



INFRASTRUCTURE DELIVERY AND IMPLEMENTATION PLAN

Bankstown State-led rezoning

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Prepared for

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Executive summary

Bankstown is one of eight nominated 'Accelerated Precincts' under the NSW Transit Oriented Development (**TOD**) Program. This policy aims to intensify development (especially affordable housing) in centres with significant existing and planned transport infrastructure.

Building on the work of the Canterbury Bankstown Council Masterplan (2021), the Department of Planning, Housing and Infrastructure (**the Department**) is leading a State-led rezoning process for the masterplan area. The aim of the State-led process is to verify and validate the work undertaken by Canterbury-Bankstown Council (**Council**), and where necessary, identify proposed changes for how the intent of the Council-led Masterplan can be amended to achieve the strategic intent of the TOD program, whilst providing greater certainty around the delivery of jobs, housing and community infrastructure to support the proposed growth in Bankstown.

As part of its 2021 Masterplan, Council prepared an Infrastructure Funding Study identifying various local and State infrastructure¹ works needed to support development expected under its Master Plan and the mechanisms that could be used to fund and deliver the infrastructure works. Subsequently, Council prepared Canterbury-Bankstown Local Infrastructure Contributions Plan 2022 to provide local infrastructure contributions towards the cost of local infrastructure works identified in the plan's works schedule.

Building on this, the Department engaged GLN Planning (**GLN**) as part of the current State-led rezoning process to prepare this Infrastructure Delivery and Implementation Plan (**IDIP**). The IDIP includes:

- An overview of the infrastructure context including key infrastructure drivers for the Bankstown precinct, infrastructure funding and delivery mechanisms, and key steps in the infrastructure planning, funding and delivery process
- A description of the existing infrastructure framework under Council's 2021 Master Plan including local and State infrastructure priorities and associated local and State infrastructure funding mechanisms
- A description of the infrastructure framework under the Revised Master Plan including local and State infrastructure priorities and key differences compared to the 2021 Master Plan
- An infrastructure delivery and implementation framework including potential funding mechanisms for each infrastructure item and a detailed consideration of local contributions opportunities and constraints
- Potential next steps for the Department, agencies and Council.

¹ For the purpose of this report, local infrastructure is considered infrastructure delivered by or on behalf of Council (e.g. local roads, footpaths, cycleways, libraries, parks, playgrounds, aquatic centres and i

Key findings

The total number of new dwellings expected under Council's 2021 Master Plan and the Revised Master Plan is quite similar, at 12,500 and 12,200 dwellings respectively, a difference of almost 3 per cent.

Conversely, the Revised Master Plan is expected to enable a substantial increase in the overall level of non-residential development. The number of new jobs expected under the 2021 Master Plan is 15,300 whereas under the Revised Master Plan it is 21,150 new jobs, an increase of 38 per cent.

This additional development expected under the Revised Master Plan will generate increased demand for infrastructure compared to the 2021 Master Plan. The Revised Master Plan identifies the opportunity for several local and State infrastructure priorities that were not identified in the 2021 Master Plan or included in Council's existing local infrastructure contributions plans. This includes several open space and community facilities works. Much of the demand and cost for these facilities can be attributed to the expected development.

For additional 'local' infrastructure works identified in the Revised Master Plan (that is, infrastructure where Council would be responsible for delivering it), Council would be responsible for determining what additional if any local infrastructure would be delivered and how it would be funded. Typically, most Councils have limited capacity to fund additional infrastructure works within existing resources, for example, general revenue. Often, the only practical way for Councils to fund additional infrastructure is by 'defunding' other capital works in its long-term financial plan and capital works plan, and/or by finding new funding sources such as additional local infrastructure contributions or State and Federal grants.

The receipt of grant funding by Councils is typically highly uncertain. Conversely, analysis in this report by GLN Planning indicates there may be an opportunity to obtain increased local infrastructure contributions income and funding towards the cost of the additional local infrastructure works by preparing a new local infrastructure contributions plan for the Bankstown precinct based on a 'higher rate' section 7.12 levy approach. This approach would also provide several other benefits for Council, such as increased funding flexibility.

A detailed and costed works schedule and analysis of the reasonable apportionment of costs to development would need to be undertaken to determine what is an appropriate and reasonable s7.12 levy percentage rate, however, preliminary available information suggests it could be in the order of 3 to 4 per cent of the development cost for new residential development (dwellings). This would need to be confirmed by Council.

For additional State infrastructure priorities identified in the Revised Master Plan (but not the 2021 Master Plan), the State agencies responsible for delivering the works would be responsible for determining if the works will be delivered and how they will be funded. Potential funding sources include TOD funding, NSW Housing and Productivity Contributions, and State Budget funding, among others.



1 Introduction

1.1 Background

Bankstown is one of eight nominated 'Accelerated Precincts' under the NSW Transit Oriented Development (**TOD**) Program. This policy aims to intensify development (especially affordable housing) in centres with significant existing and planned transport infrastructure.

Building on the work of the Canterbury Bankstown Council Masterplan (2021), the Department of Planning, Housing and Infrastructure (**the Department**) is leading a State-led rezoning process for the masterplan area. The aim of the State-led process is to verify and validate the work undertaken by Council, and where necessary, identify proposed changes for how the intent of the Council-led Masterplan can be amended to achieve the strategic intent of the TOD program, whilst providing greater certainty around the delivery of jobs, housing and community infrastructure to support the proposed growth in Bankstown.

As part of its 2021 Masterplan, Council prepared a comprehensive Infrastructure Funding Study identifying the range of local and State infrastructure² needed to support the expected development and a framework or 'blueprint' for how the various types of infrastructure could be funded and delivered. A key funding mechanism identified included local infrastructure contributions under section 7.11 and 7.12 of the Environmental Planning and Assessment Act 1979. Subsequently, Council prepared Canterbury-Bankstown Local Infrastructure Contributions Plan 2022, including a schedule of local infrastructure works for the Bankstown master plan area to be part funded using local infrastructure contributions.

Building on this, the Department engaged GLN Planning as part of the current State-led rezoning process to prepare this Infrastructure Delivery and Implementation Plan (**IDIP**) to provide updated information on infrastructure needed to support development expected under the updated planning framework (identified by others) and a plan for how the various types of infrastructure could be funded and delivered. The IDIP's main purpose is to provide clear information for Council, developers, agencies and the community about the infrastructure that will be needed, how it could be funded and delivered, and potential next steps for Council and agencies.

This IDIP has been prepared for information and guidance purposes only. Council and relevant agencies will be responsible for determining what infrastructure will be delivered and how it be funded (in consultation with stakeholders) and having regard to this IDIP.

² For the purpose of this report, local infrastructure is considered infrastructure delivered by or on behalf of Council (e.g. local roads, footpaths, cycleways, libraries, parks, playgrounds, and aquatic centres).



1.2 Precinct description

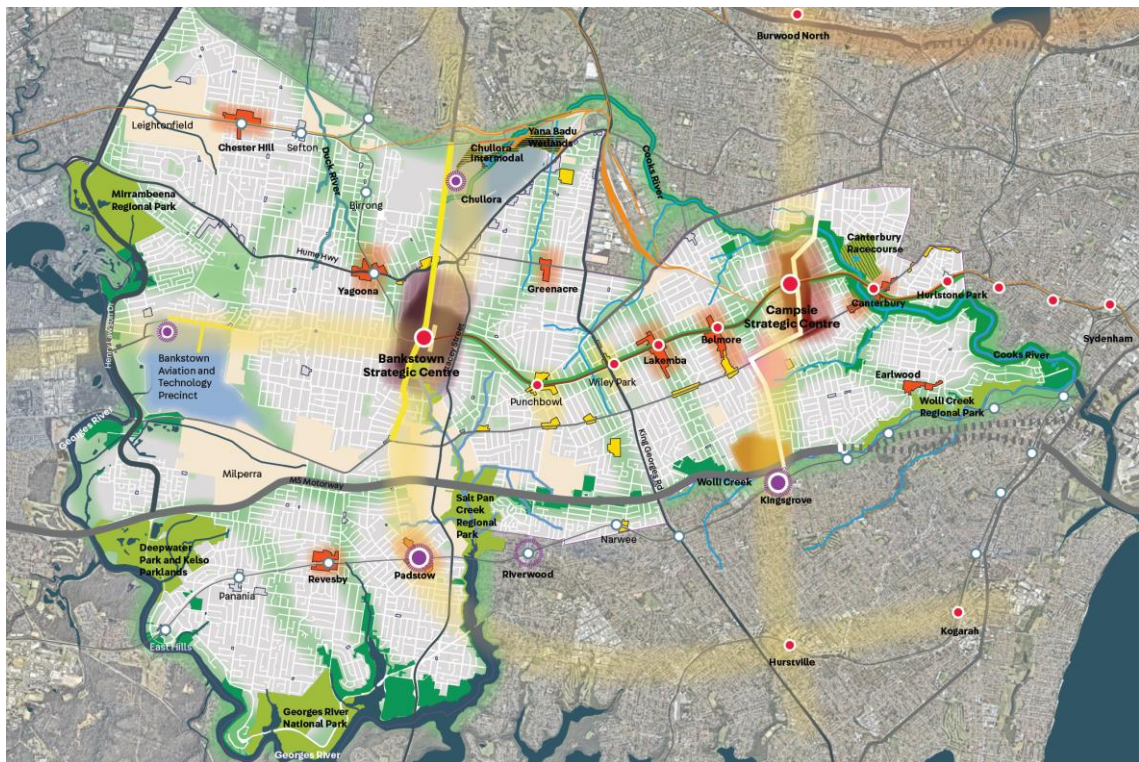
The Bankstown City Centre (also known as the CBD) is approximately 223 hectares in size and a well-known historic centre in Sydney's central western suburbs. Bankstown City Centre is Canterbury Bankstown Council's preeminent urban centre and accommodates a vibrant mix of fine-grain retail, cultural and arts facilities, significant education infrastructure and different typologies of housing.

The CBD is divided into two sides by the east-west railway corridor which runs through Bankstown's 'urban core', splitting it into two halves. Nevertheless, Bankstown's urban core is characterised by a cohesive character that reflects Bankstown's population and culture. This is best represented by Saigon Place, which extends over the rail corridor and in the future will be mirrored by an extension on Appian Way through the new Metro station.

The northern half of Bankstown is characterised by the recently completed Western Sydney University (WSU) campus. This was a significant milestone for Bankstown and will lead to a significant increase in Bankstown's student and worker population.

Bankstown accommodates a variety of different sized open spaces that are spread across the site. Most notably is Paul Keating Park north of the railway and Griffith Park and Memorial Park south of the railway. These, and other existing open spaces, contribute to making Bankstown a quality place that provides residents and visitors with spaces for exercise, play and socialising.

Figure 1: LGA context



Source: Canterbury-Bankstown Council, Connective City 2026



Figure 2: The Precinct



Source: SJB (2024) Bankstown City Centre Urban Design Report



1.3 Document structure

The remainder of this document is structured as follows:

- **Section 2:** outlines the infrastructure context including Precinct infrastructure drivers, common infrastructure funding and delivery mechanisms, and typical key steps in the infrastructure planning process
- **Section 3** outlines the infrastructure framework for the precinct under Council’s 2021 master plan including key infrastructure needs and associated funding and delivery mechanisms
- **Section 4** outlines the revised infrastructure framework under the Department’s revised master plan including key infrastructure proposals
- **Section 5** outlines a potential infrastructure deliver and implementation framework including an infrastructure funding opportunities matrix for local and State infrastructure and local infrastructure contributions options, considerations and recommendations
- **Section 6** outlines next steps for the Department, Council and relevant State agencies to prepare infrastructure cost estimates, finalise infrastructure funding and delivery strategies, and fund and deliver infrastructure in accordance with the strategies.



2 Infrastructure context

2.1 What is infrastructure?

This plan is about ‘infrastructure’ – an often-used technocratic term that is not always easily understood.

Infrastructure is the facilities and installations to support society and are essential to creating liveable, productive and sustainable places.

Common infrastructure categories and examples are summarised in the table below. Information is also included on whether local government or State government is responsible for the works.

This plan considers both local and State infrastructure. It does not consider utility works.

Table 1: Infrastructure categories and examples

Category	Type / examples	Responsibility
Transport	Roads and intersections (State and local)	State government
	Pedestrian facilities including footpaths, share ways and shared paths	Local government
	Cycleways – on road, separated and shared paths	
	Public transport e.g. buses (public or private), ferries, light rail, heavy rail and metro	
Open space and recreation	Parks – active and passive	State government
	Playgrounds	Local government
	Playing fields	
	Fitness stations (outdoor)	
	Amenities	
	Aquatic centres	
Cultural and community infrastructure	Indoor sports centres (public and private)	
	Library	State government
	Community centre	Local government
	Community halls	
	Seniors centres	
	Performance space	
	Galleries and exhibition spaces	
	Museums	
Childcare centres (public, private and non-profit)		



Category	Type / examples	Responsibility
Flooding and drainage	Stormwater channels (including naturalisation)	State government
	Culverts	Local government
	Detention basins / flood storage area	
	Road raising	
Health	Hospital (public and private)	State government
	Ambulance station	Private operators
	Community health facility	
Education	Primary schools	State government
	Secondary schools	Private schools
		Independent schools
Justice, police and emergency services	Police station	State government
	Fire station	
	Courthouse / tribunal	
Utilities	Water supply e.g. pumping stations and reservoirs	State government
	Wastewater treatments plants and recycling plants	Local government
	Electricity e.g. powerlines, power poles and substations	Utilities
	Telecommunications e.g. NBN	Private operators
	Waste management e.g. landfill and waste transfer / recycling facilities	

Source: adapted by GLN Planning from Macquarie Park Strategic Infrastructure and Services Assessment (2023)

2.2 Precinct infrastructure drivers

Key infrastructure drivers are identified in Council’s 2021 master plan document for the Bankstown City Centre. As noted in the document, Bankstown City Centre is well positioned to benefit from committed and planned infrastructure investment. A new **Western Sydney University** is currently under construction in the heart of the city, which will include a presence of the University of Technology. **Sydney Metro City and Southwest Line Upgrade** is also under construction and expected to open in 2024. Collectively, and in addition to the potential for a **new public hospital**, these significant infrastructure investments will stimulate and drive opportunities for higher education, world-class health services and concentration of commercial activities, laying the foundations for a dynamic health, academic, research and training precinct.

The **Sydney Metro City & Southwest Project** will upgrade and convert all 11 stations between Sydenham and Bankstown to metro standards by 2024. This will significantly improve the frequency, quality and capacity of the local public transport network and put Bankstown within 26 minutes of Central Station. Importantly, the Metro will connect Bankstown to other Strategic Centres across Sydney including Barangaroo, North Sydney, Chatswood, Macquarie Park and Norwest.

The **Western Sydney University** campus, together with the existing **TAFE NSW**, are expected to enrol up to 18,000 students by 2023. It is anticipated that together, with a future City Centre based hospital, an economic flow-on effect will create opportunities for more local jobs in health and education, attract other tertiary institutions and other supporting knowledge-intensive and population-serving jobs.

The State Government has committed \$1.3 billion to deliver **Bankstown Hospital** on a new site. A new hospital within the City Centre will create opportunities for an expanded public and private health network and deliver a significant boost to the creation of a true 24-hour city. This will enhance economic and employment opportunities in the health sector and stimulate and encourage a clustering of supporting health services within the centre.

High quality community and cultural infrastructure including libraries, creative and cultural facilities, community centres and recreational facilities will need to be provided through upgrades to existing infrastructure and new infrastructure will be needed to enhance the quality of life and experience in the centre as the City grows.

2.3 Who pays for infrastructure?

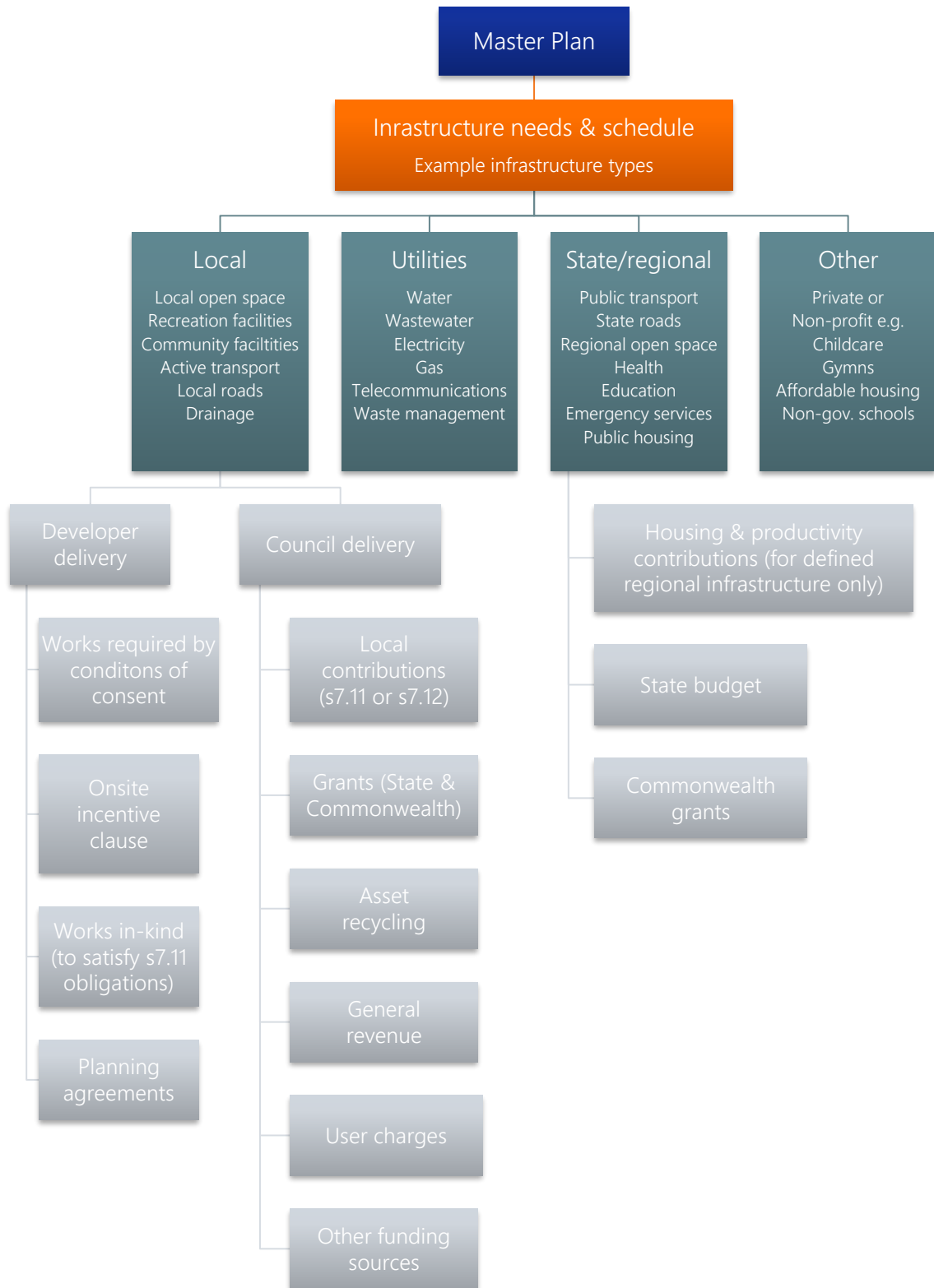
Providing the right infrastructure at the right time requires coordinated funding from a range of sources:

- **Commonwealth and NSW Government:** this is a combination of NSW and Australian Government funding for infrastructure that will strengthen the national economy
- **NSW Government:** this includes NSW consolidated revenue or any special-purpose funds or grant programs for state and regional infrastructure items such as Sydney Metro, rail, motorways, schools, hospitals, or arts and cultural facilities
- **Housing Productivity Contributions (HPC):** Contributions made under the Housing and Productivity Contributions fund state and regional infrastructure to support new communities, such as regional roads, schools, health centres, regional open space, or regional and district sporting facilities
- **Combination of NSW Government and Housing and Productivity Contributions:** often needed where there are multiple drivers for infrastructure investment and multiple beneficiaries. In urban renewal areas this typically includes infrastructure needed to improve or expand a service that brings benefits to existing and future communities
- **Local government:** funding sources include local infrastructure contributions, direct developer contributions (works-in-kind), voluntary planning agreements, local government rates, special rates, identified primarily for local infrastructure councils are responsible for such as local roads, community facilities, local parks, and local libraries.
- **Direct customer charges:** where an existing customer base is the primary funding source. This applies to utilities such as water, wastewater, and electricity.

A diagram showing common infrastructure types and funding mechanisms is provided overleaf.



Figure 3: Common infrastructure types and funding mechanisms



Source: GLN Planning, 2024

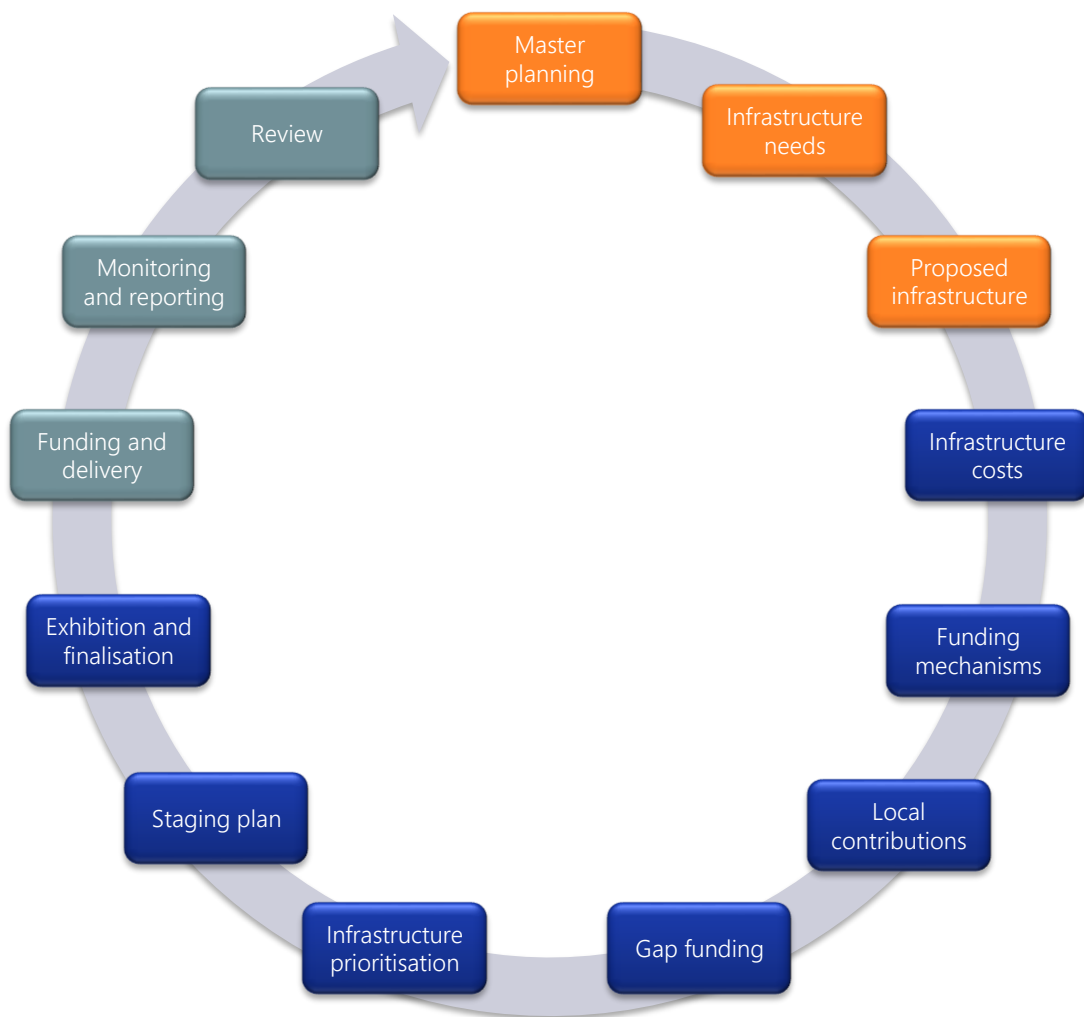


2.4 Infrastructure planning process

This Infrastructure delivery and implementation plan summarises infrastructure needed to support development expected under the Revised Master Plan (identified by others) and identifies potential or likely funding mechanisms that could be used to fund and deliver the various types of infrastructure.

This plan covers one part of a broader process. Key steps in the broader process are summarised in the diagram and table below. This is a simplified summary and should be considered as indicative only. Potential or suggested next steps are discussed in section 7 of this report.

Figure 4: Key steps in the infrastructure funding and delivery planning process



Source: GLN Planning, 2024



Table 2: Key steps in the infrastructure funding and delivery process

1	Master planning	<ul style="list-style-type: none"> Urban design, built form and feasibility testing; expected development (new dwellings and jobs) and uptake analysis
2	Infrastructure needs	<ul style="list-style-type: none"> Infrastructure needs studies – current and future conditions, backlogs, spare capacities of local infrastructure networks
3	Infrastructure list	<ul style="list-style-type: none"> Proposed infrastructure to address development demands and any existing shortfalls and backlogs Classify infrastructure e.g. as either 'local' or 'State'
4	Infrastructure costs	<ul style="list-style-type: none"> Estimate costs of proposed infrastructure (land acquisition costs and capital costs) of local infrastructure only. Use qualified professionals for this - e.g. quantity surveyor (QS) estimates and land valuers
5	Funding mechanisms	<ul style="list-style-type: none"> Identify primary infrastructure funding mechanisms, in order of priority: (1) developer works (conditions of consent), (2) onsite incentive clause (requires feasibility testing), (3) local contributions
6	Local contributions	<ul style="list-style-type: none"> Identify cost of works to be funded from local contributions (i.e. cannot be delivered as developer works or via onsite incentive clause) Contributions options income testing Confirm preferred option
7	Gap funding strategies	<ul style="list-style-type: none"> Identify funding gap, which is the difference between cost of infrastructure to be funded from contributions and forecast contributions income Identify potential strategies to close funding gap, i.e. <ul style="list-style-type: none"> Strategies that reduce the infrastructure costs Strategies to increase the revenue available to Council to provide local infrastructure.
8	Infrastructure prioritisation	<ul style="list-style-type: none"> If significant funding gap is likely to remain, remove lower priority works to reduce costs to match expected income
9	Staging plan	<ul style="list-style-type: none"> Stage infrastructure delivery so that income matches costs over time (short, medium and long time periods) A simple cash flow analysis is a useful tool for this
10	Exhibition and finalisation	<ul style="list-style-type: none"> Prepare, exhibit and adopt draft planning controls, draft local infrastructure contribution plan and funding and delivery plan
11	Infrastructure delivery	<ul style="list-style-type: none"> Fund and deliver infrastructure in accordance with plan
12	Monitoring and reporting	<ul style="list-style-type: none"> Monitoring and reporting of progress of infrastructure program - e.g. annually
13	Review	<ul style="list-style-type: none"> Periodic review e.g. every 5 years.

Source: GLN Planning, 2024



2.5 Existing infrastructure framework 2021 Master Plan

Canterbury Bankstown Council adopted its Bankstown City Centre Master Plan (**2021 Master Plan**) in September 2021.

The master plan:

- describes Council's 20-year vision for Bankstown to 2036
- translate the 20-year vision into place specific design principles.
- establishes a spatial framework for growth and change across the centre
- outline 10 key directions with actions to guide change
- informs future changes to planning controls
- assists Council to advocate for infrastructure delivery and investment.

The master plan envisions Bankstown as a Strategic Centre with new jobs, housing and affordable housing and activity in the Bankstown City Centre.

A copy of the 2021 master plan is reproduced in the figure below. It shows proposed areas of intensification, low density areas and supporting infrastructure.

Council submitted its planning proposal to the Department for a Gateway determination in March 2022. The planning proposal sought to amend draft Canterbury Bankstown Local Environmental Plan 2021 to give effect to the master plan. To date, a Gateway determination has not been issued.



Figure 5: 2021 master plan



Source: Draft Bankstown City Centre Master Plan (Canterbury Bankstown Council, 2021)

2.6 Expected development

Expected development is an important metric in an infrastructure planning context as it is a key indicator of infrastructure demand, infrastructure costs, and development contributions needed to fund the costs.

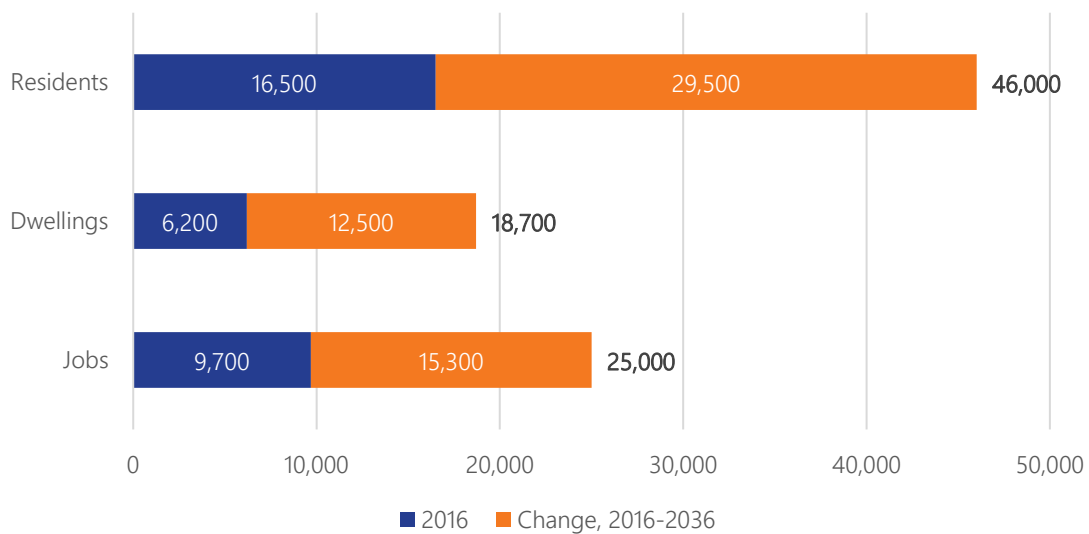
Development expected under the 2021 Master Plan is summarised in the table and figure below. As shown, the 2021 Master Plan envisions significant growth. It envisions that the number of residents, dwellings and jobs will more than double from 2016 until 2036.

Table 3: Expected development, 2016-2036

Type	2016	2036	Change	Change
Residents	16,500 residents	46,000 residents	+29,500 residents	179%
Dwellings	6,200 dwellings	18,700 dwellings	+12,500 dwellings	202%
Jobs	9,700 jobs	25,000 jobs	15,300 jobs	158%

Source: Prepared by GLN Planning using data from Council Master Plan

Figure 6: Expected development, 2016-2036



Source: Prepared by GLN Planning using data from Council Master Plan

2.7 Infrastructure priorities

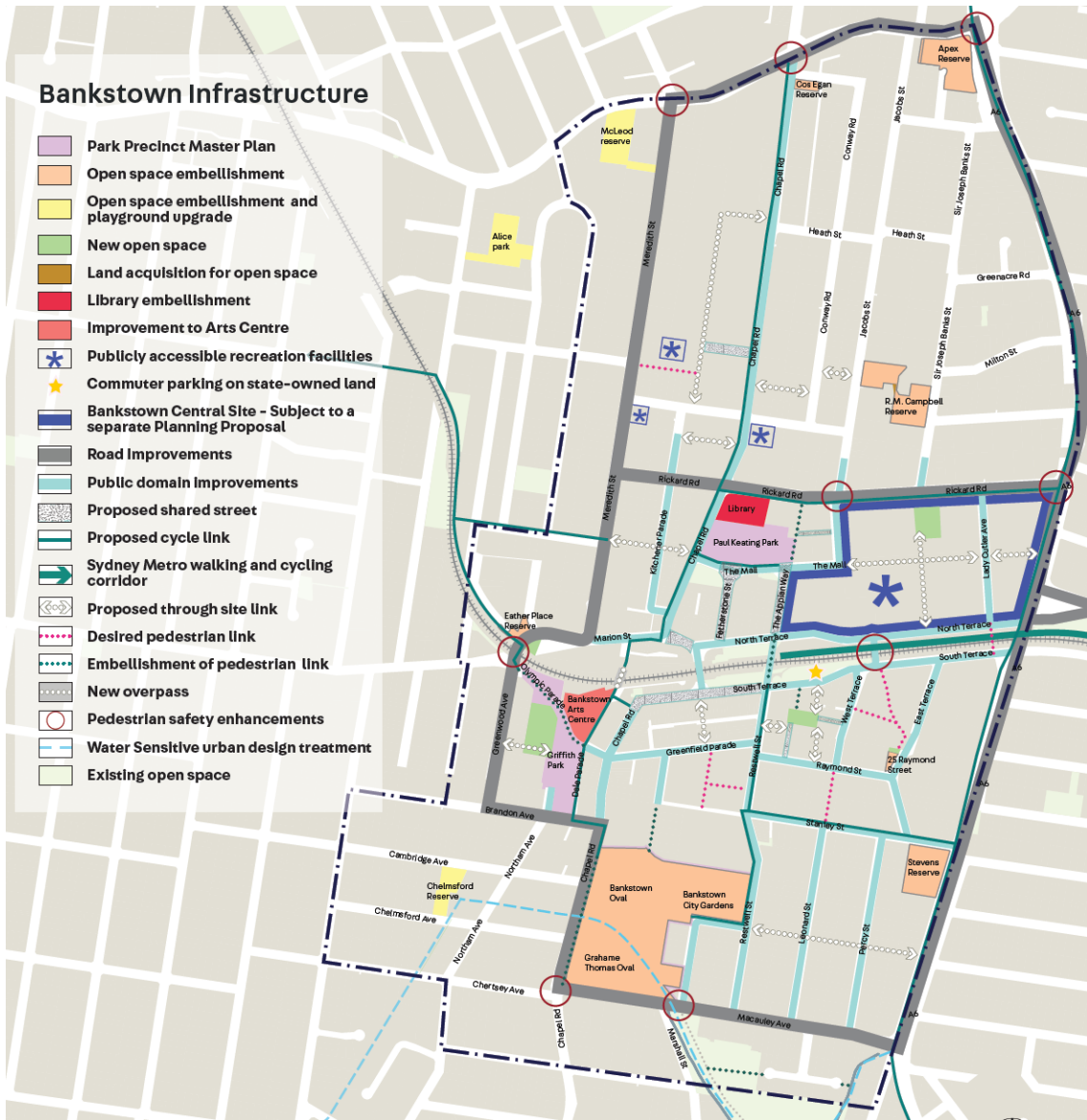
The 2021 Master Plan includes an infrastructure plan identifying infrastructure proposed to help address the expected development-generated infrastructure demand and achieve the master plan vision. A copy of the infrastructure plan is reproduced in the figure overleaf. Infrastructure and actions proposed to be delivered by Council and infrastructure proposed to be delivered in partnership with Council are summarised in the table below.

Table 4: Key infrastructure and actions

Delivered by Council	Delivered in partnership with others
<ul style="list-style-type: none"> • New multi-purpose community centre with program space for meetings, gatherings and studying at Griffiths Park, including the expansion of the park to the existing Bowling Club site. • Upgrade of the Bankstown Arts Centre • Reconfigure and/or renovate Bankstown Library and Knowledge Centre to accommodate increased demand from residents, students and workers • Amend Council’s contributions planning framework to reflect the forecast growth and infrastructure needs for Bankstown – this is discussed in the next section of this report. 	<ul style="list-style-type: none"> • Multi-purpose indoor sports facilities including one centre of at least 1,500sqm with courts as part of any redevelopment of the key sites such as Bankstown Central. • Retain and enhance PCYC Indoor Sports facilities. • Investigate the opportunity for community use of the school ovals at La Salle Catholic College with Sydney Catholic Schools. • Investigate the opportunity for wider public access to indoor program space, meeting rooms and conference facilities as part of the WSU Bankstown City Campus. • Work with state government to identify future infrastructure for commuter parking.

Source: adapted from 2021 Master Plan

Figure 7: Infrastructure plan



Source: Draft Bankstown City Centre Master Plan (Canterbury-Bankstown Council, 2021)

2.8 Local infrastructure contributions

A key action identified in the 2021 Master Plan is for Council to amend its contributions planning framework to reflect the forecast growth and infrastructure needs for Bankstown.

Council adopted a new LGA-wide local infrastructure contribution plan, Canterbury-Bankstown Local Infrastructure Contributions Plan 2022 in June 2022. The new plan commenced in September 2022. Amendment No.1 to the plan commenced on 10 April 2024 (**2024 Plan**). The 2024 Plan boundary aligns with the boundaries of both the 2021 Master Plan and Revised Master Plan.

The 2024 Plan enables Council to collect contributions from development to help fund the cost of local infrastructure that will be needed by the people that will live and work in the development.



Relevant key aspects of the plan are outlined in the subsections below.

Expected development

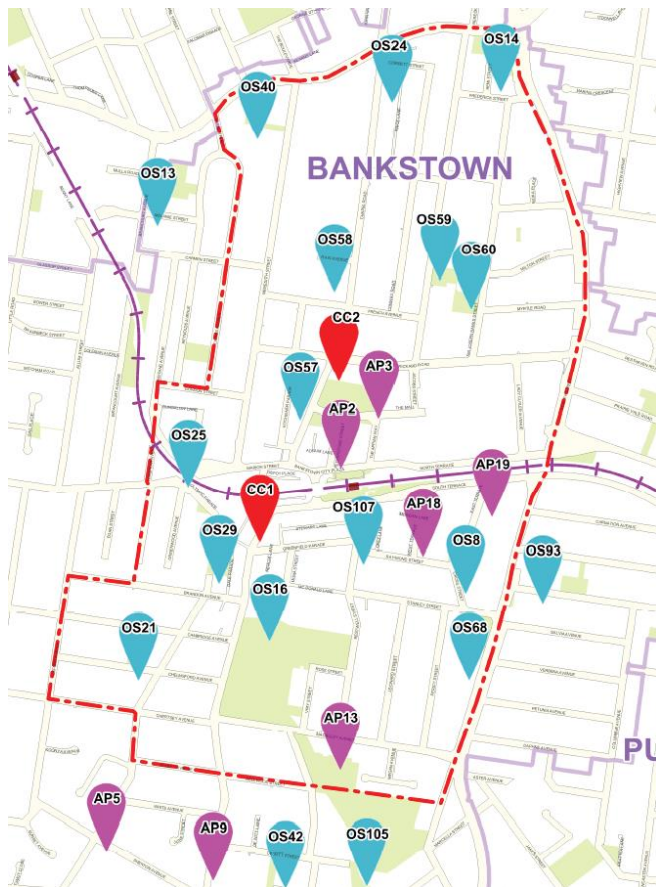
The plan is based on the following level of expected development from 2021 until 2036:

- 39,406 new dwellings across the LGA including 11,162 new dwellings within the Bankstown Precinct
- 112,869 new residents across the LGA including 25,939 new residents within the Bankstown Precinct
- 16,000 new jobs within the Bankstown Precinct.

Works schedule

Works within Bankstown are shown in the map and table below. As shown in the works schedule above, the 2024 Plan contains 21 works items within the Bankstown City Centre. The total estimated cost of the works is approximately \$114 million, comprising approximately \$0.2 million in land acquisition costs and \$113.8 million in capital costs. Of this, \$24 million, or 21 per cent of the total, is 'apportioned' to development within Bankstown. The remainder is apportioned to development outside the precinct, or existing residents.

Figure 8: Works map – Bankstown extract



Source: Canterbury-Bankstown Local Infrastructure Contributions Plan 2022 (Amendment 1)

Table 5: Works schedule – Bankstown works

Item	Subcategory	Description	Description 2	Land cost	Works cost	Total cost	Bankstown apportion. ³	Apportion. Cost
AP13	Pedestrian and cycle network upgrades	Macauley Ave/ Restwell Street pedestrian facilities	Upgrade pedestrian facilities at Macauley Ave/ Restwell Street junction, including signalised intersection	\$0m	\$0.69m	\$0.69m	23%	\$0.16m
AP18	Streetscape / public domain works	West Terrace Public Domain	Public domain upgrades	\$0m	\$0.16m	\$0.16m	100%	\$0.16m
AP19	Streetscape / public domain works	West Terrace through-site pedestrian link enhancements	Embellishment of new West Terrace through-site pedestrian link (879 sqm)	\$0m	\$0.43m	\$0.43m	100%	\$0.43m
AP2	Streetscape / public domain works	Appian Way Public Domain	Public domain upgrades (includes public art)	\$0m	\$0.02m	\$0.02m	100%	\$0.02m
AP3	Streetscape / public domain works	Bankstown CBD Public Domain	Public domain upgrades. Locations may include War Memorial Civic Centre	\$0m	\$0.02m	\$0.02m	100%	\$0.02m
CC1	Events & exhibition space	Bankstown Arts Centre	Expansion of facilities to incorporate exhibition/ event space	\$0m	\$15.25m	\$15.25m	5%	\$0.76m
CC2	Library - new or refurbished	Bankstown Library and Knowledge Centre	Expansion of facilities to incorporate additional meeting space	\$0m	\$9.10m	\$9.10m	23%	\$2.09m

³ Refers to apportionment of costs to Bankstown development.

Item	Subcategory	Description	Description 2	Land cost	Works cost	Total cost	Bankstown apportion. ³	Apportion. Cost
OS58	New park land acquisition / embellishment	Raw Avenue, Bankstown	New open space with embellishment. Works to include a shared pedestrian/vehicular access zone	\$0m	\$0.98m	\$0.98m	23%	\$0.23m
OS8	Existing park embellishment	25 Raymond Street, Bankstown	Upgrade and embellishment, works may include landscaping and street furniture	\$0m	\$0.06m	\$0.06m	23%	\$0.01m
OS14	Existing park embellishment	Apex Park, Bankstown	Upgrade and embellishment, works may include landscaping, street furniture and installation of exercise equipment	\$0m	\$0.69m	\$0.69m	23%	\$0.16m
OS16	District or regional park embellishment	Bankstown Memorial Park/Salt Pan Creek Open Space Improvements	Implement high priority Masterplan actions at Bankstown Memorial Park and adjacent Salt Pan Creek Corridor	\$0m	\$37.58m	\$37.58m	23%	\$8.64m
OS21	Existing park embellishment	Chelmsford Reserve, Bankstown	Upgrade and embellishment, works may include landscaping, street furniture and installation of play equipment	\$0m	\$0.45m	\$0.45m	23%	\$0.10m
OS24	Existing park embellishment	Cos Egan Reserve, Bankstown	Upgrade and embellishment, works may include landscaping and street furniture	\$0m	\$0.11m	\$0.11m	23%	\$0.03m
OS25	Existing park embellishment	Eather Place Reserve, Bankstown	Upgrade and embellishment, works may include landscaping and street furniture	\$0m	\$0.05m	\$0.05m	23%	\$0.01m
OS29	Multi-purpose community floor space	Griffith Park Cultural Precinct	Upgrade and embellishment of park precinct, including the construction of new multipurpose community centre and associated infrastructure	\$0m	\$32.66m	\$32.66m	23%	\$7.51m

Item	Subcategory	Description	Description 2	Land cost	Works cost	Total cost	Bankstown apportion. ³	Apportion. Cost
OS40	Existing park embellishment	McLeod Reserve, Bankstown	Upgrade and embellishment, works may include landscaping, street furniture and installation of play equipment	\$0m	\$0.57m	\$0.57m	23%	\$0.13m
OS57	District or regional park embellishment	Paul Keating Park, Bankstown	Implement high priority actions from the Paul Keating Park Masterplan	\$0m	\$10.00m	\$10.00m	23%	\$2.30m
OS59	Existing park embellishment	RM Campbell Reserve, Bankstown	Upgrade and embellishment, works may include landscaping and street furniture	\$0m	\$0.55m	\$0.55m	23%	\$0.13m
OS60	New park land acquisition / embellishment	RM Campbell Reserve, Bankstown	Expansion of open space to improve access - Land acquisition and embellishment (approximately 56sqm)	\$0.16m	\$0m	\$0.16m	23%	\$0.04m
OS68	Existing park embellishment	Stevens Reserve, Bankstown	Upgrade and embellishment, works may include landscaping and street furniture	\$0m	\$0.59m	\$0.59m	23%	\$0.14m
OS107	New park land acquisition / embellishment	West Terrace, Bankstown	New open space and embellishment, works may include landscaping, street furniture and lighting	\$0m	\$3.86m	\$3.86m	23%	\$0.89m
				\$0.16m	\$113.8m	\$113.96m	21%	\$24.0m

Source: Adapted from Canterbury-Bankstown Local Infrastructure Contributions Plan 2022 (Amendment 1)



Cost apportionment

The 2024 Plan applies section 7.11 'nexus-based' contributions to new residential development. A key principle underpinning section 7.11 contributions relates to the reasonable apportionment of costs to development.

The works schedule above includes columns indicating the percentage and value of works item costs that the 2024 Plan apportions to the expected development in the Bankstown City Centre. The apportionment schedule from the 2024 Plan is reproduced in the figure overleaf.

As shown, the percentage of costs apportioned to development within the Bankstown precinct ranges from 5 per cent up to 100 per cent. The total cost of works within Bankstown precinct apportioned to development in the precinct is approximately \$24 million. This represents approximately 21 per cent of the total estimated cost of works in the Bankstown City Centre.

Note that part of the cost of works outside the precinct is apportioned to development inside the precinct. An example is the aquatic centre upgrade, which is outside the precinct. Most of the demand for this item is apportioned to the existing population. Only 5% of the demand and cost is apportioned to development within the Bankstown precinct.

As noted, the total cost of infrastructure works within the Bankstown precinct that are apportioned to development within the precinct is approximately \$24 million. The plan is based on an expected development increase of 11,162 new dwellings within the precinct from 2021 until 2026. This gives an average contribution rate of approximately \$2,150 per dwelling. Contribution rates are discussed in the next section of this report. The current indexed contribution rate for 2-bedroom dwellings is \$18,899. Most of this is generated from works outside the Bankstown precinct, such as the aquatic centre upgrade, where part of the cost is apportioned to development within the precinct.

Figure 9: Cost apportionment

Infrastructure sub category	Nexus notes	Campsie growth	Campsie growth	Bankstown growth	Bankstown growth	LGA Remainder growth	LGA Remainder growth	EXISTING DEMAND	EXISTING DEMAND
		Demand (residents)	Apportionment of cost	Demand (residents)	Apportionment of cost	Demand (residents)	Apportionment of cost	Demand (residents)	Apportionment of cost
Aquatic centre upgrade	needed to meet existing and growth needs	13,211	3%	25,939	5%	73,719	15%	387,021	77%
Cultural centre / performing arts floor space	additional or repurposed space to meet demand	13,211	12%	25,939	23%	73,719	65%		
District or regional park embellishment	needed to meet growth needs	13,211	12%	25,939	23%	73,719	65%		
Events & exhibition space	needed to meet existing and growth needs	13,211	3%	25,939	5%	73,719	15%	387,021	77%
Existing park embellishment	where works provide extra carrying capacity	13,211	12%	25,939	23%	73,719	65%		
Fitness stations	needed to meet growth needs	13,211	12%	25,939	23%	73,719	65%		
Footpath - new or upgraded	on existing streets	13,211	3%	25,939	5%	73,719	15%	387,021	77%
Indoor recreation facility	indoor courts needed to meet future demand	13,211	12%	25,939	23%	73,719	65%		
Intersection upgrade	needed to meet existing and growth needs	13,211	3%	25,939	5%	73,719	15%	387,021	77%
Library - new or refurbished	needed to meet growth needs	13,211	12%	25,939	23%	73,719			
Library book stock	needed to meet existing and growth needs	13,211	3%	25,939	5%	73,719	15%	387,021	77%
Multi-purpose community floor space	needed to meet growth needs	13,211	12%	25,939	23%	73,719	65%		
New park land acquisition / embellishment	needed to maintain open space provision rates	13,211	12%	25,939	23%	73,719	65%		
Pedestrian and cycle network upgrades	needed to meet growth needs	13,211	12%	25,939	23%	73,719	65%		
Playground	additional facilities to meet demand	13,211	12%	25,939	23%	73,719	65%		
Road upgrade works	needed to meet additional local demand from development		NA		NA	73,719	100%		
Shared zone / full street width works	needed to meet growth needs in nominated centres	13,211	100%	25,939	100%	73,719	100%		
Skate park	needed to meet existing and growth needs	13,211	12%	25,939	23%	73,719	65%		
Sports courts - outdoor	facilities to meet extra demands	13,211	12%	25,939	23%	73,719	65%		
Sports ground - new	facilities to meet extra demands	13,211	12%	25,939	23%	73,719	65%		
Sports ground - upgrade	facilities to meet extra demands	13,211	12%	25,939	23%	73,719	65%		
Stormwater management facility	needed to meet existing and growth needs		NA	25,939	100%		NA		
Streetscape / public domain works	needed to meet growth needs in nominated centres	13,211	100%	25,939	100%	73,719	100%		

Source: Canterbury-Bankstown Local Infrastructure Contributions Plan 2022 (Amendment 1)

Contribution rates

The 2024 Plan applies section 7.11 'nexus-based' contributions to new residential development and section 7.12 'fixed-rate' levies to all other development, such as residential alterations and additions and employment-generating development.

Section 7.11 contribution rates are calculated as the cost apportioned to development divided by the expected development, that is, the net increase in dwellings. Current indexed section 7.11 contributions are summarised in the table below.

The maximum section 7.12 fixed-rate levy applied is calculated at 1 per cent of the development cost for development with a development cost over \$200,000.

Table 6: Section 7.11 contribution rates, Bankstown City Centre

Development type	Contribution rate, uncapped	Contribution rate, capped ⁴
Per 0- or 1-bedroom dwelling	\$11,825	\$11,825
Per 2-bedroom dwelling ⁵	\$18,899	\$18,899
Per 3 or more-bedroom dwelling	\$22,648	\$20,000
Per subdivided dwelling house lot	\$22,648	\$20,000
Per 0- or 1-bedroom secondary dwelling	\$5,912	\$5,912
Per 2-bedroom secondary dwelling	\$9,450	\$9,450
Per 3 or more-bedroom secondary dwelling	\$12,805	\$12,805
Per group home bed / hostel bed	\$7,714	\$7,714
Per boarding house / co-living housing room less than 16m ²	\$7,714	\$7,714
Per boarding house room / co-living housing room 16m ² or more	\$15,428	\$15,428
Per seniors housing independent living unit	\$11,825	\$11,825

Source: Canterbury Council website, accessed 21 May 2024

⁴ Under a 2012 Ministerial direction, the maximum section 7.11 contributions that councils can impose on new residential development is fixed at \$20,000 per dwelling unless the plan (1) only contains works on IPART's essential works list, (2) is reviewed by IPART, and (3) is approved by the Minister. The plan is not an IPART-reviewed plan and consequently the \$20,000 per dwelling 'cap' applies. As shown in the table above, contribution rates for 3-bedroom dwellings have reached the cap, while rates for 2-bedroom dwellings have almost reached the cap. Rates for 2-bedroom dwellings can be expected to reach the cap in the coming years as the rates are indexed for inflation in line with the 2024 Plan's indexation provisions which relies on the Consumer Price Index.

⁵ Most new dwellings in Bankstown are expected to be apartments in residential flat buildings. Additionally, it is expected there will be more apartments containing 2-bedrooms than 1-bedroom or 3-bedrooms or more. The contribution rate for 2-bedroom apartments is therefore a useful metric to focus on in the context of local infrastructure contributions considerations.



2.9 Incentive clause

The 2021 Master Plan proposed an incentive height and floor space system, whereby for sites that receive a floor space ratio uplift of more than 1:1 above the current maximum FSR controls, the delivery of one of the following will be required:

- On-site infrastructure
- Affordable housing
- Employment-generating floor space.

Infrastructure intended to be delivered through the incentive clause is summarised in the table below and includes indoor recreation, new open space and several through site pedestrian links.

Table 7: Intended incentive clause onsite infrastructure

Item	Category	Description
1	Indoor recreation	Retain existing ground floor indoor recreation facility as part of any re-development of the PCYC Site (57 Meredith Street)
2	Indoor recreation	Develop indoor multi-purpose recreation facility as part of any re-development of the 461 Chapel Road. Utilise incentive FSR map to execute this. The site is privately owned by the Anglican Church.
3	Open space	New Local/Pocket Park. Polish Club Site: 11 East Terrace 177sqm - south end, adjoining 25 East Terrace to extend this park. Land dedication and embellishment
4	Through site links	Approximately 11 pedestrian through site links on various sites

The planning proposal that Council submitted to the Department in March 2022 to enable development envisaged under the 2021 Master Plan included details of the proposed incentive clause.

The planning proposal also indicated that the provision of on-site infrastructure will be included in an adopted Council document (such as a development control plan) and include maps showing the location of required infrastructure as identified by Council.

The planning proposal including incentive clause has been superseded by the current State-led rezoning process.

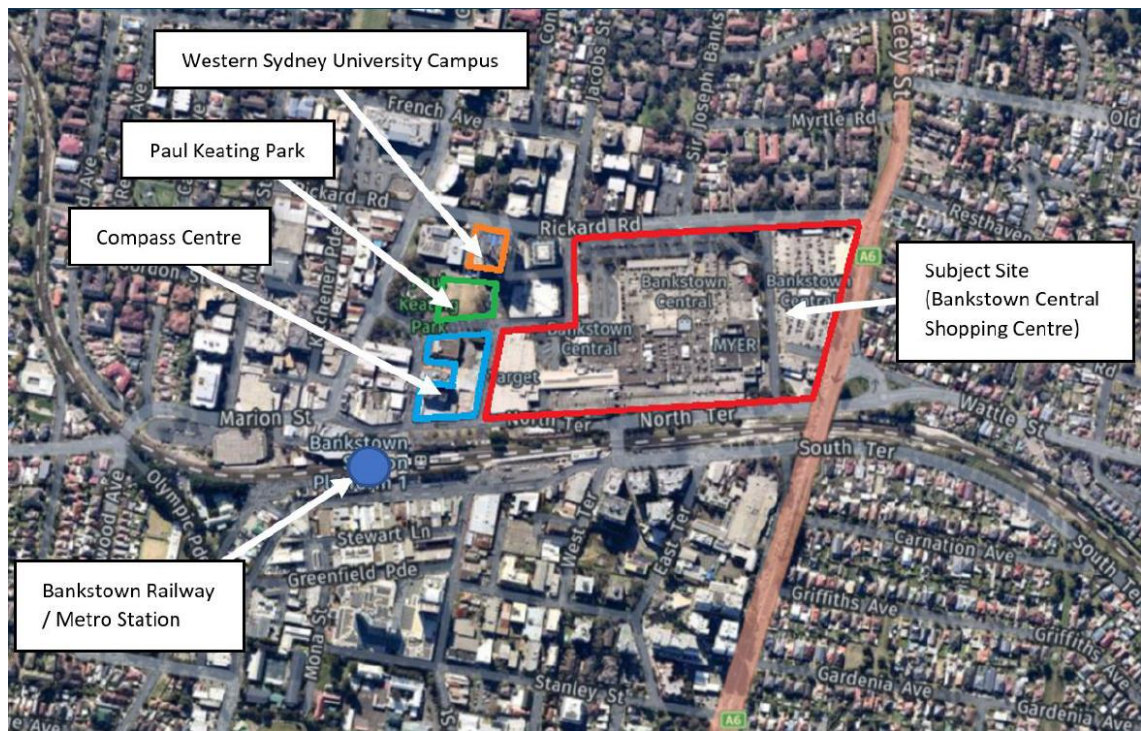


2.10 Bankstown Central site

The Bankstown Central site is a major site within the Bankstown City Centre owned by Vicinity Centres. In March 2022, Vicinity submitted a planning proposal to amend planning controls to enable a major redevelopment of the site.

The planning proposal will facilitate 1,255 additional dwellings plus 694 student housing units. It will also facilitate an additional 119,117m² of commercial and 15,041m² of retail floor space on site. In total, approximately 10,215 jobs are estimated to be generated by the proposal through the eventual redevelopment of the site.

Figure 10: Bankstown Central site



Source: DPHI (2022), Gateway determination report

The planning proposal is supported by various documents including a concept scheme and a masterplan to outline the intended built form outcome for the site. The indicative concept plan for the site is reproduced below.



Figure 11: Indicative concept plan



Source: Planning Proposal, 2022

The proponent submitted a Letter of Offer to support the planning proposal and is subject to the preparation of a Voluntary Planning Agreement (VPA) between Council and the proponent. The Letter of Offer indicates that following public infrastructure will be delivered to support the intensification of the site:

- **Open space:** an easement over a 5,000sqm publicly accessible open space (Public Park) along Rickard Road including a playground and urban plaza. The proponent will deliver the works and create an easement over the park in favour of Council to facilitate public access.
- **Shared zone:** extension of Jacobs Street between The Mall and North Terrace into a shared bus and pedestrian way to North Terrace by dedicating land with an approximate area of 2,500sqm.
- **Indoor recreation:** deliver a 1,000sqm multi-purpose facility for 2 indoor courts and enter into long term lease with Council to operate; It is understood that an alternative to on-site delivery has since been proposed with funding being allocated to nearby sports facilities.
- **Incubator space:** deliver 200sqm of incubator space to be fitted out as an open plan layout suitable for use as office space and enter into long term lease with Council to operate.
- **Cycleway:** completion of proposed town centre separated cycleway along Rickard Road and Appian Way frontages to the site in accordance with Bankstown Complete Streets CBD Transport and Place Plan.

Under terms of the planning agreement offer, the cost of the works would be offset against future applicable section 7.11 contributions up to amounts specified in the planning agreement.



In October 2022 the Department issued a Gateway determination that the planning proposal could proceed subject to conditions.

2.11 State infrastructure

The 2021 Master Plan also identified various State infrastructure works for advocacy by Council. State infrastructure advocacy works are summarised in the table below. As shown, advocacy works include various open space, drainage, road upgrade, active transport, water quality and pedestrian access works.

Table 8: State infrastructure advocacy works

Item	Category	Description
1	Open space	Expand and embellish existing open space along North Terrace by converting part of existing commuter car park to open space resulting in approximately 500sqm in open space.
2	Drainage	Provide additional inlet capacity to capture overland flows escaping the Sydney Water channel upstream of Jacobs Street.
3	Drainage	Hydraulic improvement works at the existing Sydney Water channel and overland flow path to mitigate overland flows.
4	Drainage	Hydraulic improvement works at the existing Sydney Water channel and overland flow path to mitigate overland flows.
5	Drainage	Hydraulic improvement works at the existing Sydney Water channel (Salt Pan Creek) and overland flow path to mitigate overland flows.
6	Drainage	Amplification of the existing trunk system to mitigate overland flooding.
7	Drainage	Sealing of the existing trunk channel system alongside Stacey Street.
8	Drainage	Sealing of the existing Sydney Water trunk channel system within the TfNSW land.
9	Car parking	Provision of commuter car parking by State Government on State Government land close to Bankstown Station
10	Road upgrade	Delivery of the Stacey Street and Hume Highway Grade separation upgrade to complete the upgrade of Stacey Street
11	Active transport	Delivery of the Sydenham to Bankstown Active Transport Corridor
12	Water quality	Improve the water quality of Salt Pan Creek
13	Public transport	Address the movement, interchange and overlay of buses within Bankstown City Centre.
14	Pedestrian access	Establishment of a right of access easement on part of Mona Street now part of School site to allow for pedestrian access during special events (outside of school hours) to the Cricket Oval, North of the desired pedestrian link
16	Pedestrian bridge	New overpass over rail line between Dale Parade and Marion Street Car Park



3 Revised master plan

The chapter provides an outlined of the revised master plan prepared by SJB for the Department as part of the current State-led rezoning. The revised master plan is intended to update and replace the master plan adopted by Council in 2021. This chapter provides an overview of the reference scheme, expected development, proposed infrastructure and intended funding and delivery mechanisms.

3.1 Reference scheme

The reference scheme from the revised master plan and urban design report is reproduced below.

The reference scheme is one potential outcome of the proposed controls and spatial strategies. The nature and character of the individual developments will change within the framework provided by the master plan and market conditions at the time of development.

It illustrates one potential reference scheme plan based on the proposed controls. The building footprints are only indicative of possible outcomes of applied controls. The 'potential new open spaces' locations are only indicative and open to further testing. The quantum of expected development is discussed in the next subsection of this report.

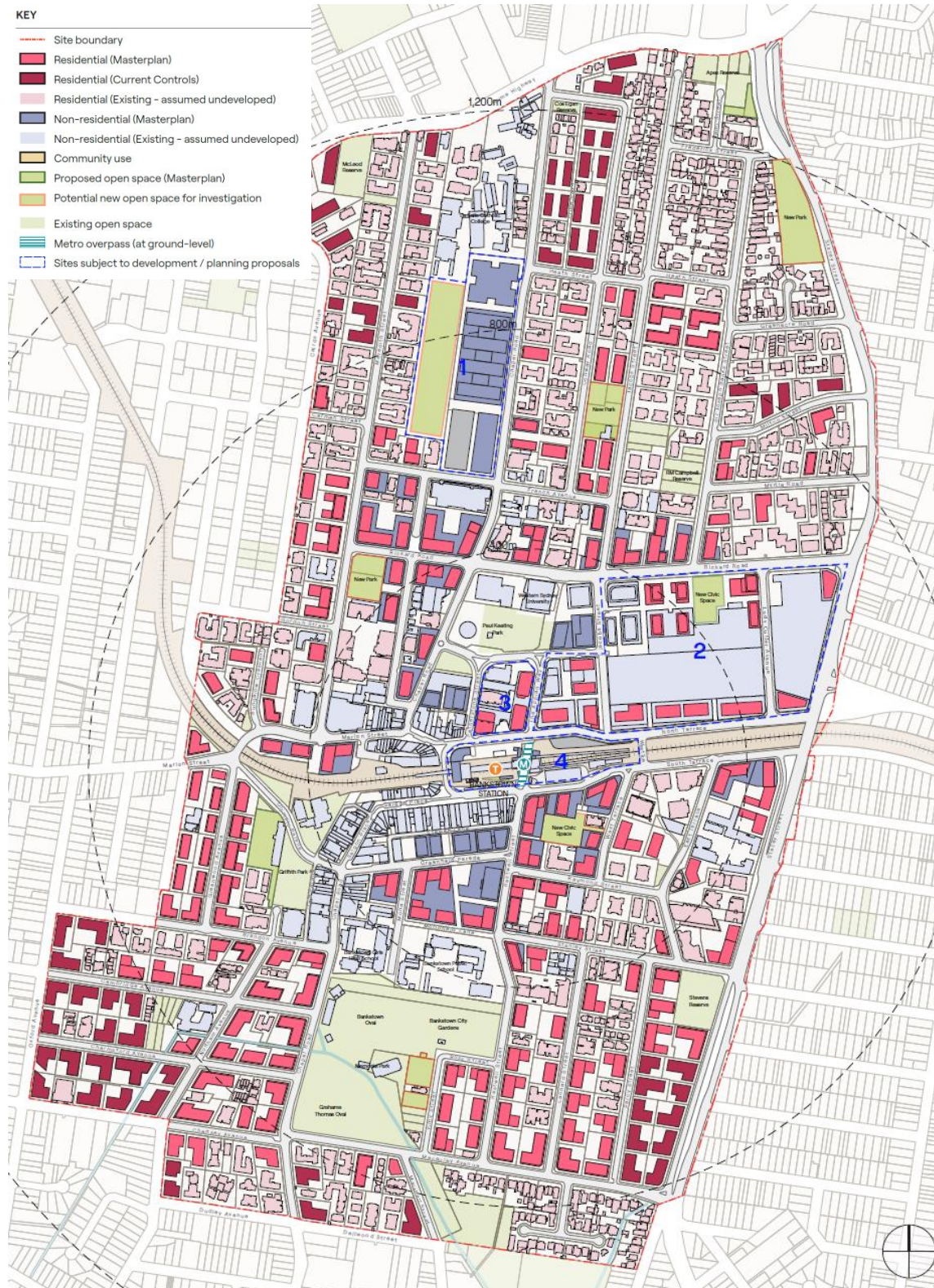
The reference scheme takes into consideration four major sites that are currently subject to development. These sites are:

- **New Bankstown Hospital + adjacent open space** – subject to further design and development
- **Bankstown Central Shopping Centre (Vicinity)** – subject to planning proposal and further council / NSW Government discussions
- **Compass site proposal**
- **Sydney Train / Metro Station** – currently under construction.

As noted, the Revised Master Plan boundary aligns with the boundaries of both the 2021 Master Plan and Council's

The 2024 Plan boundary aligns with the boundaries of both the 2021 Master Plan and Revised Master Plan.

Figure 12: Reference scheme



Source: Urban Design Report SJB, 2024)



3.2 Expected development

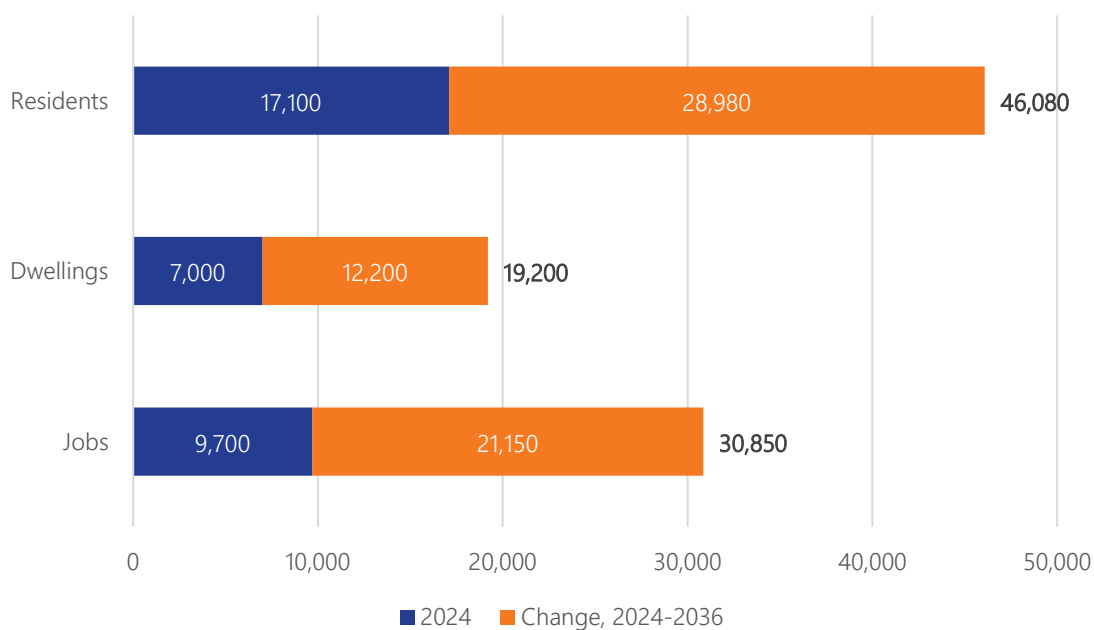
Expected development under the reference scheme is summarised in the table and figure below. As shown, the number of residents, dwellings and jobs is expected to more than double from 2024 until 2036.

Table 9: Expected development, 2024-2036

Type	2024	2036	Change	Change
Residents	17,100 residents	46,080 residents	28,980 residents	169%
Dwellings	7,000 dwellings	19,200 dwellings	12,200 dwellings	174%
Jobs	9,700 jobs	30,850 jobs	21,150 jobs	218%

Source: Prepared by GLN Planning using data from SJB master plan

Figure 13: Expected development, 2024-2036



Source: Prepared by GLN Planning using data from SJB master plan

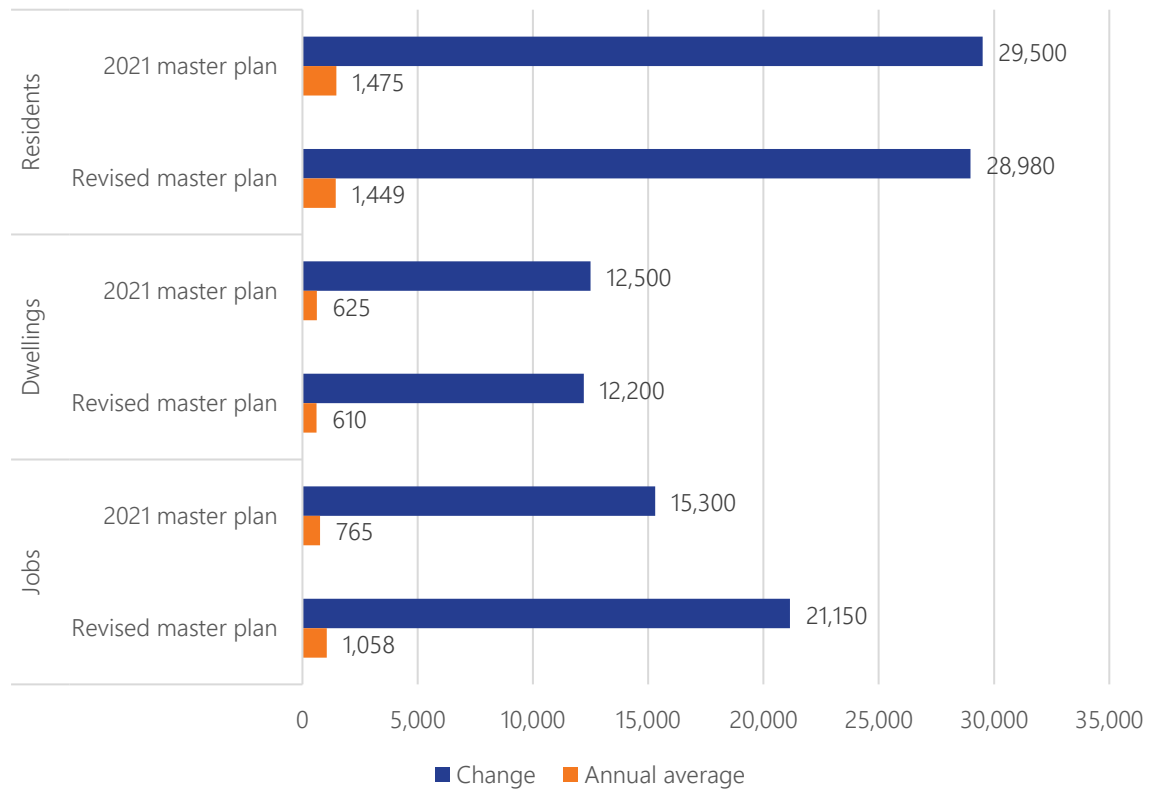
A comparison of expected development under Council’s 2021 master plan and the current revised master plan is shown in the figure below. For each master plan, it shows the expected change in jobs, dwellings and residents over the respective master plan forecast period. The forecast period for the 2021 master plan is 2016 until 2036 (20 years) while for the revised master plan it is 2024 until 2036 (12 years). Given the difference forecast periods, the chart below also shows the expected change on an average annual average basis to enable a better comparison between the two.

As shown, the expected change in residents and dwellings is relatively similar between the 2021 Master Plan and Revised Master Plan over both the forecast periods and on an average annual basis, Conversely, there is a marked difference between expected change in jobs across both metrics.



Forecast change in jobs and the average annual change in jobs is approximately 30 per cent higher under the Revised Master Plan compared to the 2021 Master Plan.

Figure 14: Comparison of 2021 Master Plan and Revised Master Plan expected development



Source: Prepared by GLN Planning using data from 2021 Master Plan and Revised Master Plan

3.3 Infrastructure priorities

The Revised Master Plan identifies infrastructure that will be needed to support the expected development envisaged under it. Key infrastructure requirements under each infrastructure category (open space etc) are summarised in the subsections below. Comments are also included on whether the infrastructure items identified as being required are included in the 2021 Master Plan or are otherwise a 'new' item.

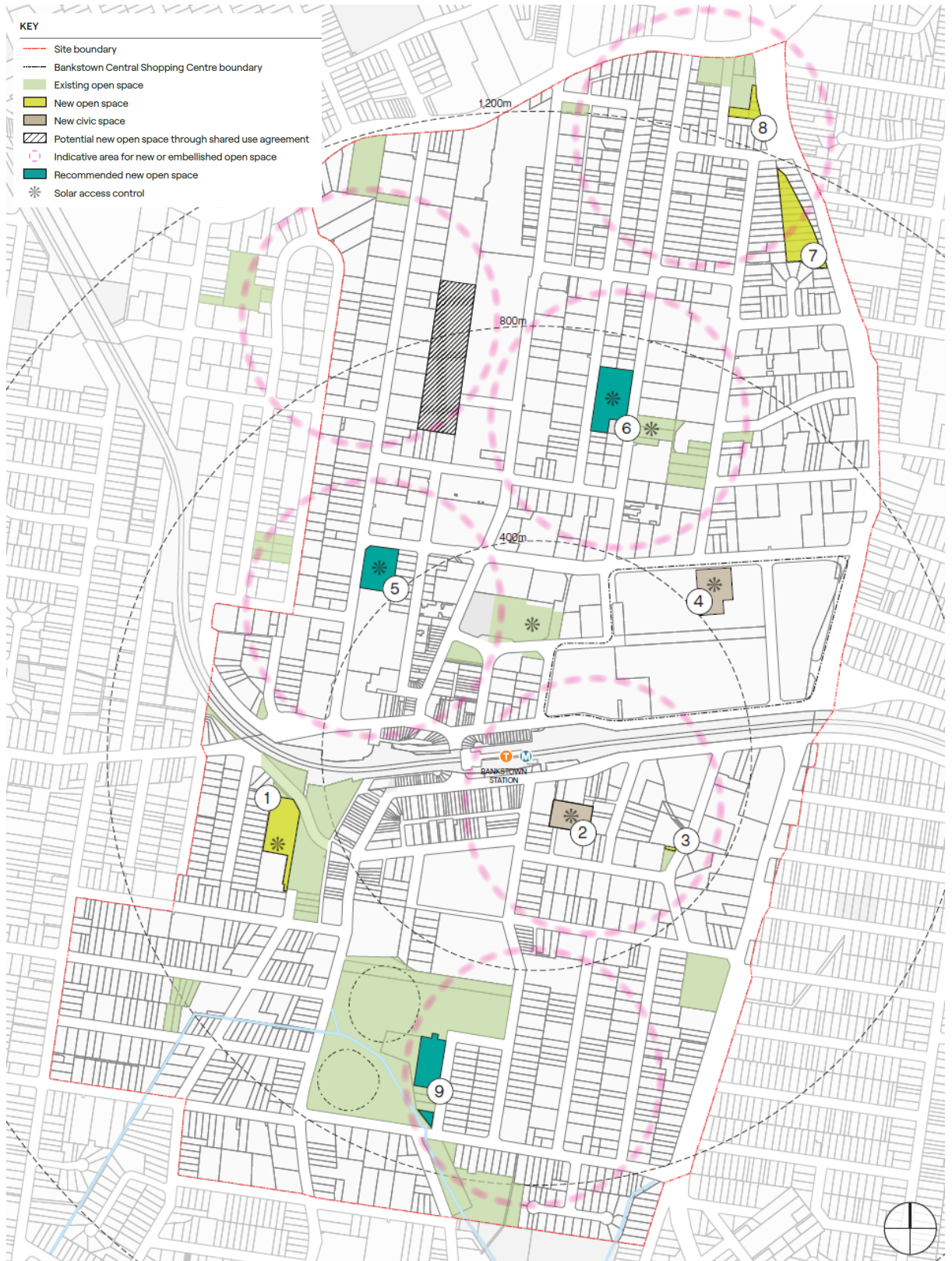
Most of the infrastructure identified is 'local' infrastructure but it also includes some State infrastructure. For the purposes of this report, local infrastructure is considered as infrastructure delivered by or on behalf of Council whereas State infrastructure is delivered by or on behalf of the State. Further information on each infrastructure item's classification as local or State infrastructure is included in the infrastructure funding schedule in section 6.1 of this report.

Open space

Preferred open space is shown in the figure below and summarised in the table below. Note that this is subject to future implementation by government.



Figure 15: Preferred open space



Source: Urban design report (SJB, 2024)



Table 10: Preferred open space works

Item		Description	GLN comment
1	Extension of Griffith Park	9,960m2 of new open space.	Included in 2021 master plan. Included in 2021 master plan and contribution plan (item OS29)
2	New civic space (Council car park site)	3,140m2 of new open space.	Included in 2021 master plan. Included in 2021 master plan and contribution plan (item OS107)
3	Extension of East Terrace Reserve	180m2 of new open space.	Included in 2021 master plan. Included in Council master plan, but unclear if included in contribution plan
4	New civic space	5,001m2 of new open space.	Subject to separate planning proposal and planning agreement. Subject to separate process outside master plan, comprising Vicinity Centres' planning proposal and planning agreement for Bankstown Central site
5	New open space	4,790m2 of new open space.	New item. Not included in Council's 2021 master plan or contribution plan. Costs would involve land acquisition and embellishment costs. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause. The delivery of this item is not required to be confirmed at the time of rezoning. This item is seen as aspirational and will assist Council in planning for future infrastructure needs within the Precinct.
6	New open space	7,4802 of new open space	New item. As above.
7	New open space	7,960m2 of new open space.	New item. Identified as existing open space within 2021 Council master plan. GLN understands from discussions that part of the land is currently owned by Transport for NSW Land acquisition and embellishment costs do not appear to be included in Council's existing contributions plan. Potential opportunity for TfNSW to undertake embellishment works. As such, amending Council's contribution plan to include the works is not recommended.



Item		Description	GLN comment
8	Extension of Apex Reserve	1,430m2 of new open space	New item. Not included in Council's 2021 master plan or contribution plan. Costs would involve land acquisition and embellishment costs. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause. The delivery of this item is not required to be confirmed at the time of rezoning. This item is seen as aspirational and will assist Council in planning for future infrastructure needs within the Precinct.
9	Extension of Memorial Park	4,820m2 of new open space.	New item. As above.

Source: Adapted from Urban Design Report (SJB, 2024)

As shown in the table above, nine (9) open space items are proposed. Four (4) items are identified in Council's 2021 master plan while five (5) items are new items, that is, they are not identified in Council's master plan.

Of the five (5) new items proposed:

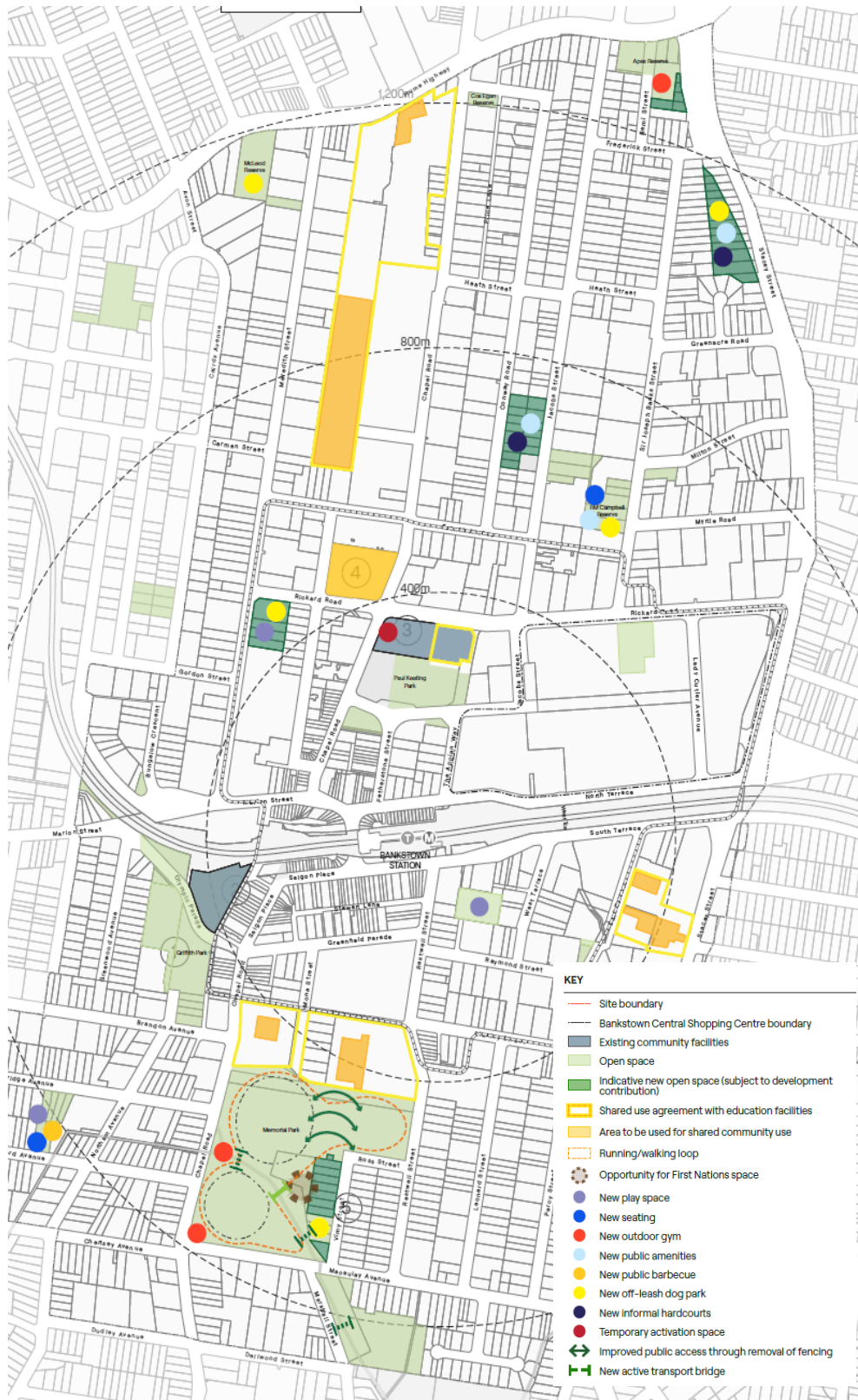
- Three (3) of the items are seen as aspirational items and their delivery is not required to be confirmed at the time of rezoning. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause.
- One of the items is on land currently owned by Transport for NSW and there is an opportunity for the proposed new open space to be provided through a State-led process; as such, we do not recommend amending Council's contributions plan to include the works.
- Opportunities for funding the remaining item include potential TOD grant funding and/or local contributions, via an amendment to Council's local infrastructure contributions plan.

The four (4) items identified in Council's existing 2021 master plan would be subject to existing funding arrangements, for example, local contributions via Council's existing local infrastructure contributions plan.

Community facilities

Proposed open space is shown in the figure below and summarised in the table below.

Figure 16: Proposed community facilities works



Source: Urban Design Report (SJB, 2024)



Table 11: Proposed community facilities

	Item	Description	GLN comment
1	New multipurpose community centre at Griffith Park	2,000m2	Included in Council master plan. Included in Council 2021 master plan and contribution plan (item OS29)
2	Bankstown Arts Centre upgrade/expansion	Size to be confirmed with Council	Included in Council master plan. Included in Council 2021 master plan and contribution plan (item CC1)
3	Bankstown Library upgrade/expansion	Size to be confirmed with Council	Included in Council master plan. Included in Council 2021 master plan and contribution plan (item CC2)
4	New multifunctional indoor recreation facility	3,000m2 GFA (Ethos). Minimum 3x courts, and space for ancillary uses such as offices, gym space and hospitality.	New item. Not included in Council's 2021 master plan or contribution plan. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause. Council's 2021 master plan proposed 2 indoor recreation facilities, to be delivered via an incentive clause, with 2 sites identified in the then proposed LEP amendment. The Revised Master Plan approach considers this should be a consolidated 3,000sqm facility but a defined site is not identified. Instead, the draft exhibition package indicates that opportunities for the incentivisation of a 3,000sqm facility will be investigated as part of the final SEPP amendment. This could include defining an area within the CBD that a landowner could receive an incentivisation to deliver the facility.
5	First Nations Space	Opportunity for First Nations oriented space subject to collaboration	New item. Not included in Council's 2021 master plan or contribution plan. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause. The delivery for this item is not required to be confirmed at the time of rezoning. This item is seen as aspirational and will assist Council in planning for future infrastructure needs within the Precinct.

Source: Adapted from Urban Design Report (SJB, 2024)



Movement and streets

Proposed movement and streets infrastructure is shown in the figure below. Works proposed include:

- shared streets
- pedestrian through site links (open to sky or internalised)
- public car parks.

Discussions with the Department indicate that the proposed through site links are intended to be delivered via an amendment to the relevant development control plan (DCP). In this way, developers would need to provide the through site links as part of any development proposal, in order to comply with the through site link controls in the DCP. The through site links could be dedicated to Council, or a public access easement could be provided over the land, however, this would be at the discretion of the developer.

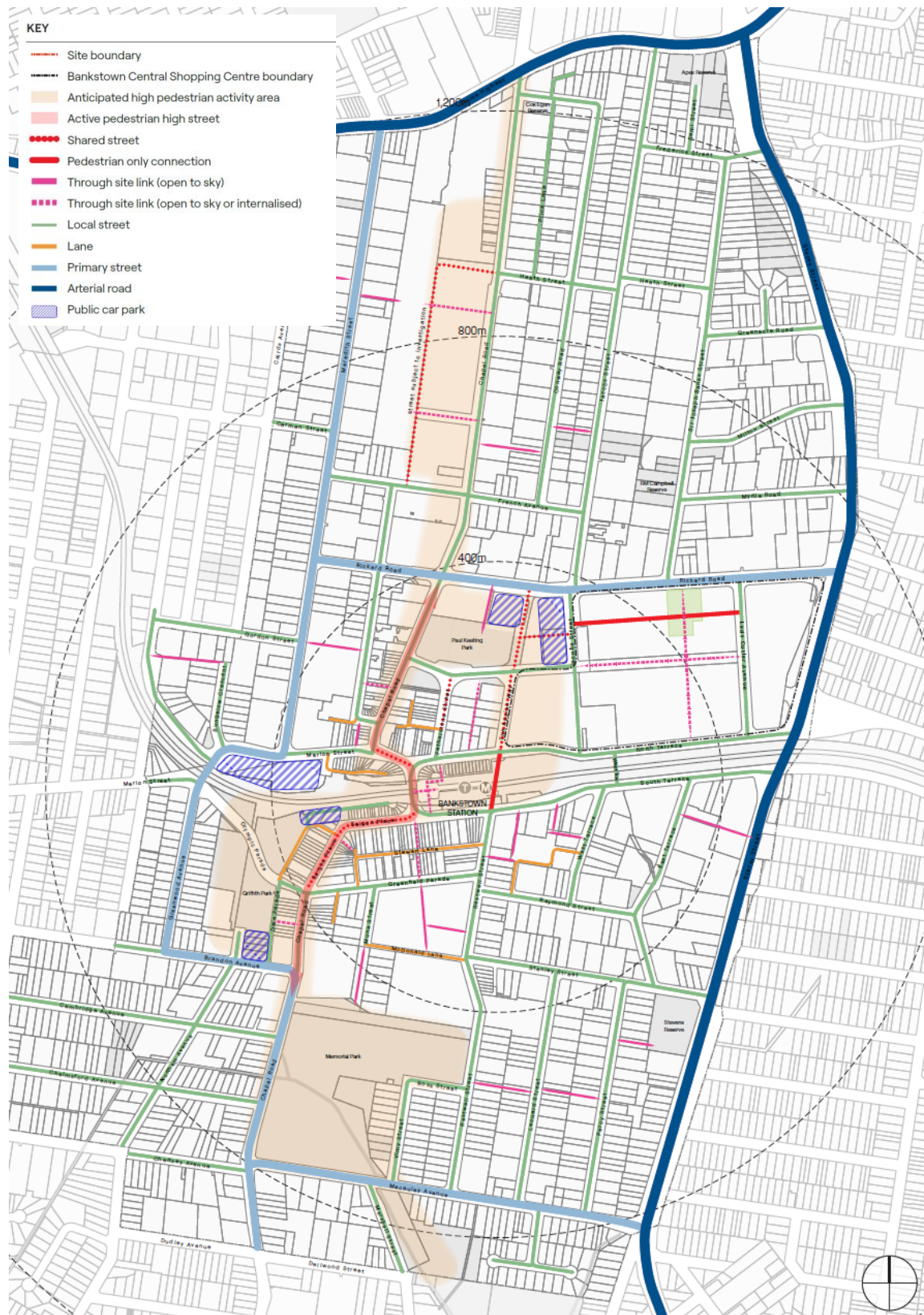
The cost of the through site link works is not included in Council's existing local infrastructure contribution plan. It is understood Council had intended for the works to be delivered by developers via a floor space incentive clause in Council's local environmental plan (LEP). However, it is understood from discussions with the Department that this approach is not favoured partly due to uncertainty about development staging and the possibility of a series of disjointed links being delivered. The Department prefers a DCP approach as it provides greater flexibility for developers in the event links on adjoining sites have not been delivered.

Other works proposed as part of the revised master plan include conversion to shared streets. It is understood these works are on existing public streets and would more likely be undertaken by Council than developers of adjoining land. Potential funding sources include grant funding, for example, TOD funding, and local infrastructure contributions.

Council's existing local infrastructure contributions plan includes some streetscape and public domain works items in its infrastructure schedule, however, it is unclear if these could be applied to the shared street works proposed in the revised master plan. This would need to be confirmed by Council. If it can't, and Council wishes to fund the works using local contributions, Council would need to amend its contributions plan to enable the works to be funded using local contributions.



Figure 17: Proposed movement and streets infrastructure



Source: Urban Design Report (SJB, 2024)



Public and active transport

Proposed public and active transport infrastructure is shown in the figure overleaf. Proposed works include:

- New signalised intersections
- Dedicated cycle paths
- Shared paths for pedestrians and cyclists
- Bus routes
- Anticipated bus interchange / layover.

Most of the new signalised intersections, cycle paths and shared paths proposed appear to be on local roads and would be undertaken by Council. Potential funding sources include grant funding, for example TOD grant funding, and/or local infrastructure contributions.

Council's existing local infrastructure contributions plan includes some streetscape and public domain works items in its infrastructure schedule, however, it is also unclear if these could be applied to the works proposed above. This would also need to be confirmed by Council. If it can't, and Council wishes to fund the works using local contributions, Council would need to amend its contributions plan to enable the works to be funded using local contributions.

Proposed public transport works comprise bus routes and an anticipated bus interchange / layover. These are State works that would be delivered by relevant agencies with State funding. Potential funding sources include TOD funding, Housing and Productivity Contributions, and State Budget funding. If the anticipated bus interchange / layover is located on privately owned land slated for major redevelopment, there is also a potential for it to be developer delivered through a planning agreement.



Figure 18: Proposed public and active transport infrastructure



Source: Urban Design Report (SJB, 2024)



3.4 2021 Master Plan differences

A summary of 'new' infrastructure is provided in the table below. This comprises infrastructure identified in the Revised Master Plan but not the 2021 Master Plan.

Table 12: Summary of new infrastructure (identified in Revised Master Plan but not 2021 Master Plan)

Type	Description	GLN comments
Open space	4,790 m ² of new open space.	Not included in Council's 2021 master plan or contribution plan. Costs would involve land acquisition and embellishment costs. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause. The delivery of this item is not required to be confirmed at the time of rezoning. This item is seen as aspirational and will assist Council in planning for future infrastructure needs within the Precinct.
Open space	7,480 m ² of new open space	As above.
Open space	7,960 m ² of new open space.	Identified as existing open space within 2021 Council master plan. GLN understands from discussions that part of the land is currently owned by Transport for NSW. Land acquisition and embellishment costs do not appear to be included in Council's existing contributions plan. There is a potential opportunity for TfNSW to undertake embellishment works. As such, amending Council's contribution plan to include the works is not recommended.
Open space	1,430 m ² of new open space - Extension of Apex Reserve	Not included in Council's 2021 master plan or contribution plan. Costs would involve land acquisition and embellishment costs. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause. The delivery of this item is not required to be confirmed at the time of rezoning. This item is seen as aspirational and will assist Council in planning for future infrastructure needs within the Precinct.
Open space	4,820 m ² of new open space – extension of Memorial Park	As above.



Type	Description	GLN comments
Community facility	<p>New multifunctional indoor recreation facility</p> <p>3,000m2 GFA (Ethos).</p> <p>Minimum 3x courts, and space for ancillary uses such as offices, gym space and hospitality.</p>	<p>Not included in Council's 2021 master plan or contribution plan. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause.</p> <p>Council's 2021 master plan proposed 2 indoor recreation facilities, to be delivered via an incentive clause, with 2 sites identified in the then proposed LEP amendment. The Revised Master Plan approach considers this should be a consolidated 3,000sqm facility but a defined site is not identified. Instead, the draft exhibition package indicates that opportunities for the incentivisation of a 3,000sqm facility will be investigated as part of the final SEPP amendment. This could include defining an area within the CBD that a landowner could receive an incentivisation to deliver the facility.</p>
Community facility	<p>First Nations Space - opportunity for First Nations oriented space subject to collaboration</p>	<p>Not included in Council's 2021 master plan or contribution plan. Funding opportunities would need to be considered e.g. potential TOD grant funding, inclusion in Council's local infrastructure contributions plan, and/or potential incentive clause. The delivery for this item is not required to be confirmed at the time of rezoning. This item is seen as aspirational and will assist Council in planning for future infrastructure needs within the Precinct.</p>
Movement and streets	<p>Various shared streets, pedestrian through site links (open to sky or internalised), public car parks.</p>	<p>Detail on the provision of any 'new' items will need to be determined in consultation with Council (the Revised Master Plan does not include sufficient detail to enable this).</p>
Public and active transport	<p>Various works including new signalised intersections, dedicated cycle paths, shared paths, bus routes and anticipated bus interchange / layover.</p>	<p>As above.</p>



4 Infrastructure delivery and implementation

The previous chapter of this report outlines the revised master plan expected development and proposed infrastructure, including key differences compared to the existing framework under Council's 2021 Master Plan.

This chapter sets out an infrastructure delivery and implementation framework for the infrastructure proposed under the revised master plan. It outlines the potential or likely mechanisms that could be used to fund and deliver each infrastructure item.

It also includes a detailed discussion on local infrastructure contributions. This is important as the revised master plan includes some changes to the local infrastructure proposed and there is a potential for local contributions to provide funding towards the works costs.

4.1 Funding mechanisms

The infrastructure funding opportunities matrix overleaf lists proposed infrastructure works under each infrastructure category, ultimate asset owner (Council or State), and potential infrastructure funding mechanisms. Infrastructure categories include open space, community facilities, movement and streets and public and active transport.

Infrastructure funding mechanisms include local contributions, planning agreements, potential future incentive clause, planning controls (e.g. DCP), conditions of consent, grants (e.g. TOD funding) and State funding. Potential State funding sources include but are not limited to TOD funding, Housing and Productivity Contributions and State Budget funding.

Many works may be delivered via multiple or alternative mechanisms. Additionally, in many cases, the actual mechanism used won't be determined until the works items are delivered. Accordingly, the matrix shows potential primary mechanisms and as well as potential secondary or alternative funding mechanisms. Given that in many cases the actual mechanism use won't be determined until the works are delivered, the matrix should be considered indicative only at this stage.

For several works, local contributions are identified as either a potential primary funding mechanism or secondary or alternative funding mechanism. There is a potential for local contributions to be a primary funding mechanism for local road works including new signalised intersections, cycle paths and shared paths. There is a potential for local contribution to be a primary or secondary funding source for several new and upgraded open space works.

The matrices identification of local contributions as a potential funding mechanism for various works does not imply local contributions will be used as a funding source. As Council will be responsible for delivering and/or owning most local works, Council will be responsible for deciding what works will be delivered and how they will be funded. This includes deciding whether works will be funded using local infrastructure contributions. The information contained in this report is intended to assist Council with any such decision.

The next section of this report includes more detail on local contributions including contributions income forecasts for different section 7.11 and 7.12 approaches, and an overview of the advantages and disadvantages of the various options.



Figure 19: Infrastructure funding opportunities matrix

Key: = existing contribution plan item; = potential primary mechanism; = potential secondary or alternative mechanism

Item	Description	Ultimate asset owner	Local contributions	Planning agreement	Potential future incentive clause	Planning controls e.g. DCP	Conditions of consent	Grants e.g. TOD funding	State**
	Open space								
1	Extension of Griffith Park	Council							
2	New civic space (Council car park site)	Council							
3	Extension of East Terrace Reserve	Council	TBC*						
4	New civic space (Bankstown Central site)	Council or developer							
5	New open space (item 5 in SJB urban design report)	Council							
6	New open space (item 6 in SJB urban design report)	Council							
7	New open space (item 7 in SJB urban design report; land currently owned by TfNSW)	Council or State - TBD							
8	Extension of Apex Reserve	Council							
9	Extension of Memorial Park	Council							

Item	Description	Ultimate asset owner	Local contributions	Planning agreement	Potential future incentive clause	Planning controls e.g. DCP	Conditions of consent	Grants e.g. TOD funding	State**
	Community facilities								
10	New multipurpose centre at Griffith Park	Council	○					*	
11	Bankstown Arts Centre upgrade/expansion	Council	○					*	
12	Bankstown Library upgrade/expansion	Council	○					*	
13	New multifunctional indoor recreation facility	Council or privately owned	TBD	TBD	TBD			TBD	
14	First Nations Space		*		●			*	
	Movement and streets								
15	Pedestrian through site links	Council or developer with public access easement				●	*		
16	Streetscape / public domain works	Council	○				*		
17	Public car park	TBD	TBD	TBD	TBD			TBD	TBD

Item	Description	Ultimate asset owner	Local contributions	Planning agreement	Potential future incentive clause	Planning controls e.g. DCP	Conditions of consent	Grants e.g. TOD funding	State**
	Public and active transport								
18	New signalised intersections (local roads)	Council	●	*					
19	Dedicated cycle path	Council	●					*	
20	Shared path	Council	●	*			*	*	
21	Bus route	State							●
22	Bus interchange	State		*				*	*

*To be confirmed; it is unclear if this item is included in Council's existing contributions plan.

**Examples of potential State funding sources include TOD funding, Housing and Productivity Contributions, and State Budget funding.



4.2 Local contributions

As noted in the previous subsection, the matrix identifies several works not currently included in Council’s existing local infrastructure contributions plan as having the potential to be funded using local infrastructure contributions.

As Council will be responsible for delivering and/or owning most local works, Council will be responsible for deciding what works will be delivered and how they will be funded. This includes deciding whether works will be funded using local infrastructure contributions.

If Council decides to deliver works and fund them using local infrastructure contributions, it will need to amend its existing local infrastructure contribution plan and/or prepare a new local infrastructure contribution plan.

This section contains some additional information on local contributions to assist Council with doing this. It outlines some different section 7.11 and 7.12 approaches that could be used, including estimated income under each approach, and relative advantages and disadvantages of each option.

Criteria

In deciding between different s7.11 and/or s7.12 options for a growth area, several criteria can be used to assist with evaluating the options to identify a preferred or recommended option. Common criteria that can be applied are summarised below.

Preliminary income forecasts for different s7.11 and s7.12 scenarios and a qualitative ‘traffic light’ assessment of each option / scenario against each of the criteria, and a recommended approach and rationale are presented in the following subsections.

Table 13: Common local contributions options evaluation criteria

Criteria	Description
Income (capacity to fund reasonable apportioned costs)	<p>The contributions income forecast to be received under each option (scenario) is a key determinant of the capacity to fund infrastructure costs that are reasonably apportioned to development.</p> <p>Where income will be less than the costs reasonably apportioned to development, Council will need to fund the difference using other funding sources, such as grants and general revenue. In this scenario, it is possible the revenue may need to be sourced from existing residents, such as rates, even though the demand and cost is generated by new development.</p> <p>This early indication is important because of the significant time and cost involved in amending a contribution plan, particularly where the plan applied LGA-wide. Additionally, the time and cost involved in preparing an updated works schedule can also be significant. Master planning timeframes do not always permit this so there are important efficiency considerations.</p>
Funding flexibility	<p>The level of flexibility available to the Council to fund and deliver individual works items in a contributions plan’s works schedule.</p> <p>Generally, s7.12 levies provide more flexibility than s7.11 contributions. This is because s7.11 contributions are subject to ‘apportionment’ constraints, whereas s7.12 levies are not. By this, it is meant that the s7.11 plan must specify how much of the cost of each infrastructure item is reasonably apportioned to</p>



Criteria	Description
	<p>development for funding using contributions. This is referred to the 'apportionment rate'. The apportionment rate for most s7.11 plans is less than 100%, particularly in an infill context.</p> <p>Conversely, while reasonable apportionment of costs may be a key consideration in determining an appropriate percentage levy rate for a higher rate s7.12 plan, the plan itself does not need to specify the apportionment rate for individual works items. This means there is greater flexibility available to the Council to 'pool' contributions to fund 100% of the cost of individual works items. This is particularly beneficial when the Council has limited capacity to co-fund unapportioned costs using other funding sources.</p> <p>A s7.11 plan may generate more income than a s7.12 plan, but the s7.12 plan may still be preferable because the Council has limited capacity to fund unapportioned costs under the s7.11 plan.</p>
<p>\$20k/dwelling IPART-review threshold 'cap gap'</p>	<p>This can be considered as a subset of the income criterion above. Under a 2012 Ministerial direction, the maximum s7.11 contributions that can be imposed on residential development is \$30k/dwelling in defined greenfield areas and \$20k/dwelling in all other areas. The cap does not apply to a s7.11 plan that has been reviewed by the NSW Independent Planning and Regulatory Tribunal (IPART), only includes works on IPART's 'essential works list' (see box below this table) and has been approved by the Minister or their delegate. To date, the \$30k/dwelling and \$20k/dwelling thresholds have not been indexed for inflation since they were introduced in 2012, which means that the ability of a capped contribution plan to fund infrastructure continues to reduce over time.</p>
<p>Capacity to fund non-essential works</p>	<p>As noted above, the \$30k/dwelling and \$20k/dwelling 'caps' do not apply to s7.11 plans that have been reviewed by IPART, only includes works on DPHI's 'essential works list' as contained in the Practice Note: Local Infrastructure Contributions dated January 2019 and has been approved by the Minister or their delegate.</p> <p>Further information on DPHI's essential works list is included in the box below this table. Certain capital works items are 'non-essential' and cannot be funded through an IPART-reviewed s7.11 contributions plan. Examples include community facilities (e.g. libraries and community centres), aquatic centres, and indoor recreation centres. It is also unclear whether streetscape improvement works are essential or non-essential works in an infill rather than land release (green fields) context.</p> <p>Typically, these types of works are particularly important in dense inner ring and middle ring areas where land is prohibitively expensive and the solution to meeting open space and community infrastructure demand is embellishing and upgrading existing landholdings and facilities.</p> <p>An IPART-reviewed s7.11 plan may generate a high income but, paradoxically, a Council's ability to fund the infrastructure required to support growth may be reduced under an IPART-reviewed plan due to the removal of non-essential works from the plan. This can be problematic where the Council has limited capacity to find other non-contributions funding sources to fund the costs of non-essential works.</p> <p>There are also equity and fairness considerations if the Council has no other option but to use rates from existing residents to fund the cost of non-essential works where the demand for the works is generated by future residents, that is, new development.</p>



Criteria	Description
Development feasibility	<p>Where contribution rates are increased significantly above existing contribution rates this may impact on development feasibility. A potential example is where an IPART-reviewed s7.11 plan is prepared and s7.11 rates increase significantly. Under this scenario forecast income might be high but actual income might be lower than anticipated due to reduced development from feasibility impacts.</p>
Ease of preparation	<p>The time and cost involved in preparing different types of plans can vary significantly.</p> <p>Generally, s7.12 plans are easier to prepare than s7.11 plans. This is because nexus, reasonableness and apportionment does not need to be addressed in s7.12 plans to the same extent that it does in s7.11 plans.</p> <p>Typically, the time and cost needed to prepare higher rate s7.12 plans is moderately higher than that needed to prepare 'standard' s7.12 plans (that is, where the maximum s7.12 levy is 1% of the development cost). This is because the proposed s7.12 levy needs to be assessed against criteria for increased s7.12 levies in the Department's 2021 Practice Note for s7.12 levies and the Minister's approval needs to be obtained. Typically, as part of this assessment, reasonable apportionment of costs to development also needs to be considered.</p> <p>Typically, IPART-reviewed s7.11 plans require the most time and cost.</p>
Ease of use	<p>s7.12 plans are generally easier to use, understand and administer than s7.11 plans. This includes use by applicants and Council staff alike including assessment staff, customer service, finance staff, assessment / engineering staff, strategic land use planning and development contributions (policy staff).</p> <p>s7.12 plans are easier to use and understand than s7.11 plans because they include a simple set of contribution rates expressed as a percentage of the development cost. Conversely, s7.11 plans typically contain numerous different contribution rates for different types of development reflecting such things as occupancy rates and associated relative infrastructure demand and cost.</p> <p>Section 7.11 plans also contain detailed nexus and apportionment chapters for different types of infrastructure which can be difficult for a non-technical audience to understand.</p> <p>Lastly, there are no applicant appeal rights for s7.12 levies, unlike s7.11 contributions. It is difficult to speculate on legal risks, however, in the event appeals occur the time and cost implications for Councils can be significant.</p>



Box 1: Essential Works list

Contributions levied on development under an 'IPART-reviewed' s7.11 contributions plan can only fund the reasonable, apportioned cost of infrastructure included in the 'essential works list'.

The following public amenities or public services are considered essential works:

- **land for open space (for example, parks and sporting facilities) including base level embellishment***
- **land for community services (for example, childcare centres and libraries)**
- **land and facilities for transport (for example, road works, traffic management and pedestrian and cyclist facilities), but not including carparking**
- **land and facilities for stormwater management**
- **the costs of plan preparation and administration.**

*Base level embellishment

Base level embellishment of open space is considered to be those works required to bring the open space up to a level where the site is secure and suitable for passive or active recreation.

This may include:

- site regrading
- utilities servicing
- basic landscaping (turfing, asphalt and other synthetic playing surfaces planting, paths)
- drainage and irrigation
- basic park structures and equipment (park furniture, toilet facilities and change rooms, shade structures and play equipment)
- security lighting and local sports field floodlighting
- sports fields, tennis courts, netball courts, basketball courts (outdoor only), but does not include skate parks, BMX tracks and the like.

Source: Secretary's Practice Note: Local Infrastructure Contributions, January 2019, p14.

Contributions income scenarios

As noted, income and associated capacity to fund infrastructure costs reasonable apportioned to development is one of several criteria that can be used to differentiate between different

Preliminary income forecasts for different contributions 'scenarios' can also be a useful at the master planning stage, prior to the preparation of a detailed and costed works schedule.

Accordingly, GLN prepared preliminary income forecasts for different s7.11 and s7.12 scenarios – to assist Council with understanding opportunities and constrains associated with each scenario and making an informed decision about what if any additional local works will be delivered, and how they will be funded.



Scenarios selected by GLN for the preliminary income forecasts are summarised below. A more detailed description of each scenario is also provided in the following table. Assumptions and calculations are shown in **Appendix A**.

Table 14: Contributions scenarios⁶

Scenario		Levy	
		Residential	Non-residential
A	s7.11 and s7.12 (BAU)	\$20k/dwelling	1%
B	s.711 (IPART) and s7.12	\$25k/dwelling	1%
C	s7.12	1%	1%
D	s7.12 higher rate	2%	2%
E	s7.12 higher rate	3%	1%
F	s7.12 higher rate	3%	3%

Table 15: Contributions scenario descriptions

Scenario	Description
A	Represents (approximates) the approach under Council's existing contributions plan i.e. a 'business as usual' (BAU) approach. Section 7.11 contributions are applied to residential development at the applicable IPART-review threshold of \$20k/dwelling while s7.12 levies are applied to non-residential development at 1% of the development cost.
B	Represents a scenario where an IPART-reviewed s7.11 plan is prepared. For the purpose of hypothetical scenario, section 7.11 rates for residential development are assumed to be \$25k/dwelling (noting that a detailed costed works schedule has not been prepared). For non-residential development, section 7.12 levies at 1% of the development cost are applied, similar to Scenario A.
C	s7.12 levies at 1% of the development cost are applied to both residential and non-residential development. For residential development, a s7.12 rate equates to a contribution that is significantly less than \$20k/dwelling, which is the current applicable contribution under Council's existing contributions plan (per Scenario A). For non-residential development, the s7.12 rate is the same as under Council's existing contributions plan (per Scenario A).
D	Higher rate s7.12 levies calculated at 2% of the development cost are applied to both residential and non-residential development. A rate proposed at this level would need to comply with criteria for a proposed 2% levy in the Department's 2021 Practice Note for s7.12 levies.

⁶ Assumptions and calculations for the contributions income forecasts are shown in **Appendix A**.



Scenario	Description
	For residential development, a s7.12 levy of 2% would be moderately lower than a s7.11 rate of \$20k/dwelling under Council's existing contributions plan (per Scenario A). For non-residential development, a s7.12 levy of 2% would be higher than the existing rate of 1% (per Scenario A).
E	A s7.12 rate of 3% is applied to residential development and a s7.12 rate of 1% is applied to non-residential development. For residential development, a s7.12 rate of 3% would be broadly similar to a s7.11 rate of \$20k/dwelling under Council's existing s7.11 plan (per Scenario A). A proposed s7.12 rate at 3% would need to meet criteria for rates above 2% in the Department's 2021 Practice Note for s7.12 levies. This includes financial modelling including consideration of reasonable apportionment of costs, based on a costed works schedule. For non-residential development, a s7.12 rate of 1% is the same as under Council's existing contributions plan (per Scenario A).
F	A s7.12 rate of 3% is applied to both residential and non-residential development. For residential development, as noted, a s7.12 rate of 3% would be broadly similar to a s7.11 rate of \$20k/dwelling under Council's existing s7.11 plan (per Scenario A). For non-residential development, a s7.12 rate of 3% is higher than the 1% that currently applies under Council's existing s7.12 plan (per Scenario A).

Income model results

Preliminary income forecasts for the different contributions scenarios from 2025 until 2041 are summarised in the table and chart below.

Table 16: Contributions scenario preliminary income forecasts, 2025-2041⁷

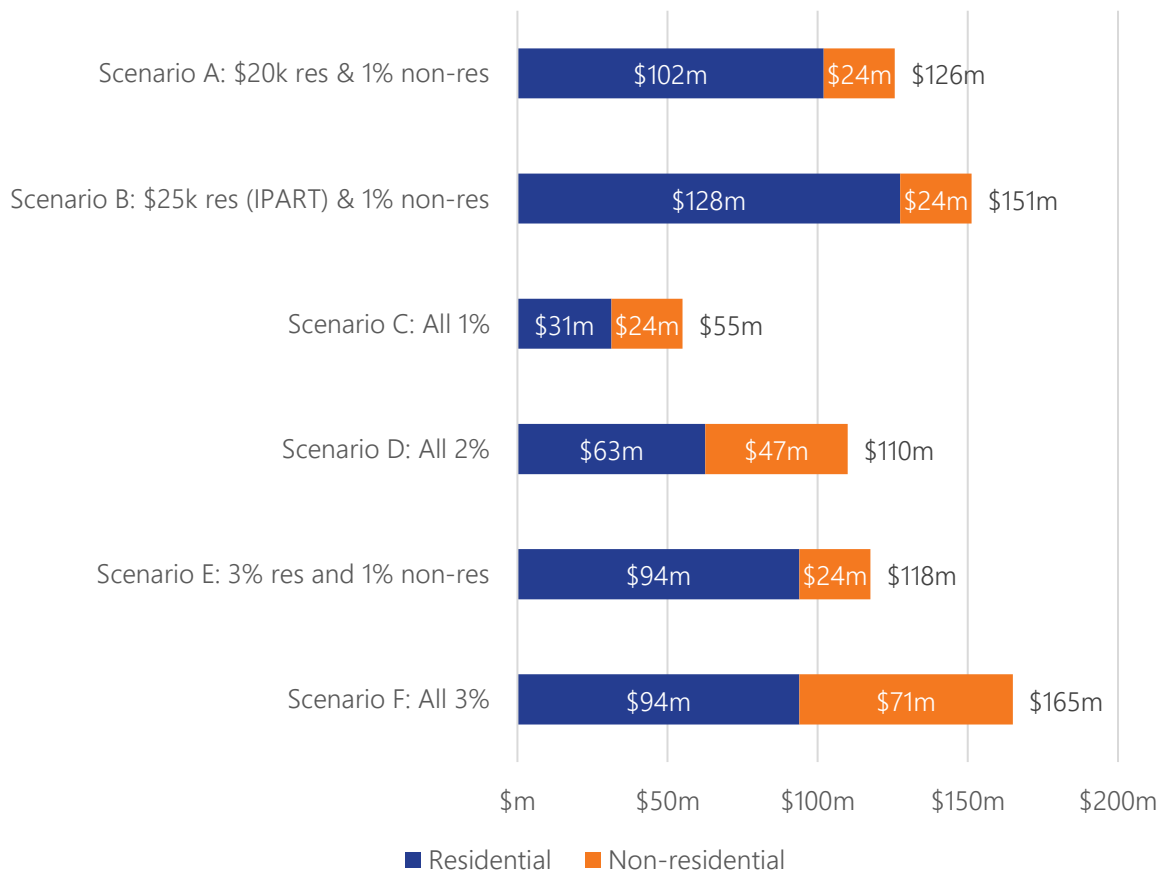
Scenario		Levy		Income		
		Residential	Non-residential	Residential	Non-residential	Total
A	s7.11 & s7.12 (BAU)	\$20k/dwelling	1%	\$102m	\$24m	\$126m
B	s.711 IPART & s7.12	\$25k/dwelling	1%	\$128m	\$24m	\$152m
C	s7.12	1%	1%	\$31m	\$24m	\$55m
D	s7.12	2%	2%	\$63m	\$47m	\$110m
E	s7.12	3%	1%	\$94m	\$24m	\$118m
F	s7.12	3%	3%	\$94m	\$71m	\$165m

Source: income estimates prepared by GLN Planning using ABS approvals data

⁷ Assumptions and calculations for the contributions income forecasts are shown in **Appendix A**.



Figure 20: Contributions scenario preliminary income forecasts, 2025-2041



Source: income estimates prepared by GLN Planning using ABS approvals data

Key observations are summarised as follows:

- **Scenario A** income is forecast at **\$126 million**. This represents a ‘business as usual’ (BAU) scenario where s7.11 and s7.12 rates are similar to rates under Council’s existing contributions plan.
- **Scenario F** income is forecast at **\$165 million**. This is substantially higher than Scenario A (BAU) scenario income of \$126 million.
- **Scenario B** income is forecast at **\$152 million**. This is moderately higher than Scenario A (BAU) scenario income of \$126 million. This represents a scenario where s7.11 rates are reviewed by IPART and assumed at \$25k/dwelling (noting that a costed works schedule has not been prepared).
- **Scenario E** income is forecast at **\$118 million**. This is marginally lower than Scenario A (BAU) income of \$126 million. Scenario E represents a scenario where a s7.12 rate of 3% is likely to be similar to an existing s7.11 rate of 20k/dwelling (per Scenario A).
- Income forecast under s7.12 scenarios C and D is materially lower than the BAU Scenario A.



Multi-criteria ‘traffic light’ assessment

As noted, income (as a proxy for capacity to fund reasonable apportioned costs) is one of several criteria that can be used to differentiate between different s7.11 and s7.12 options. A high level indicative multi-criteria ‘traffic light’ assessment of each scenario against each of the criterion outlined in the previous subsection is shown in the table below.

Table 17: High level multi-criteria ‘traffic light’ assessment

Criteria	Scenario					
	A	B	C	D	E	F
Residential	\$20k	\$25k IPART	1%	2%	3%	3%
Non-residential	1%	1%	1%	2%	1%	3%
Income	\$126m	\$152m	\$55m	\$110m	\$118m	\$165m
Funding flexibility	Yellow	Yellow	Green	Green	Green	Green
\$20k ‘cap gap’	Yellow	Green	Green	Green	Green	Green
Non-essential works	Green	Red	Green	Green	Green	Green
Development feasibility	Light Green	Yellow	Green	Green	Light Green	Yellow
Ease of preparation	Yellow	Red	Green	Yellow	Yellow	Yellow
Ease of use	Yellow	Yellow	Green	Green	Green	Green

Source: GLN Planning

Opportunities

As noted in section 4.4 of this report, the Revised Master Plan identified the need for a range of infrastructure that was not identified in Council’s 2021 Master Plan. This includes various open space and community facilities works.

Many of the works would be considered as local infrastructure so that Council rather than the State would be responsible for deciding whether to deliver the works and how to fund them. The additional works are not currently funded or included in Council’s existing local infrastructure contributions plan.

In GLN’s experience, Council’s typically have limited capacity to fund infrastructure costs using non-contributions funding sources for new works not already included in Council’s long term capital works plan. Typically, Council’s may only be able to provide non-contributions funding towards ‘new’ works if they decide not to fund and deliver other works included in its long-term capital works plan. There may be an opportunity for grant funding, however, this is typically highly uncertain.

The multi-criteria matrix assessment in the previous section indicates there is a potential opportunity for Council to consider alternative local contributions approaches for Bankstown that may provide benefits compared to Council’s existing approach. Potential key benefits include additional income,

increased funding flexibility (that is, the opportunity to fund 100% of individual works costs using contributions) and increased simplicity and ease of use / administration of the contribution plan.

The analysis and income forecasts are indicative only. More detailed analysis would be required to confirm these findings. This includes the preparation of an updated and costed works schedule, apportionment analysis, and assessment against the Department's criteria for increased s7.12 levies. This would need to be undertaken by Council and would likely take several months.

Constraints

The potential benefits and opportunities outlined in the previous subsection would need to be weighed against the additional time and cost involved. This would also need to be considered by Council.

There would be additional time and cost involved associated with preparing a new contribution plan and / or amending Council's existing contributions plan. As noted, Council's existing contributions plan currently applies LGA-wide and contains several precincts including a Bankstown precinct, Campsie precinct and LGA-remainder precinct. The plan collects contributions from development in Bankstown towards works outside the precinct, such as aquatic centre upgrades. Given the 'interconnected' nature of the plan, it is likely that the task of preparing a new plan for Bankstown would be just as significant as amending the existing plan to 'disconnect' Bankstown from it.

There would also be additional time and cost to seek the Minister's approval for a higher rate s7.12 plan. This would need to be assessed against the Department's criteria in its 2021 Practice Note, potentially including additional more detailed financial modelling and consideration of reasonable apportionment of costs to confirm or derive an appropriate percentage levy. Our preliminary high level analysis including assumptions suggests there is a reasonable prospect of meeting the criteria.

4.3 State infrastructure

The Revised Master Plan identified the need for various State infrastructure items. These include:

- **Open space** – new open space on land currently owned by Transport for NSW (item 7 in the infrastructure funding matrix in section 6.1 of this report)
- **Public transport** – new bus routes and an anticipated bus interchange / layover (items 21 and 22 in the infrastructure funding matrix).

Potential funding sources towards State infrastructure includes TOD funding, NSW Housing and Productivity Contributions, and State Budget funding, among others.

There may also be an opportunity for the bus interchange to be delivered by a developer via a State planning agreement. This would depend on whether the proposed facility is located on a major development site slated for significant additional development potential.

The agencies responsible for delivering the State infrastructure works would be responsible for determining whether the works can be funded and whether they will be delivered.



5 Next steps

Potential key next steps from an infrastructure funding and delivery standpoint are summarised in the table below.

Table 18: Key next steps for infrastructure funding and delivery

Item	Task	Description	Responsibility	Timeframe (indicative)
1	Cost estimates	Department to engage land valuation consultant (if needed) and quantity surveyor consultant to prepare high level cost estimates for potential infrastructure land acquisition costs and capital costs	Department	2024
2	Local infrastructure funding and delivery strategy	Council to consider this report and undertake further investigations to determine what if any additional local infrastructure it will provide and what local infrastructure funding and delivery mechanisms it will use. As part of this, Council will also need to consider the potential Budget impact, lifecycle costs and availability of other non-contributions funding sources.	Council	2024-2025
3	Local contributions plan	If Council decides to provide additional local infrastructure works and fund them using local infrastructure contributions, Council will need to prepare a new local infrastructure contributions plan for Bankstown and amend its existing LGA-wide local infrastructure contributions plan.	Council	2024-2026
4	State infrastructure funding and delivery strategy	Relevant State agencies to consider this report and undertake further investigations to determine what if any additional State infrastructure works will be provided and what State infrastructure funding and delivery mechanisms will be used.	State agencies	2024 onwards
5	Infrastructure funding and delivery	Council and State agencies to fund and deliver local and State infrastructure works in accordance with any adopted local and State infrastructure strategies.	Council State agencies	2024 onwards
6	Review, monitoring and reporting	Periodic review, monitoring and reporting regarding infrastructure funding and delivery matters	Council State agencies	Frequency to be determined

Source: GLN Planning



APPENDIX A: LOCAL CONTRIBUTIONS INCOME CALCULATIONS



A.1: Overview

This appendix provides more detail on the preliminary local infrastructure contributions scenario income estimates presented in section 4.2 of this report.

As noted, preliminary income estimates are one of several useful criteria that can be used to undertake an initial evaluation of different s7.11 and s7.12 options, prior to the preparation of a detailed costed local infrastructure contributions plan works schedule.

This appendix includes a description of the methodology used and the assumptions and calculations used to prepare the income estimates.

A.2: Methodology

Preliminary income scenario estimates were prepared for the following section 7.11 and 7.12 scenarios for the 16-year period from 2025 until 2041.

Table 19: Contributions income scenarios

Scenario		Levy	
		Residential	Non-residential
A	s7.11 and s7.12 (BAU)	\$20k/dwelling	1%
B	s.711 (IPART) and s7.12	\$25k/dwelling	1%
C	s7.12	1%	1%
D	s7.12 higher rate	2%	2%
E	s7.12 higher rate	3%	1%
F	s7.12 higher rate	3%	3%

For income from section 7.11 contributions from residential development, the main input needed to prepare the income estimates is the number of expected dwellings over the forecast period from 2025 until 2041. This was determined by analysing historical ABS Building approvals data for the relevant SA2 small areas for the last seven (years) from 2016 until 2023.

The raw ABS data can be accessed at the following link:

<https://www.abs.gov.au/statistics/industry/building-and-construction/building-approvals-australia>

SA2 small areas were selected to approximate land covered by the Bankstown precinct.

For income from section 7.12 levies from residential and non-residential development, inputs needed comprised the total development cost of residential and non-residential development over the forecast period. This was also derived by analysing ABS Building approvals data for the relevant SA2 small areas for the last seven (years) from 2016 until 2023.



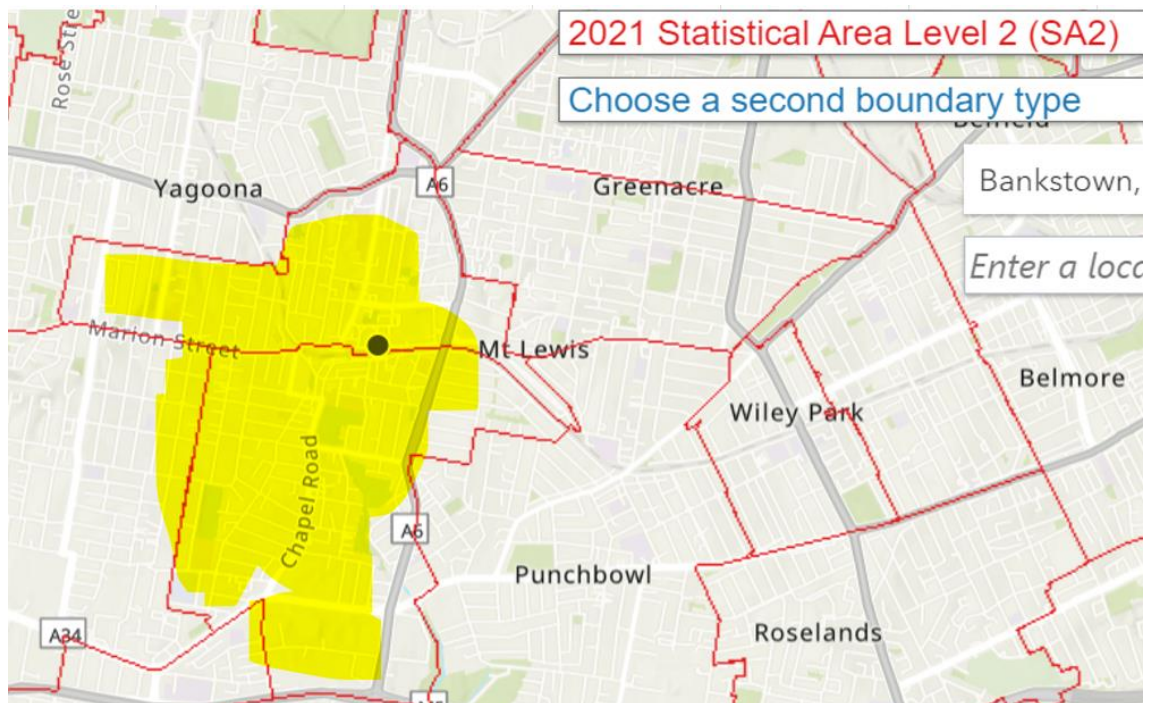
A map showing the SA2 areas selected, and the raw ABS data and analysis and calculations are shown in the following subsection of this appendix.

Income estimates prepared using an analysis of historical data will be different to income estimates prepared using Revised Master Plan data on expected number of dwellings and jobs but is considered appropriate for the purpose of preliminary income estimates, particularly over the short term where actual development activity is more likely to reflect recent historical levels.

A.3: Map of SA2 small areas selected

A map of the SA2 small areas selected by GLN to approximate the Bankstown precinct is shown below.

Figure 21: Map of SA2 small areas selected



Source: SA2 boundary map obtained from ABS website and modified by GLN to show selected SA2 areas

A.4: ABS building approvals data

Historical ABS building approvals data by year and SA2 small area from 2016 until 2023 is summarised below.

Figure 22: ABS building approvals data, by year and SA2 area, 2016-2023

		New houses	New other res. bldg	Total dwellings	Value of new houses	Value of new other res. bldg	Value of res. alts & ads	Value of total res. bldg	Value of non-res bldg	Value of total building
		no.	no.	no.	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
2022-23										
119011571	Bankstown - North	7	16	23	4,018	6,813	3,122	13,953	11,055	25,008
119011572	Bankstown - South	23	24	48	7,676	8,228	521	16,424	4,903	21,327
	<i>Bankstown North & Bankstown South</i>	<i>30</i>	<i>40</i>	<i>71</i>	<i>11,694</i>	<i>15,041</i>	<i>3,643</i>	<i>30,377</i>	<i>15,958</i>	<i>46,335</i>
11570	Canterbury-Bankstown	543	948	1,499	232,285	409,979	62,677	704,941	401,942	1,106,883
2021-22										
119011571	Bankstown - North	13	24	37	8,188	7,732	707	16,627	209,324	225,951
119011572	Bankstown - South	36	54	92	9,777	14,094	1,025	24,895	5,595	30,490
	<i>Bankstown North & Bankstown South</i>	<i>49</i>	<i>78</i>	<i>129</i>	<i>17965.1</i>	<i>21825.4</i>	<i>1731.2</i>	<i>41521.7</i>	<i>214919</i>	<i>256440.6</i>

		New houses	New other res. bldg	Total dwellings	Value of new houses	Value of new other res. bldg	Value of res. alts & ads	Value of total res. bldg	Value of non-res bldg	Value of total building
11570	Canterbury-Bankstown	619	1,413	2,047	229,567	500,271	64,878	794,715	473,758	1,268,473
2020-21										
119011571	Bankstown - North	18	12	31	3,690	3,788	438	7,916	231,028	238,944
119011572	Bankstown - South	22	50	73	5,670	13,139	1,008	19,817	27,486	47,303
	<i>Bankstown North & Bankstown South</i>	<i>40</i>	<i>62</i>	<i>104</i>	<i>9359.3</i>	<i>16927.5</i>	<i>1445.7</i>	<i>27733</i>	<i>258514</i>	<i>286246.6</i>
11570	Canterbury-Bankstown (A)	716	1,126	1,865	215,324	359,989	65,144	640,457	475,012	1,115,469
2019-20										
119011571	Bankstown - North	16	547	564	3,511	218,528	146	222,185	13,311	235,496
119011572	Bankstown - South	20	124	148	3,633	40,353	269	44,255	26,613	70,868
	<i>Bankstown North & Bankstown South</i>	<i>36</i>	<i>671</i>	<i>712</i>	<i>7144</i>	<i>258881</i>	<i>415</i>	<i>266439</i>	<i>39924</i>	<i>306364</i>
11570	Canterbury-Bankstown (A)	646	1,740	2,411	181,502	570,316	43,181	794,999	259,520	1,054,518
2018-19										

		New houses	New other res. bldg	Total dwellings	Value of new houses	Value of new other res. bldg	Value of res. alts & ads	Value of total res. bldg	Value of non-res bldg	Value of total building
119011571	Bankstown - North	15	36	52	3,803	10,855	549	15,206	7,071	22,277
119011572	Bankstown - South	40	8	49	8,249	2,735	511	11,495	52,654	64,149
	<i>Bankstown North & Bankstown South</i>	<i>55</i>	<i>44</i>	<i>101</i>	<i>12,052</i>	<i>13,589</i>	<i>1,060</i>	<i>26,701</i>	<i>59,726</i>	<i>86,427</i>
11570	Canterbury-Bankstown (A)	705	1,094	1,835	181,452	330,126	43,619	555,198	377,640	932,838
2017-18										
119011571	Bankstown - North	15	13	29	2,290	3,984	214	6,488	66,319	72,807
119011572	Bankstown - South	26	563	591	3,507	155,761	238	159,506	53,034	212,540
	<i>Bankstown North & Bankstown South</i>	<i>41</i>	<i>576</i>	<i>620</i>	<i>5,797</i>	<i>159,745</i>	<i>452</i>	<i>165,994</i>	<i>119,353</i>	<i>285,347</i>
11570	Canterbury-Bankstown (A)	724	2,498	3,240	178,195	703,764	49,202	931,161	235,387	1,166,549
2016-17										
119011571	Bankstown - North	27	91	118	7,490	22,658	216	30,364	9,442	39,807
119011572	Bankstown - South	33	164	198	7,698	44,665	229	52,592	8,317	60,909

		New houses	New other res. bldg	Total dwellings	Value of new houses	Value of new other res. bldg	Value of res. alts & ads	Value of total res. bldg	Value of non-res bldg	Value of total building
	<i>Bankstown North & Bankstown South</i>	60	255	316	15,188	67,323	445	82,957	17,760	100,716
11570	Canterbury-Bankstown (A)	687	1,959	2,699	168,700	515,586	43,063	727,349	129,228	856,577
Averages	<i>per annum since 2016</i>									
	<i>Bankstown North & Bankstown South</i>	44	247	293	11,314	79,048	1,313	91,675	103,736	195,411
	Canterbury-Bankstown	663	1,540	2,228	198,147	484,290	53,109	735,546	336,070	1,071,615
	GLN assumed future average	20	280	300	430	450	3,000		100,000	

A.5: Development cost estimates

Residential and non-residential development cost estimates for the forecast period from 2025 until 2041 are summarised below. Residential and non-residential building costs are assumed to escalate by 4% each year.

Figure 23: Development cost estimates, 2025-2041

Year	Value of new houses	Value of new other residential building	New dwellings	Value of res. alts & ads	Value of non-residential building	Total
2025	\$8,600,000	\$120,400,000	300	\$3,000,000	\$100,000,000	\$232,000,000
2026	\$8,944,000	\$125,216,000	300	\$3,120,000	\$104,000,000	\$241,280,000
2027	\$9,301,760	\$130,224,640	300	\$3,244,800	\$108,160,000	\$250,931,200
2028	\$9,673,830	\$135,433,626	300	\$3,374,592	\$112,486,400	\$260,968,448
2029	\$10,060,784	\$140,850,971	300	\$3,509,576	\$116,985,856	\$271,407,186
2030	\$10,463,215	\$146,485,009	300	\$3,649,959	\$121,665,290	\$282,263,473
2031	\$10,881,744	\$152,344,410	300	\$3,795,957	\$126,531,902	\$293,554,012
2032	\$11,317,013	\$158,438,186	300	\$3,947,795	\$131,593,178	\$305,296,173
2033	\$11,769,694	\$164,775,714	300	\$4,105,707	\$136,856,905	\$317,508,020
2034	\$12,240,482	\$171,366,742	300	\$4,269,935	\$142,331,181	\$330,208,340
2035	\$12,730,101	\$178,221,412	300	\$4,440,733	\$148,024,428	\$343,416,674
2036	\$13,239,305	\$185,350,268	300	\$4,618,362	\$153,945,406	\$357,153,341

Year	Value of new houses	Value of new other residential building	New dwellings	Value of res. alts & ads	Value of non-residential building	Total
2037	\$13,768,877	\$192,764,279	300	\$4,803,097	\$160,103,222	\$371,439,475
2038	\$14,319,632	\$200,474,850	300	\$4,995,221	\$166,507,351	\$386,297,054
2039	\$14,892,417	\$208,493,844	300	\$5,195,029	\$173,167,645	\$401,748,936
2040	\$15,488,114	\$216,833,598	300	\$5,402,831	\$180,094,351	\$417,818,893
2041	\$16,107,639	\$225,506,942	300	\$5,618,944	\$187,298,125	\$434,531,649
Total	\$203,798,607	\$2,853,180,492	5,100	\$71,092,537	\$2,369,751,239	\$5,497,822,874



A.6: Income model results

Preliminary income model results for each scenario are summarised in the table below. As noted, these are preliminary indicative forecasts only, prepared to assist with differentiating between different s7.11 and s7.12 options and scenarios, prior to the preparation of a detailed and costed works schedule as part of preparing a new or amended local infrastructure contributions plan for the Bankstown precinct.

Figure 24: Preliminary contributions income scenario forecasts, 2025-2041

Scenario	Residential levy	Non-residential levy	Residential	Non-residential	Total
A	\$20k/dwelling	1%	\$102m*	\$24m	\$126m
B	\$25k/dwelling	1%	\$128m*	\$24m	\$151m
C	1%	1%	\$31m	\$24m	\$55m
D	2%	2%	\$63m	\$47m	\$110m
E	3%	1%	\$94m	\$24m	\$118m
F	3%	3%	\$94m	\$71m	\$165m

*Assumes 5,100 dwellings



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