

## Answers to questions taken on notice

---

### Inquiry into the Development of the Transport Oriented Development Program – 24 July 2024

---

#### Page 3

The Hon. SCOTT FARLOW: Good morning to all of you. Thank you for being here today and thank you for your submission. At this stage, how many applications have been received within the TOD SEPP areas for any additional dwellings?

KIERSTEN FISHBURN: I would have to take that on notice and get back to you about that. It would be a limited number at this point in time, Mr Farlow, due to the fact that some of the TODs have not actually been made at this point in time and it takes a while for industry to respond, but we'll get you that detail.

#### Answer:

Councils have indicated that they expect to see the first development applications for TOD locations in early 2025, approximately 9-12 months after the commencement of the Housing SEPP Amendment (Transport Oriented Development). This is consistent with the Department of Planning, Housing and Infrastructure's (the Department) expectations and experience with other housing reforms, noting that on the date of this hearing it had been 73 days since development applications (DAs) using the TOD provisions could be lodged with councils.

The lodgement of development applications following the introduction of new policies for land use changes is never immediate. Many processes such as land acquisition, preparation of technical reports and pre-consultation with Councils are required prior to DA lodgement.

The Department has been in regular contact with councils on any feedback and information they can provide about potential development applications in the TOD locations.

Councils have told the Department that there has been strong developer interest in acquiring and amalgamating properties.

Page 4

The Hon. SCOTT FARLOW: Would you be able to provide a breakdown per TOD location as to how you've arrived at that figure? On notice, of course—I don't expect you to go through the figures today, but is that something that you can provide on notice?

MONICA GIBSON: We'll have a look at what we can provide on notice. Some of the feasibility and more detailed analysis for each of the TODs has been held as Cabinet-in-confidence information so I would just need to check the level of detail that we can provide for each of the TODs. We'll take that on notice and provide the information that we can.

**Answer:**

The estimated potential dwelling uplift for TOD SEPP stations that have commenced is as per table below:

| Station   | LGA                   | Month commenced | Potential dwelling uplift over 15 years |
|-----------|-----------------------|-----------------|---|
| Adamstown | Newcastle             | April 2024      | 5,153                                   |
| Booragul  | Lake Macquarie        | April 2024      | 7,063                                   |
| Cardiff   | Lake Macquarie        | April 2024      | 6,139                                   |
| Corrimal  | Wollongong            | April 2024      | 5,932                                   |
| Gordon    | Ku-ring-gai           | April 2024      | 5,272                                   |
| Hamilton  | Newcastle             | April 2024      | 4,822                                   |
| Killara   | Ku-ring-gai           | April 2024      | 5,272                                   |
| Kogarah   | Bayside/Georges River | April 2024      | 1,909                                   |
| Kotara    | Newcastle             | April 2024      | 5,364                                   |
| Lidcombe  | Cumberland            | April 2024      | 1,892                                   |
| Lindfield | Ku-ring-gai           | April 2024      | 5,935                                   |
| Morrisset | Lake Macquarie        | April 2024      | 3,539                                   |

| Station                      | LGA            | Month commenced | Potential dwelling uplift over 15 years |
|------------------------------|----------------|-----------------|---|
| <b>Newcastle interchange</b> | Newcastle      | April 2024      | 2,808                                   |
| <b>Roseville</b>             | Ku-ring-gai    | April 2024      | 6,101                                   |
| <b>Teralba</b>               | Lake Macquarie | April 2024      | 6,697                                   |
| <b>Turrella</b>              | Bayside        | April 2024      | 3661                                    |
| <b>Woy Woy</b>               | Central Coast  | April 2024      | 1,787                                   |
| <b>Wyong</b>                 | Central Coast  | April 2024      | 2,886                                   |
| <b>Banksia</b>               | Bayside        | July 2024       | 11,300*<br>*Combined with Rockdale      |
| <b>Dapto</b>                 | Wollongong     | July 2024       | 3,450                                   |
| <b>Gosford</b>               | Central Coast  | July 2024       | 5,850                                   |
| <b>Rockdale</b>              | Bayside        | July 2024       | 11,300*<br>*Combined with Banksia       |
| <b>Tuggerah</b>              | Central Coast  | July 2024       | 1,600                                   |

Page 5

The Hon. SCOTT FARLOW: With respect to the meeting minutes provided under Standing Order 52 with respect to the plush north district on 16 October 2023—and I note in terms of its consideration of stations, Killara, which on your assessments is a station with 83.55 per cent heritage. The notes on there are, "Heritage conservation. Put it up, noting the risk, and leave it as a political decision." Was this a political decision—that it applies to heritage?

MONICA GIBSON: I think that that's a question that I would need to take on notice to get advice from the Minister.

### Answer:

All decisions that are made by the Minister can be described as political, however are best referred to as Ministerial decisions.

The application of the Housing SEPP Amendment (Transport Oriented Development) in heritage conservation areas was considered from the program's conception following station selection.

Station selection was informed by the analysis of 305 heavy rail, metro and intercity stations across Greater Sydney, Central Coast, Illawarra Shoalhaven, Greater Newcastle and the Lower Hunter to identify suitable locations, that have enabling infrastructure capacity near the transport station to support additional growth. This included Killara Station.

The analysis was informed by an evidence-based approach that considered planning, infrastructure like roads and water and sewer capacity, and spatial data along with expert advice and feasibility analysis.

After station selection occurred, the Department developed new development standards around these stations.

When developing the controls that apply to TOD locations, the Department identified a range of planning matters that needed to be addressed. This included consideration of what land the controls should apply to, as well as what the numerical controls should be.

One of these considerations was heritage and heritage conservation areas. The Department identified the impacts of applying the controls in heritage conservation areas, including the impact to housing delivery of switching the controls off in these locations.

The Department recommended to the Minister the TOD controls should apply in heritage conservation areas regardless of the station location or local government area. The Minister accepted this recommendation and made a decision, to proceed with the making of the Housing SEPP Amendment (Transport Oriented Development).