



Housing Transport Orientated Development (TODs)

Our Ask

- Funding Masterplans for TODs - range \$500K per Masterplan.
- Funding enabling infrastructure for TODs and high growth areas.

Context

- We acknowledge and support NSW Governments commitment to increase density around existing transportation and services.
- However, despite NSW Government planning reform supporting increased housing density through Transport-Oriented Developments (TODs) and Low-Rise Medium-Rise (LRMR) housing, there has been zero development uptake since planning controls commenced in May 2024 in the Hunter.
- Council-led master planning of TOD and LRMR areas, will be designed to reflect local conditions and enable higher densities, and help unlock these precincts, but represents a significant financial burden for Hunter councils.
- The Hunter region accounts for 9 of 37 TOD sites and 19 LRMR areas, however there is currently no infrastructure funding outside of Sydney to support their growth and optimisation.
- State investment in enabling infrastructure is essential to support development in these locations.

