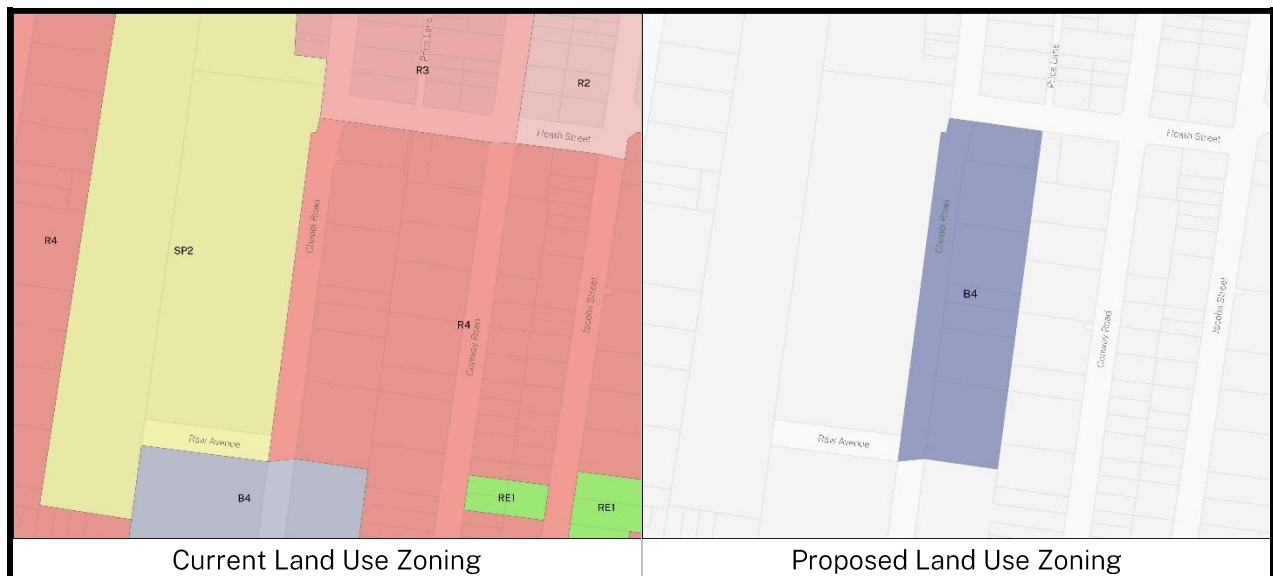


Figure 8: Current vs Proposed Land Use Zoning with properties changing from R4 High Density Residential to B4 Mixed Use

Extension of the B4 Mixed Use Zone on Chapel Road and Cambridge Street

It is proposed to extend the existing B4 Mixed Use Zone on Chapel Road and Cambridge Street. By proposing to rezone three properties from R4 Medium Density Residential to B4 Mixed Use it will encourage activity close to open spaces (Figure 9).

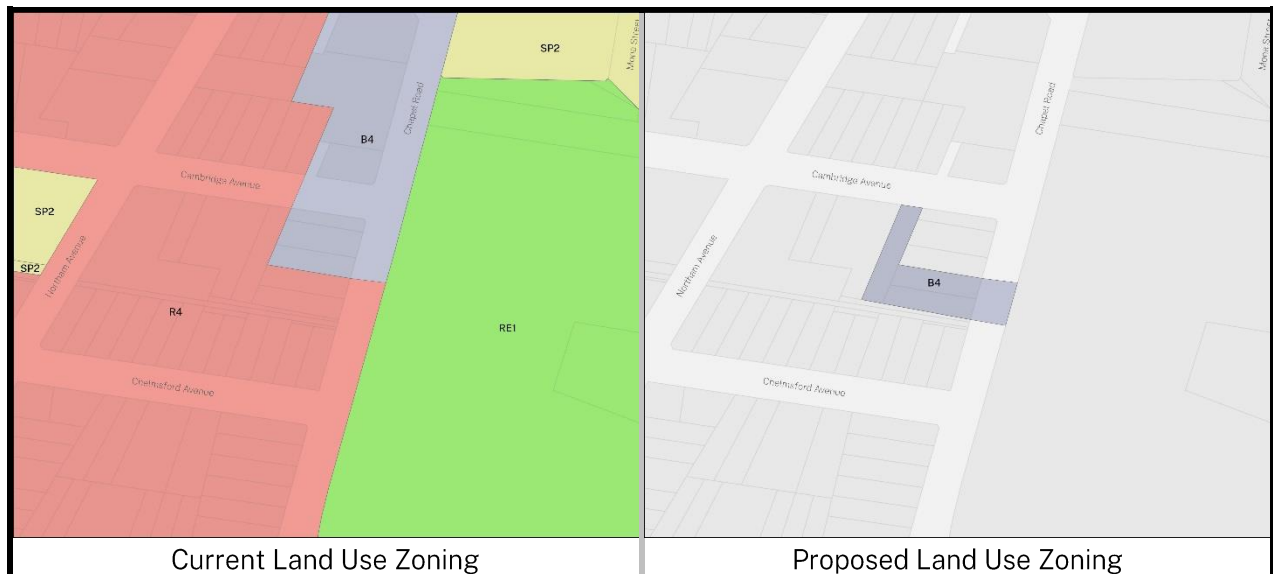


Figure 9: Current vs Proposed Land Use Zoning with properties proposed to be rezoned from R4 to B4

Introduce a B3 Commercial Core zone

It is proposed to amend the existing Land Zoning Map and amending the Land Use Table in the LEP to introduce a B3 Commercial Core zone in the heart of the Precinct.

The B3 zone is proposed to apply to the land centred around Bankstown Station and future Metro Station. The B3 zone is bound by Chapel Road, Rickard Road, Jacob Street, The Mall/Fetherstone Street, Restwell Street, Greenfield Parade, Griffith Park and Marion Street (Figure 10).



Figure 10: Current vs Proposed Land Use Zoning with properties proposed to be rezoned to B3 Commercial Core

Rezoning of SP2 public infrastructure zoned land to B4 Mixed Use and B3 Commercial Core

Two sites are proposed to be rezoned from SP2 Public Infrastructure to B3 Commercial Core and B4 Mixed Use (Figure 11), these are:

- 40 Marion Street Bankstown (car park) – It is proposed to rezone the site from SP2 Infrastructure (Road Infrastructure Facility) to B4 Mixed Use zone.
- 369 Chapel Road and 20 Fetherstone Street, Bankstown (Bankstown Courthouse) – It is proposed to rezone the site from SP2 Infrastructure (Public Administration Building) to B3 Commercial Core zone.



Figure 11: Current vs Proposed Land Use Zoning identifying Marion Street car park and Bankstown Courthouse proposed to be rezoned from SP2 public infrastructure

Rezoning part of 15 Jacobs Street, Bankstown for Open Space

It is proposed to:

- amend the Land Zoning Map to rezone part of the site from R4 High Density Residential to RE1 Public Recreation (see Figure 12).
- amend the Land Reservation Acquisition Map to include this area as being reserved for local open space.

These amendments are intended to provide a wider pedestrian link between the western and eastern parts of RM Campbell Reserve and increase the total area of the reserve by approximately 56m².

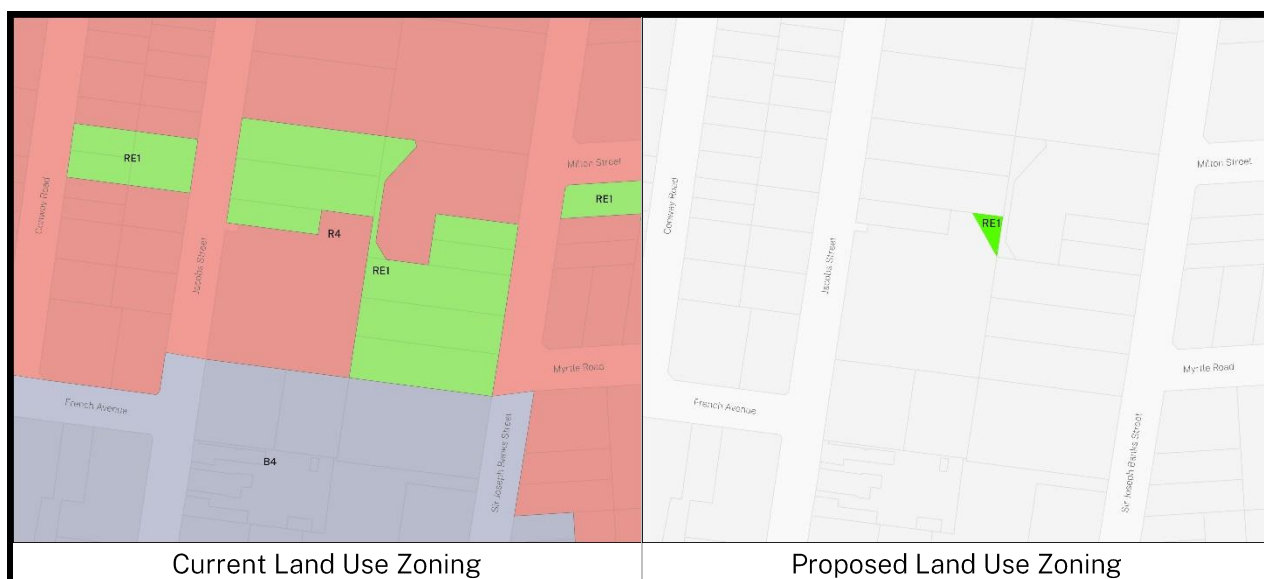


Figure 12: Current vs Proposed Land Use Zoning of 15 Jacobs Street

2.3 Amendments to Floor Space Ratios and Height of Buildings

It is proposed to amend the maximum Floor Space Ratio (FSR) and Height of Building controls in the Precinct through map amendments. The proposed amendments have been informed by development feasibility, viability testing and urban design modelling to account for setbacks, likely future amalgamation patterns and solar access.

Several principles have been developed to inform an appropriate built form outcome for the Precinct. These include:

- create a distinctive and legible 'Urban Core' to define the centre of Bankstown;
- use gateway buildings to highlight the Urban Core and important street intersections;
- concentrate tall buildings around the railway/metro station and transition down in height in a radial pattern;
- prioritise dense housing typologies around public transport and open space;

- protect and strengthen the existing fine grain built around the centre of Bankstown in particular Saigon Place;
- frame parks with midrise development; and
- building heights to stay below airport height limitations.

The FSR and Height of Buildings controls are shown on the draft maps at **Appendix B and C**.

Underground floor space ratio exclusion clause

It is intended to introduce a new clause in the LEP which specifies that underground floor space will be permitted in addition to the maximum FSR prescribed on certain sites on the FSR Map in the B4 Mixed Use and B3 Commercial Core zones.

The intent of this clause is to facilitate larger floorplate uses such as supermarkets, parts of registered clubs and community facilities, in underground locations. The desired effect is to allow for improved street activation by reducing large format uses at street level, creating greater ground floor permeability and encouraging activity in the Precinct.

The application of the clause including where it will apply and specific requirements will be clarified as part of the final SEPP amendment. Matters currently being considered are the specific type of uses, lot size requirements, car parking requirements, flooding and design requirements.

2.4 Key Sites Provisions

Non-Residential Floor Space

Key sites in the Precinct have been identified to deliver a proposed minimum amount of non-residential floor space or employment generating floorspace. These key sites, as indicated in **Appendix D**, have been selected to deliver a minimum non-residential floor space ratio. These sites have been chosen to provide employment generating floor space because they are located close to the future Bankstown Metro Station and the proposed B3 Commercial Core zone.

The minimum non-residential FSR is proposed to be 1.4:1 on all sites apart from Bankstown Central Shopping Centre and the Compass Centre sites. These sites have been subject to extensive planning between Council and proponents and are proposed to deliver the following non-residential FSRs contained in **Figure 13**.

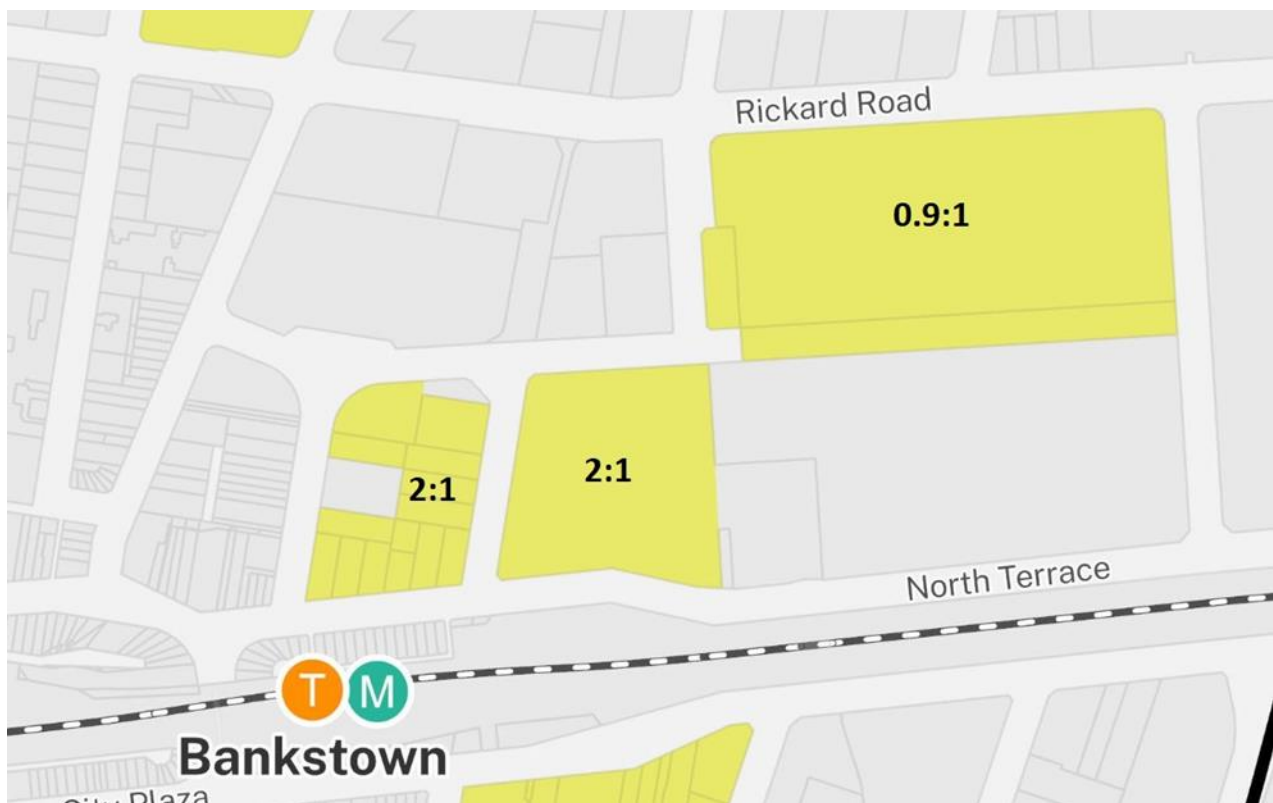


Figure 13 Non-Residential Floor Space on Compass and Bankstown Central Shopping Centre

Consideration will be given to amendments and refinement to the minimum non-residential requirements through consultation with Council and the community. The final LEP mechanism for the delivery of minimum non-residential requirements will be confirmed through legal drafting with NSW Parliamentary Counsel's Office at finalisation.

The Department is also exploring incentive approaches to non-residential floor space. Bonuses in addition to base controls are being considered to incentivise office, and medical and educational related uses. This will be clarified as part of the final SEPP amendment to Canterbury-Bankstown LEP 2023.

Canterbury-Bankstown LEP 2023 has an existing clause at section 6.14 applying to some properties in the B4 Mixed Use zone which requires the consent authority to be satisfied that the ground floor and first floor of the building will be used for the purposes of commercial premises or other non-residential purposes. Consideration is being given to the application of this clause as a consequence of other proposed non-residential requirements described above.

Delivery of Community Infrastructure

The Master Plan identified an intent to incentivise the delivery of community infrastructure through increased height and density controls on particular sites. This approach is being reviewed as part of the TOD Program through a social infrastructure needs analysis.

Consideration will be given to options to incentivise the delivery of community infrastructure needs as part of the final SEPP amendment.

2.5 Affordable Housing

It is proposed to amend the Canterbury-Bankstown LEP 2023 to include a clause that will require all new residential development, including local and State significant development applications, within the Precinct, to contribute to the provision of affordable housing.

Affordable housing contributions of 3-10 per cent, to be held in perpetuity and to be managed by a registered Community Housing Provider (CHP), are being proposed as mandatory for all new residential development within the Precinct.

The contribution rate has been considered in the development of the Urban Design Framework to ensure maximum public benefits can be achieved without creating adverse urban design outcomes. Therefore, no additional affordable housing incentives are available within the Precinct, including the in-fill affordable housing floor space ratio and height of building bonuses under Chapter 2, Part 2, Division 1 of the State Environmental Planning Policy (Housing) 2021 (Housing SEPP).

Implementation of the affordable housing contribution is proposed to coincide with finalisation of the rezoning in November 2024. This approach removes the need for councils to prepare Affordable Housing Contributions Schemes in accordance with the Department's [Guideline for Developing an Affordable Housing Contribution Scheme](#) and ensures that development enabled by the TOD program will immediately contribute toward the provision of affordable rental housing.

The proposed clause will enable the relevant authority to impose an affordable housing levy when granting development consent and provided the requirements of section 7.32 of the EP&A Act are met.

2.6 Sustainability

Council's Master Plan recommends the introduction of a range of sustainability measures. The *State Environmental Planning Policy (Sustainable Buildings) 2022* (Sustainable Buildings SEPP) came into effect on 1 October 2023. The Sustainable Buildings SEPP encourages the design and construction of more sustainable buildings across NSW and has increased sustainability standards for residential (BASIX) and non-residential development.

Canterbury-Bankstown LEP 2023 has an existing sustainability bonus clause at section 6.29 that contains FSR bonuses for sustainability outcomes within the B4 Mixed Use zone in the Precinct, which pre-dates the Sustainable Buildings SEPP. The Sustainable Buildings SEPP has increased sustainability standards for developments, and this has implications for section 6.29. The Department is reviewing the approach to sustainability in the Canterbury-

Bankstown LEP 2023 and will continue to work with Council and the Community to support sustainable development outcomes in the Precinct.

2.7 Design Excellence

The Department is working with the Government Architect NSW (GANSW) to strengthen design excellence, including the sustainable design of buildings, in line with GANSW policies and frameworks.

Canterbury-Bankstown LEP 2023 has an existing design excellence clause at section 6.15 applying to the whole local government area (LGA) that requires specific types of development over a certain number of storeys to demonstrate design excellence. The Department is investigating ways to strengthen design excellence in the Precinct, and this may include proposing amendments to section 6.15. The clause may include the following key matters:

- built form;
- urban design;
- sustainability;
- pedestrian and bicycle movement;
- relationship to the public domain;
- heritage; and
- culture and Country.

2.8 Active Street Frontages

It is proposed introduce an Active Street Frontages map to reflect the intended activation of streets in the centre of the Precinct. The proposed Active Street Frontage map is contained in **Appendix E**. By introducing this map, it is intended to improve walkability in the Precinct and ensure appropriate activation of the public realm along certain ground floor street frontages. Development along these frontages must encourage activation through pedestrian traffic, facilitation of movement and interaction with the public domain.

2.9 Public Open Space

The Department is currently investigating opportunities for planning, design and delivery of open space projects to support early realisation of public open space in the precinct. The Department aims to stimulate future development and embellishment of government land for public open space across NSW.

Consideration is also being given to incentivising the delivery of additional public open space in some locations. This may include the potential for additional density in exchange for the delivery of significant public open space. This analysis is ongoing and will be clarified as part of the finalisation of the SEPP amendment.

2.10 Exempt development provisions

A safe and exciting nightlife is important to creating a vibrant city centre. The [State Environmental Planning Policy \(Exempt and Complying Development Codes\) 2008](#) currently allows extended trading to occur between 6:00am and 10:00pm in the B3 Commercial Core and 6:00am to 7:00pm in the B4 Mixed Use zones without requiring development consent from Council.

The Department is seeking to add a new subclause in *Schedule 2 – Exempt development* in the LEP to allow extended operating hours beyond the SEPP allowances to provide greater flexibility for late night operation. This is shown in Table 2 and is proposed to be restricted to the B3 Commercial Core and B4 Mixed Use zones for certain business premises and retail premises.

The Department is intending to reduce regulatory approval processes for operating hours. This will encourage and enable certain types of existing and new businesses or retail premises to operate with extended hours into the night-time, within a precinct-wide area without seeking development consent from Council. This proposed change will also provide certainty to the residential community by clearly identifying the areas that may have increased night-time activity.

Table 1: Late-night operations and associated land uses in B3 and B4 zones

<u>Extended operating hours (late night trading) proposed under Schedule 2 Exempt development</u>	
<u>Zones</u>	
B3 and B4 zones within the Precinct	
<u>Proposed hours and uses to be permitted as exempt</u>	<u>Proposed hours and uses to be permitted as exempt</u>
<ul style="list-style-type: none"> • Business premises • Shop 	<ul style="list-style-type: none"> • Market • Restaurant or café • Take away food and drink premises • Mobile food and drink outlets
6.00am to 11.00pm, Monday to Thursday, Sunday and public holidays	
6.00am to 12.00am, Fridays and Saturdays	6.00am to 11.00pm, Fridays and Saturdays

2.11 Non-Aboriginal heritage provisions

GML Heritage were commissioned to assess the heritage significance of numerous sites identified as potentially meeting the threshold for local heritage listing. GML Heritage accordingly prepared the Heritage Significance Assessment Report (2024) (GML 2024), which lists a number of recommendations. In response to the recommendations from GML Heritage, the Department is proposing to list the items that GML identified met the threshold for listing, detailed in Table 2. However, the Department recognises that additional investigations including inspections of internal fixtures and finishes may be required before a recommendation to list occurs.

Table 2: Proposed Local Heritage Items

Name /Item	Address	LOT/DP
Shop	6 Bankstown City Plaza	Lots 1–3, SP31305
Shop	35 Bankstown City Plaza	Lot 1, DP 961141
Shop	67 Bankstown City Plaza	Lots 39–41, DP 16888
Shop	93–95 Bankstown City Plaza	Lots 24–26, DP 15958
Former hotel	324 Chapel Road	Lot 2, DP 174575 Lot 2, DP 945632 Lot 2, DP 626844 Lot 2, DP 516930
Bankstown Memorial Park	195 Chapel Road	Part lot 2, DP 945632 Part lot 2, DP 626844 Lot 2, DP 516930
Olympic Parade and Dale Parade fig trees	Olympic Parade and Dale Parade within Road Reserve	Within Road Reserve
St Paul’s Anglican Church	461 Chapel Rd	Lots 26-28, Section A, DP7058

Development applications for these sites will require consideration of the impact of works on the heritage significance of the site. More information on the heritage significance of these sites is detailed GML 2024 Report.

2.12 Canterbury Bankstown Development Control Plan

A Bankstown Precinct Development Control Plan (DCP) is being prepared by Council to apply to the Precinct. The Draft DCP will include provisions relating, but not limited to, land use, building design (layouts, height and setbacks), landscaping, active transport, heritage and culture, sustainability, and waste. A copy of the Draft DCP will be exhibited separately to this EIE on Council's website. It is intended that the DCP will be adopted by Council and will be subject to a consultation process by Council prior to its adoption.

3 Infrastructure funding and delivery

The NSW Government is committed to delivering vital infrastructure ensuring that people moving into a new home are also moving into a well-connected community. The efficient and timely delivery of this infrastructure is critical to the success of the Precinct. Infrastructure will be funded through a variety of mechanisms, including local and State infrastructure contributions.

3.1 State contributions

Development in the Bankstown Precinct will be required to pay a housing and productivity contribution, which funds State and regional infrastructure in Greater Sydney. The NSW Government has committed \$520 million from the Housing and Productivity Fund to be spent on infrastructure in the TOD precincts. This will provide upgrades to critical transport and active transport infrastructure and new open spaces to support housing in the precinct.

The Department is developing program guidelines for the allocation of these funds between the TOD precincts and the process for allocating them to projects.

Other funding sources could grow the \$520 million to maximise the community benefit of the program, like council co-contributions or other grant and funding programs. The infrastructure prioritisation for the Housing and Productivity Fund could also recommend additional expenditure on infrastructure in these precincts beyond transport and open space.

3.2 Local contributions

Councils rely on a variety of mechanisms to fund and deliver local infrastructure.

Under section 7.11 and section 7.12 of the Environmental Planning & Assessment Act 1979 councils are able to require developers to pay contributions towards the provision of new or

expanded local infrastructure identified in their local infrastructure contributions plans. This helps to meet the increased infrastructure demand created by new development in their areas.

Council has endorsed and implemented the *Canterbury-Bankstown Local Infrastructure Contributions Plan 2022* (Contributions Plan) which addresses the infrastructure impacts of growth in the Canterbury Bankstown LGA between 2021 and 2036. The Contributions Plan has taken into consideration and included the infrastructure requirements for the Precinct, as outlined in Council's master planning work.

The Department is working with Council to identify any infrastructure gaps resulting from the Rezoning Proposal and to identify the most appropriate approach to deliver any additional local infrastructure such as roads, parks, footpaths, cycleways, and community facilities to service incoming residents and workers.

4 Consultation

The Department has engaged with Council and key state agencies including Transport for NSW (TfNSW), Department of Education, Schools Infrastructure (DoE), Health Infrastructure NSW (HINSW), Department of Climate Change, Energy, the Environment and Water (DCCEEW) to assist in the preparation of technical studies for the Precinct.

The Department established a governance framework that included a Project Working Group and Executive Advisory Group. These forums were held regularly to guide the planning work and incorporate the advice of stakeholders, including the local knowledge of the councils.

Given the accelerated nature of State-led rezonings under the TOD program, the Department has been unable to engage with individual landowners within the Precincts prior to exhibition. The Department strongly encourages all landowners to make submissions during public exhibition to ensure feedback can be taken into consideration in finalising rezoning of the Precincts.

5 Amendments to other SEPPs

5.1 Planning pathway changes

The 'Planning pathway changes to support transport oriented development and residential housing supply' EIE has been publicly exhibited. The EIE proposes the following reforms that will apply within the precincts:

- A new temporary State Significant Development (SSD) category for residential development that is valued above \$60 million. This threshold is proposed to be implemented where not already captured by existing SSD thresholds that apply to the Precincts.
- Removing the need for concurrence and referral requirements that are not high risk.
- ‘Switching off’ the infill affordable housing pathway.

The Department is also progressing proposed low- and mid-rise reforms that were subject to consultation between 15 December 2023 and 23 February 2024. The reforms will work in tandem with the Transport Oriented Development program to achieve good urban form through appropriate density transition around centres. The reforms proposed under the Transport Oriented Development program are generally more permissive than the low- and mid-rise reforms and therefore will prevail over the low- and mid-rise controls, where areas overlap.

The Department’s Rezoning Proposal aims to provide for streamlined and accelerated development assessment pathways in the TOD Precincts to achieve the National Housing Accord targets.

For more details and to provide feedback see the ‘planning pathways changes to support transport oriented development and residential housing supply’ EIE on the NSW Planning Portal.

5.2 Special Entertainment Precincts

A Special Entertainment Precinct (SEP) is an area where regulatory provisions encourage live performance, incentivise later trading at licenced and unlicensed premises that host live entertainment trading hours and sound from venues. Councils can set localised sound limits for amplified music in a Precinct Management Plan (PMP), and dedicated live music venues are allowed an extended trading hours.

The NSW Government supports the establishment of SEPs in the TOD precincts to encourage a mix of housing, jobs, transport connections and vibrant night time economies. The *Local Government Act 1993* (LG Act) enables a council to establish a precinct either by identifying the area in a LEP or by requesting the Planning Minister identify a precinct in a SEPP. The Department will work closely with council to identify the most appropriate areas within the Precinct to establish a SEP. The operation of the SEP will commence once Council has adopted and published on their website a precinct plan of management which will regulate noise from amplified music from premises in the SEP.

6 Next Steps

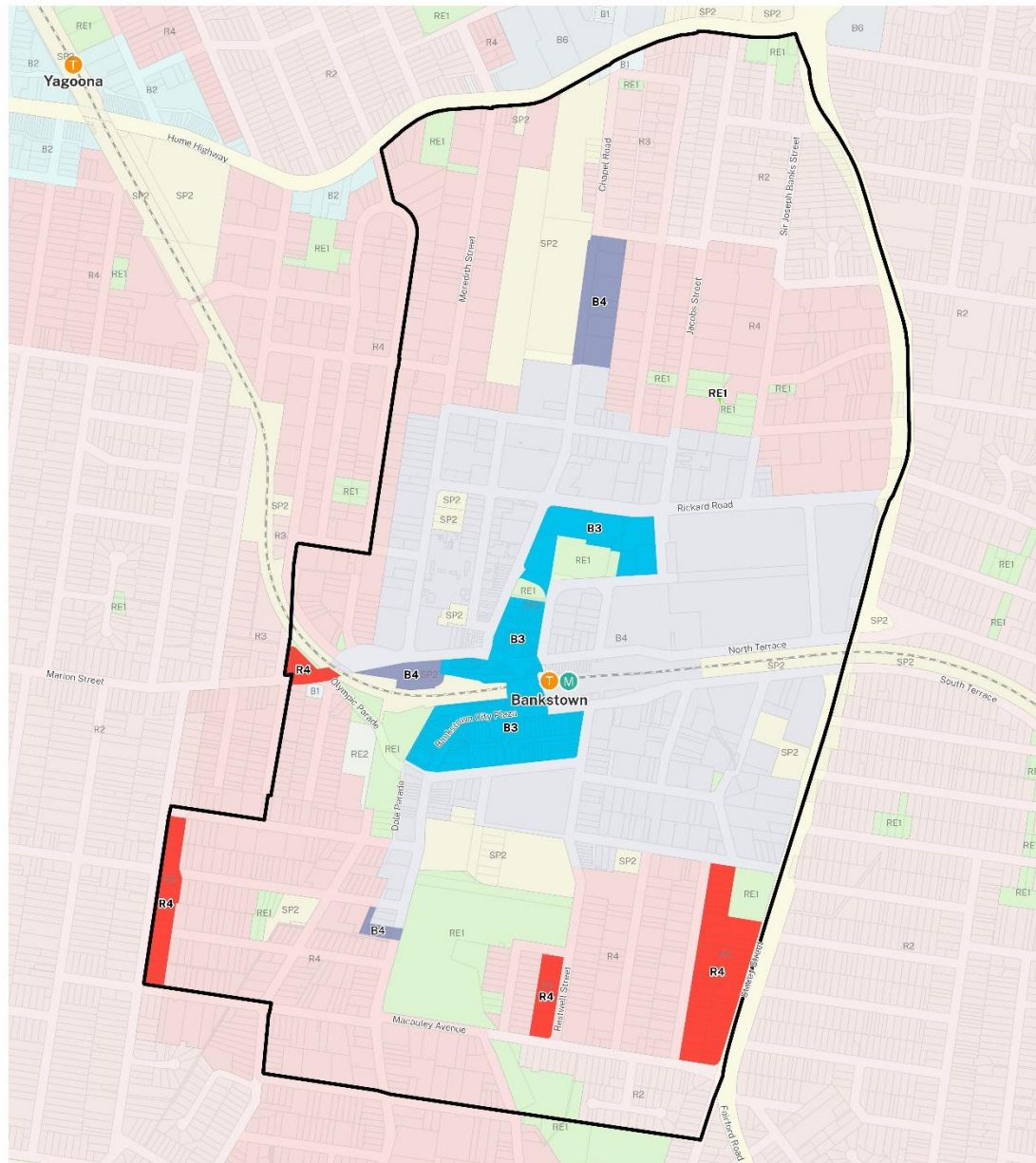
Following public exhibition, the Department will consider all matters raised in submissions.

The final proposed changes will be forwarded to the Minister for Planning and Public Spaces for further consideration and determination. If the amendments are approved, they will come into force to enable the future development of the Precinct. The Rezoning Proposal is expected to be finalised by the end of 2024.

The Department will prepare a submissions report that summarises the issues raised during public exhibition and how they have been addressed.

7 Annexures – Proposed Statutory Mapping Amendments

Appendix A – Proposed Land Zoning Map



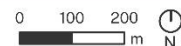
Bankstown TOD: Proposed Land Zoning

EPI Land Zoning

B1	Neighbourhood Centre
B2	Local Centre
B3	Commercial Core
B4	Mixed Use
B5	Business Development
B6	Enterprise Corridor

R2	Low Density Residential
R3	Medium Density Residential
R4	High Density Residential
RE1	Public Recreation
RE2	Private Recreation
SP2	Infrastructure

T	Train Station
M	Metro Station
Black outline	Bankstown TOD Precinct Boundary
White outline	Cadastre © NSW Spatial Services



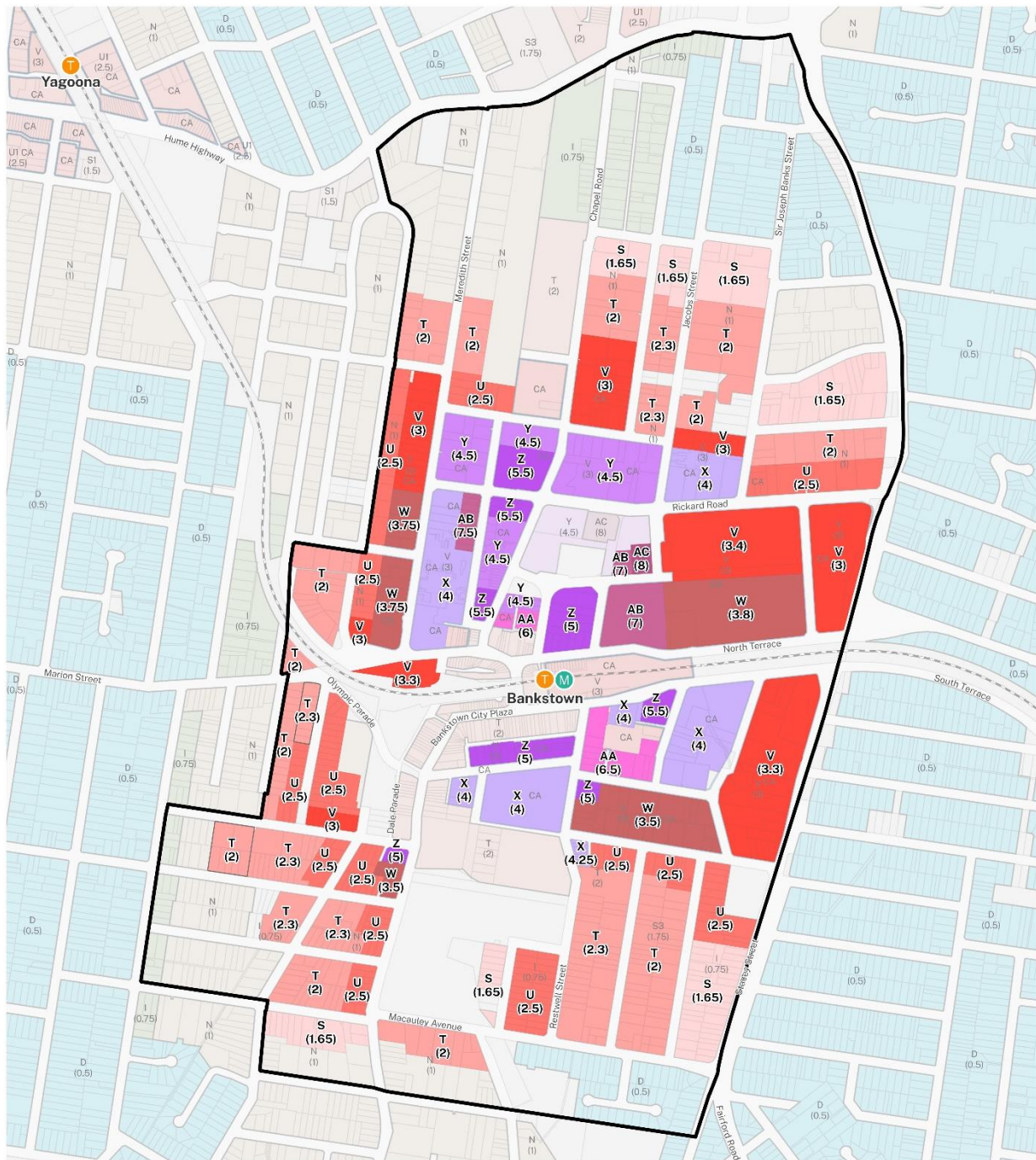
DRAFT

Map Size: A4
Date: 25/06/2024
Coordinate System
GDA 1994 MGA Zone 56



Disclaimer: The Department of Planning, Housing and Infrastructure makes every effort to ensure the quality of information available on this map. Before relying on the information on this map, users should carefully evaluate its accuracy, currency, completeness and relevance for their purposes. The Department cannot guarantee and assumes no legal liability or responsibility for the accuracy, currency or completeness of the information.

Appendix B – Proposed Floor Space Ratio Map



Bankstown TOD: Proposed Floor Space Ratio

EPI Floor Space Ratio

D 0.5-0.54	V 3-3.49	AB 7-7.99
I 0.75-0.79	W 2.5-3.99	AC 8-8.99
N 1-1.09	X 4-4.49	CA Complex Area
S 1.5-1.99	Y 4.5-4.99	
T 2-2.49	Z 5-5.99	
U 2.5-2.99	AA 6-6.99	

- T Train Station
- M Metro Station
- Bankstown TOD Precinct Boundary
- Cadastre © NSW Spatial Services

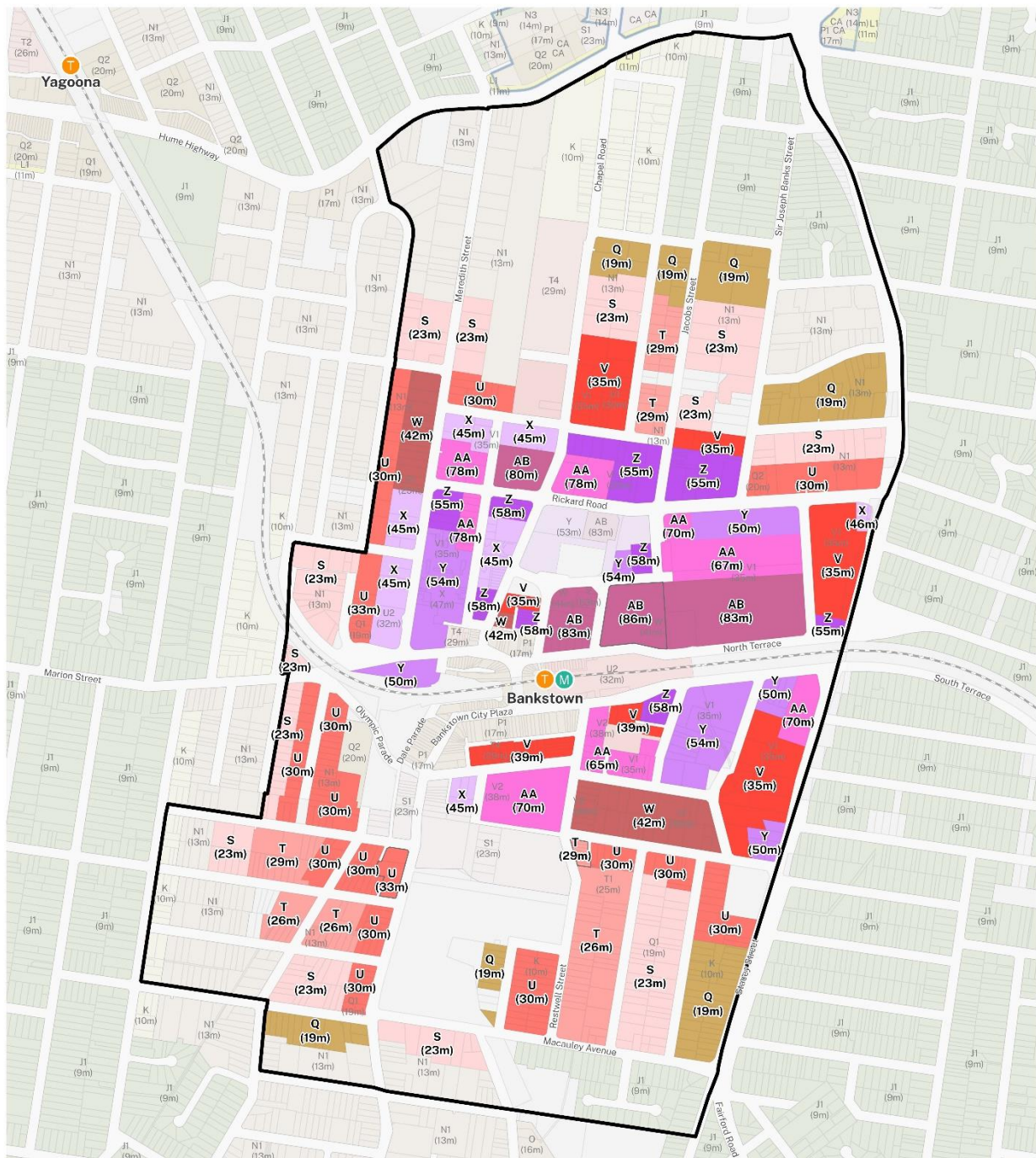
DRAFT

Map Size: A4
Date: 25/06/2024
Coordinate System
GDA 1994 MGA Zone 56



Disclaimer: The Department of Planning, Housing and Infrastructure makes every effort to ensure the quality of information available on this map. Before relying on the information on this map, users should carefully evaluate its accuracy, currency, completeness and relevance for their purposes. The Department cannot guarantee and assumes no legal liability or responsibility for the accuracy, currency or completeness of the information.

Appendix C – Proposed Height of Buildings Map



Bankstown TOD: Proposed Height of Building

EPI Height of Building

J 9-9.9	R 21-22.9	Y 50-54.9
K 10-10.9	S 23-24.9	Z 55-59.9
L 11-11.9	T 25-29.9	AA 60-79.9
N 13-14.9	U 30-34.9	AB 80-99.9
O 15-16.9	V 35-39.9	CA Complex Area
P 17-18.9	W 40-44.9	
Q 19-20.9	X 45-49.9	

- Train Station
- Metro Station
- Bankstown TOD Precinct Boundary
- Cadastre © NSW Spatial Services

0 100 200 m
N

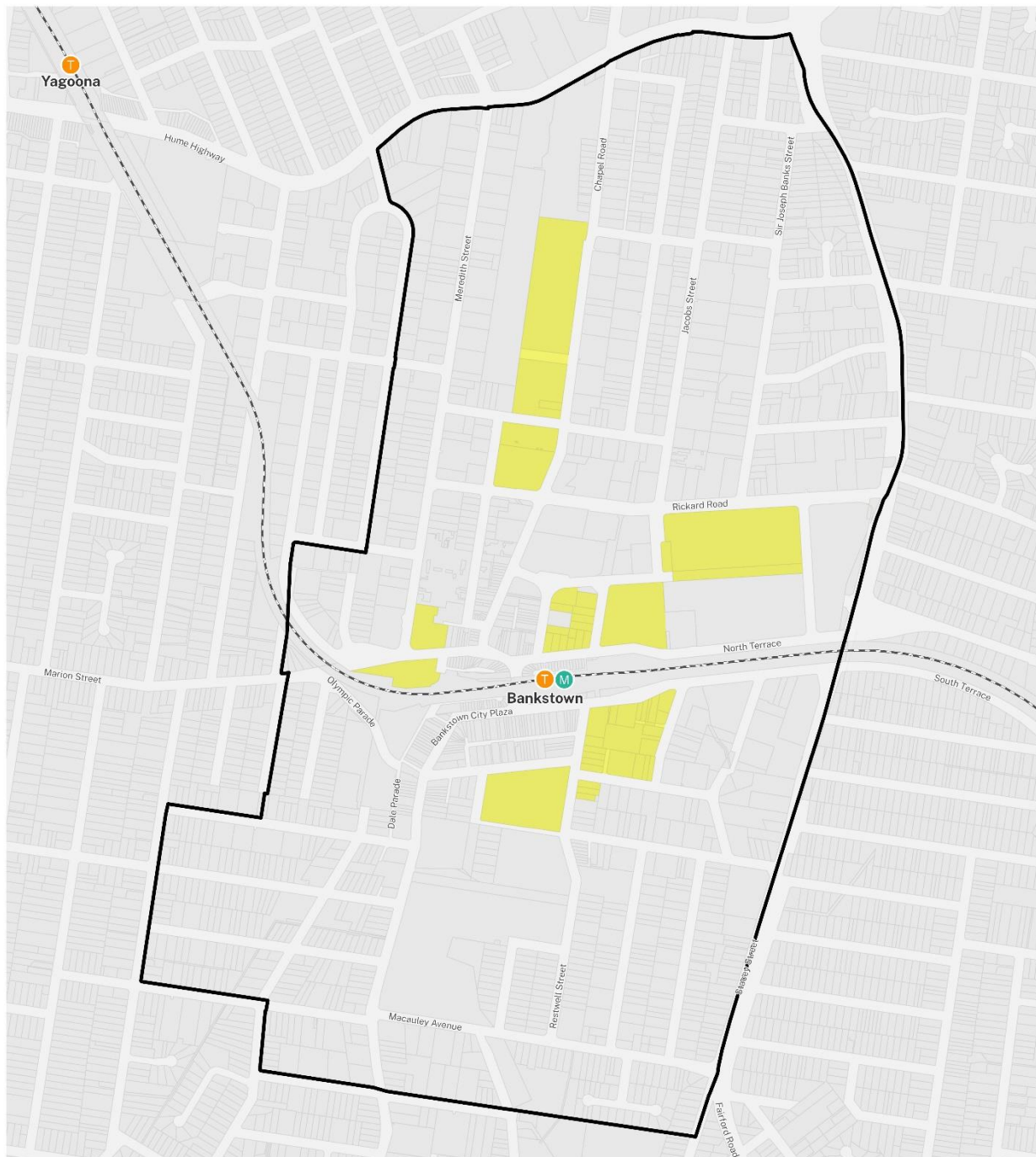
DRAFT

Map Size: A4
Date: 25/06/2024
Coordinate System
GDA 1994 MGA Zone 56



Disclaimer: The Department of Planning, Housing and Infrastructure makes every effort to ensure the quality of information available on this map. Before relying on the information on this map, users should carefully evaluate its accuracy, currency, completeness and relevance for their purposes. The Department cannot guarantee and assumes no legal liability or responsibility for the accuracy, currency or completeness of the information

Appendix D – Key Sites Map



Bankstown TOD: Proposed Key Sites

- T Train Station
- M Metro Station
- Proposed Key Sites
- Bankstown TOD Precinct Boundary
- Cadastre © NSW Spatial Services

0 100 200 m



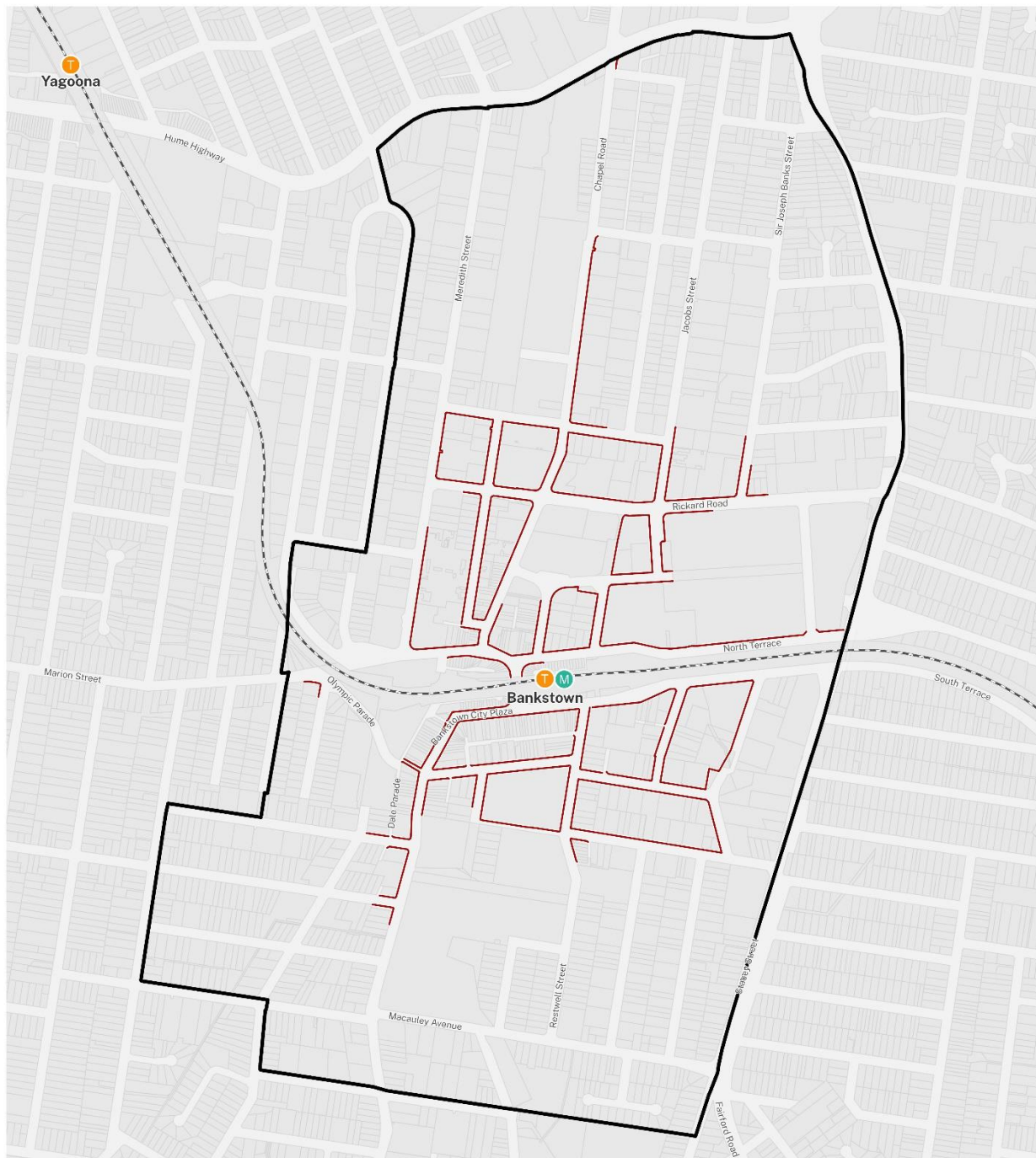
DRAFT

Map Size: A4
Date: 25/06/2024
Coordinate System
GDA 1994 MGA Zone 56



Disclaimer: The Department of Planning, Housing and Infrastructure makes every effort to ensure the quality of information available on this map. Before relying on the information on this map, users should carefully evaluate its accuracy, currency, completeness and relevance for their purposes. The Department cannot guarantee and assumes no legal liability or responsibility for the accuracy, currency or completeness of the information

Appendix E – Proposed Active Frontages Map



Bankstown TOD: Proposed Active Street Frontage

- T Train Station
- M Metro Station
- Proposed Active Street Frontage
- Bankstown TOD Precinct Boundary
- Cadastre © NSW Spatial Services

0 100 200 m

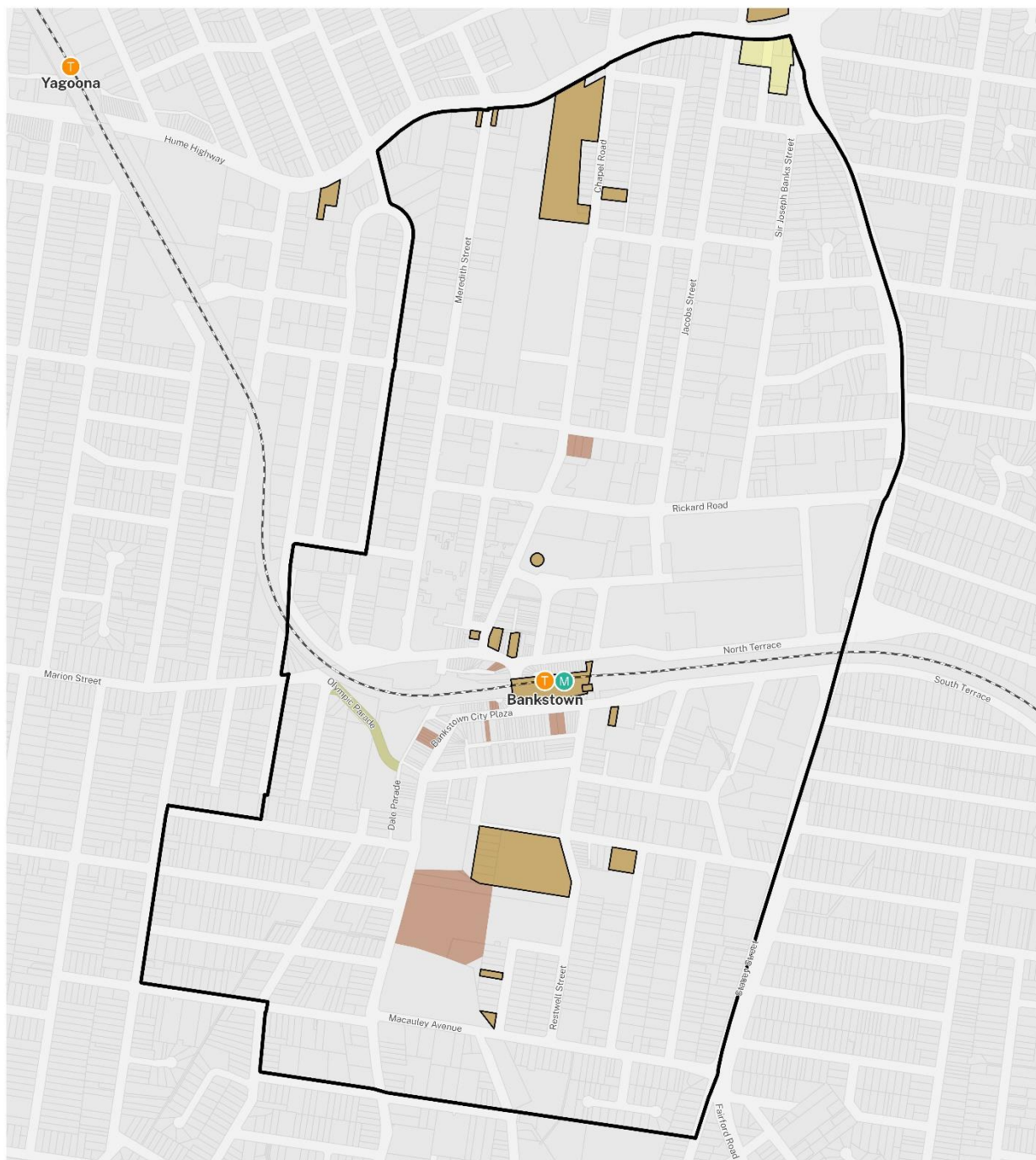
DRAFT

Map Size: A4
Date: 25/06/2024
Coordinate System
GDA 1994 MGA Zone 56







Disclaimer: The Department of Planning, Housing and Infrastructure makes every effort to ensure the quality of information available on this map. Before relying on the information on this map, users should carefully evaluate its accuracy, currency, completeness and relevance for their purposes. The Department cannot guarantee and assumes no legal liability or responsibility for the accuracy, currency or completeness of the information

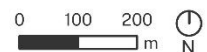
Appendix F – Proposed Heritage Map



Bankstown TOD: Proposed Heritage

EPI Heritage

- | | |
|---|---|
|  Existing Heritage - General |  Train Station |
|  Existing Heritage - Archeological |  Metro Station |
|  Proposed Heritage Significance |  Bankstown TOD Precinct Boundary |
|  Proposed Heritage Trees |  Cadastre © NSW Spatial Services |



DRAFT

Map Size: A4
Date: 25/06/2024
Coordinate System
GDA 1994 MGA Zone 56



Disclaimer: The Department of Planning, Housing and Infrastructure makes every effort to ensure the quality of information available on this map. Before relying on the information on this map, users should carefully evaluate its accuracy, currency, completeness and relevance for their purposes. The Department cannot guarantee and assumes no legal liability or responsibility for the accuracy, currency or completeness of the information