

Transport Oriented Development Program

Delivery of new well-located homes

January 2024

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Acknowledgement of Country

We acknowledge that today we meet on many Aboriginal lands.

We acknowledge the traditional custodians of the lands and we show our respect for elders past, present and emerging through thoughtful and collaborative approaches to our work.

Agenda



- Acknowledgement and introductions – 5 mins
- Focus of the session – 5 mins
- Briefing – 15 mins
- Consultation – 30 mins
- Next steps – 5 mins

Focus of the session

- Brief Council on the Transit Orientated Development Program Policy
- Seek Council's initial feedback on development standards, design controls and affordable housing for consideration as part of drafting
- Advise Council that DPHI will receive submissions on or before 31 January 2024 (with flexibility to receive formal submissions by mid February, if required)

Timing



Other recent announcements and initiatives under the National Housing Accord

- [Low-mid rise housing Explanation of Intended Effect](#) on exhibition till Friday 23 February 2024.
- [Infill affordable housing SSDA pathway](#) endorsed 14 December 2023.
- [Patternbook](#) anticipated mid 2024.

What is the TOD Program?

↩ TOD Program ↪

Accelerated Precincts

- State-led rezonings
- Within 1,200m of 8 transport stations
- Faster assessment pathways and high-quality transport and open space infrastructure
- New SSDA planning pathway for developments with CIV over \$60m until November 2027.

TOD SEPP

- A new State Environmental Planning Policy (SEPP)
- Within 400 metres of 31 stations
- Amended planning controls to enable the delivery of more housing in these areas
- In place until councils have finalised strategic planning and rezoning
- Creating capacity for 138,000 homes, 11,400 homes estimated to be completed within the Accord period

Multi-stage identification process



Additional considerations were utilised to prioritise the program, including:

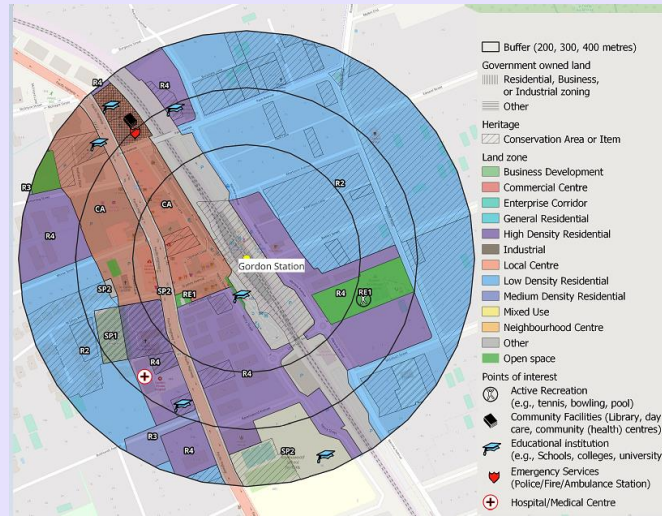
- Current planning status
- Land fragmentation
- Balanced growth
- Planned and potential dwelling yield
- Water and wastewater capacity
- Housing and infrastructure impediments
- Opportunities for social housing
- Government owned land

TOD SEPP Stations in your council area

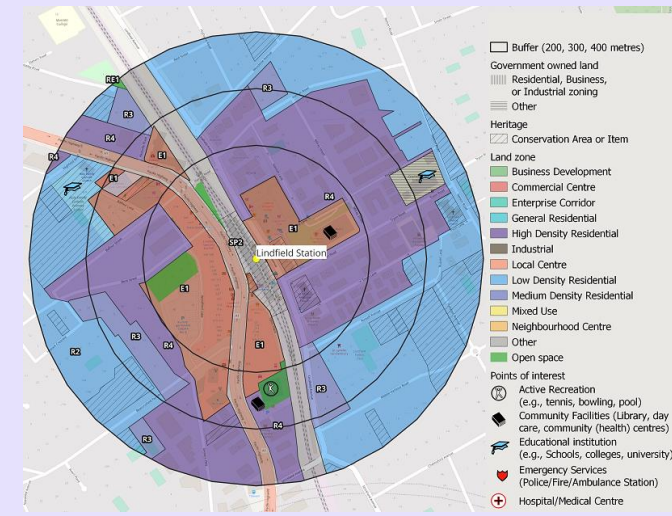


Ku-ring-gai Council

Gordon Station



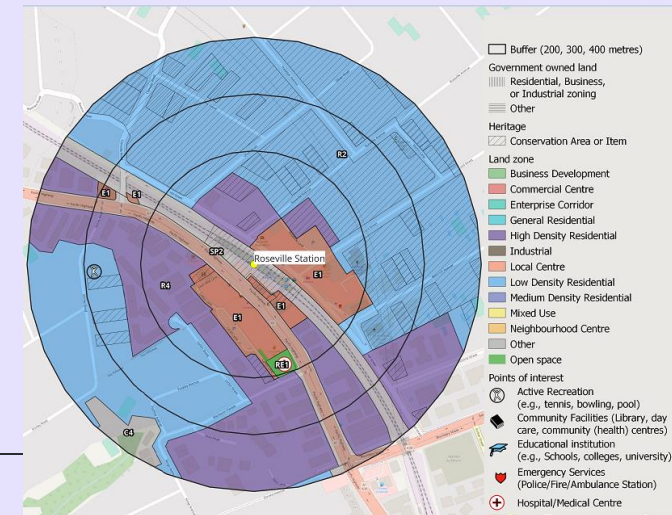
Lindfield Station



Killara Station



Roseville Station



Proposed Planning Controls

TOD SEPP will switch on planning controls within 400m of identified stations

Permissibility

- permit residential flat buildings in R1, R2, R3, and R4 zones
- permit residential flat buildings and shop top housing in E1 and E2 zones

Development Standards

- maximum building height 21m (approx. 6 storeys)
- floor space ratio 3:1
- no minimum lot size or lot width
- minimum active street frontage controls in E1 and E2 zones
- maximum parking rates

Design Standards

- Building separations
- Setbacks
- Vehicle Access
- Visual Privacy
- Communal Open Space

ADG to remain the main guiding document for Residential Flat Buildings in these locations

Developer contributions

- Housing and Productivity Contributions apply
- Councils to review their local contribution plans to reflect the anticipated growth and local infrastructure needs



- Minimum 2% affordable housing in perpetuity
- Existing planning controls greater than those in SEPP will continue to apply
- Applicable in Heritage Conservation Areas – clause 5.10 in the Standard Instrument continues to apply

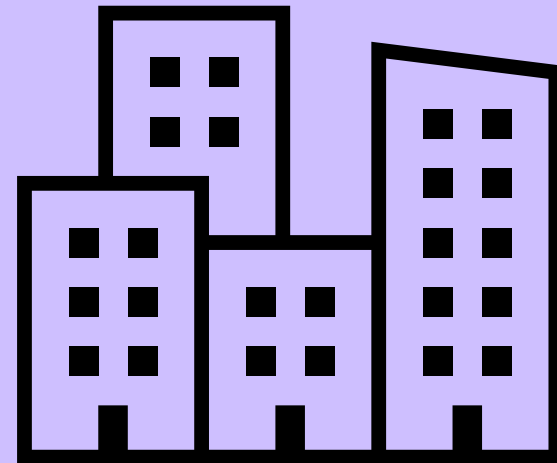
Future strategic planning

- TOD SEPP will remain in place until precinct strategic planning is completed



Consultation

NSW Government



Development standards

We are seeking your feedback

Development standards

- maximum building height 21m (approx. 6 storeys)
- floor space ratio 3:1
- uplift to apply to MU1 zone
- no minimum lot size or lot width
- minimum active street frontage controls in E1 and E2 zones
- maximum parking rates

Amenity and design controls

Areas for investigation

- **Building separations:** Reducing the minimum building separation requirements for 5 and 6 storey buildings to match the current requirements for up to 4-storey buildings.
- **Setbacks:** Front setbacks to be the average of neighbouring buildings with a 6m maximum. Side and rear building setback requirements are to increase by an additional 1m for every 2-storey difference in height between neighbouring buildings.
- **Vehicle Access:** Design of basement and ground floor for mid-rise building is not required to accommodate large vehicles entering or turning around within the site. Waste collection method to be detailed in Waste Management Plan.
- **Visual Privacy:** To be managed through the proposed modified building and separation provisions.
- **Communal Open Space:** A minimum of 8m² of communal open space is to be provided per apartment, up to a maximum 25% of the site area.
- **Landscaping:** Minimum deep soil and planting requirements, depending on the size of the site as set out Appendix B.
- Maximum car parking rates

Should these become SEPP provisions?

Should controls remain in ADG?

Affordable Housing

We are seeking your feedback

Contribution of 2% in
lieu – council to
deliver

Provide on-site – 6%
of units

Developer to
dedicate AH to
council

How to provide feedback

- Submissions on the Transit Oriented Development Program can be forwarded to tod.program@planning.nsw.gov.au
- Draft submissions will be accepted on or before 31 January 2024 (followed by formal submissions in February)