



City Planning & Environment Committee

6:30 PM
Wednesday 2 July 2025

Venue:
Committee Room, Botany Town Hall
1423 Botany Road, Botany
(Corner of Edward Street and Botany Road, Botany)

Contact Us:

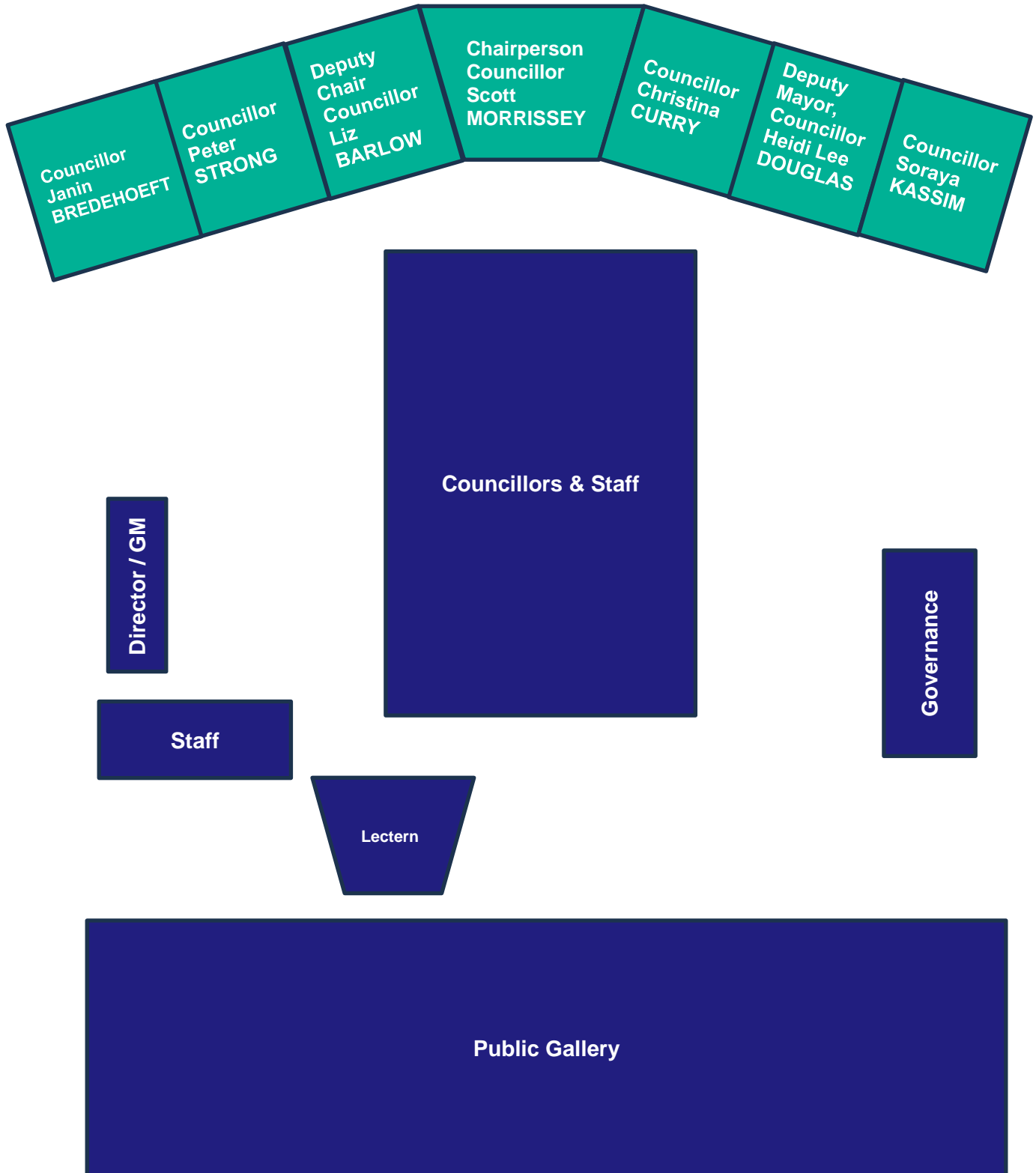
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City Planning & Environment Committee Seating Plan



Statement of Ethical Obligations

Obligations

Oath [Affirmation] of Office by Councillors

Oath

I swear that I will undertake the duties of the office of councillor in the best interests of the people of Bayside Local Government Area and the Bayside Council and that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the *Local Government Act 1993* or any other Act to the best of my ability and judgment.

Affirmation

I solemnly and sincerely declare and affirm that I will undertake the duties of the office of councillor in the best interests of the people of Bayside Local Government Area and the Bayside Council and that I will faithfully and impartially carry out the functions, powers, authorities and discretions vested in me under the *Local Government Act 1993* or any other Act to the best of my ability and judgment.

Code of Conduct conflict of interests

Pecuniary interests

A Councillor who has a **pecuniary interest** in any matter with which the council is concerned, and who is present at a meeting of the council at which the matter is being considered, must disclose the nature of the interest to the meeting.

The Councillor must not be present at, or in sight of, the meeting:

- a) at any time during which the matter is being considered or discussed, or
- b) at any time during which the council is voting on any question in relation to the matter.

Non-pecuniary conflicts of interests

A Councillor who has a **non-pecuniary conflict of interest** in a matter, must disclose the relevant private interest in relation to the matter fully and on each occasion on which the non-pecuniary conflict of interest arises in relation to the matter.

Significant non-pecuniary interests

A Councillor who has a **significant** non-pecuniary conflict of interest in relation to a matter under consideration at a council meeting, must manage the conflict of interest as if they had a pecuniary interest in the matter.

Non-significant non-pecuniary interests

A Councillor who determines that they have a non-pecuniary conflict of interest in a matter that is **not significant** and does not require further action, when disclosing the interest must also explain why conflict of interest is not significant and does not require further action in the circumstances.

MEETING NOTICE

A meeting of the
City Planning & Environment Committee
will be held in the Committee Room, Botany Town Hall
1423 Botany Road, Botany
(Corner of Edward Street and Botany Road, Botany)
on **Wednesday 2 July 2025 at 6:30 PM**

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The meeting will be video recorded and live streamed to the community via Council's YouTube channel, in accordance with Council's Code of Meeting Practice.

Meredith Wallace
General Manager

1 ACKNOWLEDGEMENT OF COUNTRY

Bayside Council acknowledges the Bidjigal Clan, the traditional owners of the land on which we meet and work and acknowledges the Gadigal people of the Eora Nation. Bayside Council pays respects to Elders past and present.

2 APOLOGIES, LEAVE OF ABSENCE & ATTENDANCE VIA AUDIO-VISUAL LINK

3 DISCLOSURES OF INTEREST

In accordance with Council's Code of Meeting Practice, Councillors are reminded of their Oath or Affirmation of Office made under Section 233A of the Local Government Act and their obligations under the Council's Code of Conduct to disclose and appropriately manage conflicts of interest.

4 MINUTES OF PREVIOUS MEETINGS

City Planning & Environment Committee

2/07/2025

Item No	4.1
Subject	Minutes of the City Planning & Environment Committee Meeting - 4 June 2025
Report by	Richard Sheridan, Director City Performance
File	SF24/8118

Officer Recommendation

That the Minutes of the City Planning & Environment Committee meeting held on 4 June 2025 be noted.

Present

Councillor Scott Morrissey, Chairperson
Councillor Liz Barlow, Deputy Chairperson
Councillor Heidi Lee Douglas
Councillor Janin Bredehoeft
Councillor Soraya Kassim
Councillor Christina Curry
Councillor Peter Strong

Also present

The Mayor, Councillor Edward McDougall (via Audio-Visual Link)
Councillor Vicki Poulos
Meredith Wallace, General Manager
Peter Barber, Director City Futures
Rupert Gilroy, Manager Property
Helen Tola, Manager Governance & Risk (via Audio-Visual Link)
David Smith, Manager Strategic Planning
Anne Suann, Governance Officer
Linda Hackett, Governance Officer
Wolfgang Gill, IT Service Management Officer
Damien Carson, IT Service Management Officer

The Chairperson opened the meeting in the Committee Room, Botany Town Hall at 6:40pm.

1 Acknowledgement of Country

The Chairperson affirmed that Bayside Council acknowledges the Bidjigal Clan, the traditional owners of the land on which we meet and work and acknowledges the Gadigal people of the Eora Nation. Bayside Council pays respects to Elders past and present.

2 Apologies, Leave of Absence & Attendance Via Audio-Visual Link

Apologies

There were no apologies received.

Leave of Absence

There were no applications for Leave of Absence received.

Attendance Via Audio-Visual Link

There were no Committee members in attendance via audio-visual link.

3 Disclosures of Interest

There were no disclosures of interest.

4 Minutes of Previous Meetings

[4.1 Minutes of the City Planning & Environment Committee Meeting - 7 May 2025](#)

Committee Recommendation

Moved by Councillors Barlow and Strong

That the Minutes of the City Planning & Environment Committee meeting held on 7 May 2025 be noted.

4.2 Business Arising

The Committee notes that the Minutes of the City Works & Assets Committee of Wednesday 17 May 2025 were received, and the recommendations therein were adopted by the Council at its meeting of 28 May 2025 with the following exception:

12.1 CPE25.011 Planning Proposal to Introduce an Additional Permitted Use to 1 Highworth Avenue, Bexley (For Existing McDonald's Restaurant)

RESOLUTION

Minute No. 2025/001

Resolved on the motion of Councillors Morrissey and Curry

- 1 That Council notes the advice of the Bayside Local Planning Panel.
- 2 That Council does not endorse the draft Planning Proposal to Introduce an Additional Permitted Use to 1 Highworth Avenue, Bexley noting that community engagement did not occur.

5 Items by Exception

There were no Items by Exception.

6 Public Forum

There were no speakers for Public Forum.

7 Reports

[CPE25.014 Brighton Le Sands Masterplan](#)

Note: A presentation was given by Peter Barber, Director City Futures.

Committee Recommendation

Moved by Councillors Douglas and Kassim

- 1 That Council proceeds with investigating the items identified for Brighton Le Sands in the 27 November 2024 resolution via a “Complete Streets” Project.
- 2 That Council explore opportunities for improved active transport on Bay Street and revisit the previous Bay Street Planning Proposal to connect Brighton Le Sands and Rockdale.
- 3 That the scope includes investigation of increased residential density in Brighton Le Sands, including a review of the urban design and feasibility work previously undertaken by Council, to provide redevelopment scenario options including planning controls from Brighton Le Sands to the Rockdale spine.

CPE25.015 Planning Proposal - Signage in Zone SP2 Infrastructure

Note: A presentation was given by David Smith, Manager Strategic Planning.

Committee Recommendation

Moved by Councillors Curry and Barlow

- 1 That Council notes the advice of the Bayside Local Planning Panel.
- 2 That Council endorses the draft Planning Proposal for the inclusion of *Signage* as a permissible use with consent in the Land Use Table for the SP2 Infrastructure zone.
- 3 That Council forwards the draft Planning Proposal and supporting documents to the Department of Planning, Housing and Infrastructure for a Gateway Determination with a request that Council be authorised as the Local Plan Making Authority (LPMA).
- 4 That Council delegates authority to the General Manager to make any amendments to the Planning Proposal and supporting documents prior to public exhibition.
- 5 That Council, subject to receiving a Gateway Determination from the Department of Planning, Housing and Infrastructure, and satisfying any conditions, proceeds to public exhibition for community and stakeholder input.
- 6 That Council considers a further report following the results of public exhibition to consider any submissions received, and any changes to the draft Planning Proposal arising from the exhibition process.
- 7 That Council reviews and updates the Bayside Development Control Plan 2022 in a corresponding amendment to ensure the controls are consistent with the Planning Proposal.

CPE25.016 NSW Housing Pattern Book Planning Pathways

Note: A presentation was given by David Smith, Manager Strategic Planning.

Committee Recommendation

Moved by Councillors Douglas and Strong

That Council notes the comments provided to the NSW Department of Planning, Housing and Infrastructure in response to the targeted consultation on the Discussion Paper - NSW Housing Pattern Book Planning Pathways.

The next meeting will be held in the Committee Room, Botany Town Hall at 6:30pm on Wednesday, 2 July 2025.

The Chairperson closed the meeting at 8:02pm.

Attachments

Nil

5 ITEMS BY EXCEPTION

These are items that have been identified to be confirmed in bulk in accordance with the Officer Recommendation and without debate. These items will not include items identified in the Public Forum, items in which councillors have declared a Significant Conflict of Interest and a Pecuniary Interest, items requiring a Division and any other item that a Councillor has identified as one they intend to speak on or vote against the recommendation

6 PUBLIC FORUM

Members of the public, who have applied to speak at the meeting, will be invited to address the meeting.

Any item the subject of the Public Forum will be brought forward and considered after the conclusion of the speakers for that item.

7 REPORTS

City Planning & Environment Committee

2/07/2025

Item No	CPE25.017
Subject	Update on NSW Housing Delivery Authority
Report by	Peter Barber, Director City Futures
File	F25/686

Summary

To meet housing targets established under the National Housing Accord, the NSW Government has continued to reform the planning system to address the state's housing challenges by accelerating or expanding planning pathways to boost housing supply.

This includes the establishment of a Housing Delivery Authority (HDA) aimed at expediting the approval process for major residential housing projects and spot rezonings.

The purpose of this report is to inform Council of the establishment of the HAD, its role, and of several proposed residential projects in (or near) the Bayside LGA recently announced as part of these reforms.

Officer Recommendation

That Council receives and notes the Update on NSW Housing Delivery Authority report.

Background

The National Housing Accord signed by the Commonwealth, State and Territory Governments to address the housing crisis has set a target to deliver 1.2 million new homes by June 2029. The target for NSW is 377,000 new homes. To achieve this target, the NSW Government has pursued reforms to the planning system to accelerate approval of housing projects.

These include reforms to the existing State Significant Development (SSD) approval process, and introduction of the HDA to funnel more development down this pathway. Several projects have recently been recommended by the HAD and approved by the Minister to utilise the SSDA process in the Bayside LGA.

State Significant Development process

The *Environmental Planning and Assessment Act 1979* (EP&A Act) provides a mechanism for the Minister for Planning and Public Spaces (the Minister) to determine development applications that are important to the State.

When a Development is declared as State Significant, the Applicant can lodge a request with the NSW Department of Planning, Housing and Infrastructure (DPHI) for Secretary's Environmental Assessment Requirements (SEARs). DPHI then prepares SEARs to identify

the matters for consideration and the criteria which the development must satisfy. Depending on the project, DPHI may issue:

- Project Specific SEARs, which are uniquely created for the project. Council may be consulted on the matters to be included; or
- Industry Specific SEARs, which are standardised requirements for common types of development that can be issued very quickly. Council will not be consulted on their content.

DPHI may also require that the applicant propose amendments to the relevant Local Environmental Plan (LEP) or State Environmental Planning Policies (SEPP) to facilitate the development.

The Applicant then prepares an Environmental Impact Statement (EIS) for the development, which describes the project, its environmental impacts, and evaluates the development against the SEARs. Once the EIS is lodged with DPHI, they will notify, exhibit and commence assessment of the application. Information about the development including documentation will be published on the NSW Major Projects website at:

<https://www.planningportal.nsw.gov.au/major-projects>

During the EIS exhibition period, residents and other interested parties can make submissions in relation to the development. Public Authorities and affected Councils can also make submissions and may be consulted for advice on technical matters such as traffic and flooding. DPHI will then request that the Applicant prepare a Response to Submissions Report, which considers all of the issues raised. The Applicant may choose to amend the project to address concerns. DPHI will then prepare an Environmental Assessment Report, which includes a recommendation for determining the application.

In most cases, the Minister (or delegate) will determine the Application. However, if the proponent declares a political donation or if a Council or at least 50 other submitters object to the development during the EIS exhibition, the decision is made by the Independent Planning Commission (IPC).

On 22 May 2025 the NSW Parliament passed legislation to accelerate the SSD process for residential projects with measures including:

- Allowing the Minister to declare particular residential developments to be SSDs without first seeking advice from the IPC.
- Reducing the EIS exhibition period for residential SSDs to as little as 14 days, instead of the usual 28 days.
- Infill Affordable Housing SSDs will remain with the Minister to determine, despite objections from Council or residents.

A copy of the Act as amended is shown in the following link:

[Environmental Planning and Assessment Amendment Act 2025](#)

The Housing Delivery Authority (HDA)

On 15 November 2024, the NSW State Government announced a new State led-approval pathway for major residential housing projects, as well as a new "fast track" process for rezonings to enable major housing projects.

On 19 December 2024, the NSW Government formally created its new Housing Delivery Authority by publishing the Environmental Planning and Assessment (Housing Delivery Authority) Order 2024 (HDA Order).

The HDA's specific functions include providing advice, recommendations and reports to the Minister and to other public authorities regarding residential housing and supply. The HDA makes recommendations to the Minister about the declaration of specific residential development as SSDs, and about the rezoning of land for residential or other purposes. The HDA will not determine DAs.

According to the HDA website, property owner/developers have been able to submit an 'expression of interest' to the Authority since 8 January 2025. An 'Expression of Interest' (EOI) is a request that a project be declared 'State Significant Development'.

The EOI process is open until June 2029 (the duration of the current national 'Housing Accord'). EOIs will be reviewed monthly by the HDA. The HDA's role is only to provide advice to the Minister as to whether a particular proposal ought to be allowed to use the SSAD pathway. It does not participate in the assessment or determination of SSADs once they are lodged.

Key Criteria for HDA SSD Proposals

Before the HDA recommends a proposal be declared SSD, the HDA evaluates EOIs against the high-level objectives of the scheme, and the specific assessment criteria that projects will need to satisfy in order to utilise the HDA pathway.

To qualify, proposals must meet the following conditions:

- **High yield housing types:** Eligible projects include Multi-Dwelling Housing, Residential Flat Buildings, Shop Top Housing and Seniors Housing.
- **Development cost:** Proposals must exceed \$60 million in Greater Sydney or \$30 million in Regional NSW.
- **Compliance with standards:** Developments must adhere to applicable standards or exceed them by no more than 20%.
- **Quick commencements:** Applicants must demonstrate the ability to lodge applications within 9 months of SEARs issued and commence development quickly – within 12 months of approval.
- **Land ownership:** Secure land tenure, such as ownership or an option to purchase, is required.
- **Positive Commitment to Affordable Housing:** Proposal will contribute to the supply of Affordable Housing.
- **Well located:** Proposal has good access to transport and services.
- **Well serviced:** Proposal must demonstrate that there is adequate capacity in enabling infrastructure such as water, sewer, access.

- **Free of specific environmental hazards and constraints:** Site is free of specific Environmental hazards and constrains by not being located in an environmentally sensitive area, on bushfire prone land and on land in a flood planning area.
- **Contribution scheme:** Must comply with local Developer Contribution Plans to fund necessary infrastructure.
- **Optional concurrent Spot Rezoning:** for proposals that exceed applicable development standards by more than 20% or are prohibited by an EPI, will need to lodge the DA in conjunction with a rezoning proposal.

A copy of DPHI's HDA SSD Criteria is shown in **Attachment 1**.

The HDA Process

The process is:

- **Expressions of Interest:** the applicant submits an EOI using the webform to outline the proposal and addresses the key criteria.
- **Evaluation:** the HDA evaluates the submission and recommends an approval pathway to the Minister. That is, either 'State Significant Development', 'State Significant Development and concurrent rezoning' or 'existing DA pathway'.
- **State Significant Declaration:** The Minister declares the proposal State Significant, unless it is declared to follow the existing DA pathway through Council.
- **SEARs:** DPHI issues industry-specific Secretary's Environmental Assessment Requirements (SEARs).
- **Assessment:** DPHI assesses the application, including any concurrent spot rezoning, with public exhibition.
- **Decision:** The Minister or delegate determines the application.

Projects recommended/declared in or near Bayside

Since the HDA was established, the HDA has made announcements on 5 EOIs in the Bayside LGA, and one EOI in the Georges River LGA. The information on the HDA website provides details relating to:

- The location of the proposals.
- The recommendation of the HDA, the date of this recommendation, and the reasons for the recommendation.
- The decision of the Minister.
- The number of dwellings proposed.
- The LGA.
- Type of residential accommodation.
- Whether the proposal is declared SSD and or both SSD and concurrent rezoning (CR).

The table below provides a summary of the announced EOIs in Bayside and George's River:

Item	Address	Number of Dwellings	HDA Recommendation	Minister Decision	SSD and CR
1	146-154 & 176 O'Riordan Street and 247 & 263 King Street, Mascot	1400	Declared	Declared	SSD and CR
2	120 Kingsland Road North, Bexley North	146	Declared	Deferred - parallel assessment pathway	TBA
3	15-37 Innesdale Road, Wolli Creek	250	Deferred subject to further information	Deferred	TBA
4	251 Princes Highway, 6-10 Hattersley Street, Arncliffe	130	Declared	Declared	SSD and CR
5	170 Rocky Point Road, Kogarah	223	Declared	Declared	SSD and CR
6	36&38 Gladstone Street and 59-69 Princess Hwy Kogarah (GRC)	350	Deferred subject to further information	Deferred	TBA

Further details are provided in HDA Record of Briefings (2 May 2025, 16 May 2025 and 2 June 2025) shown in **Attachment 2, 3 and 4** respectively.

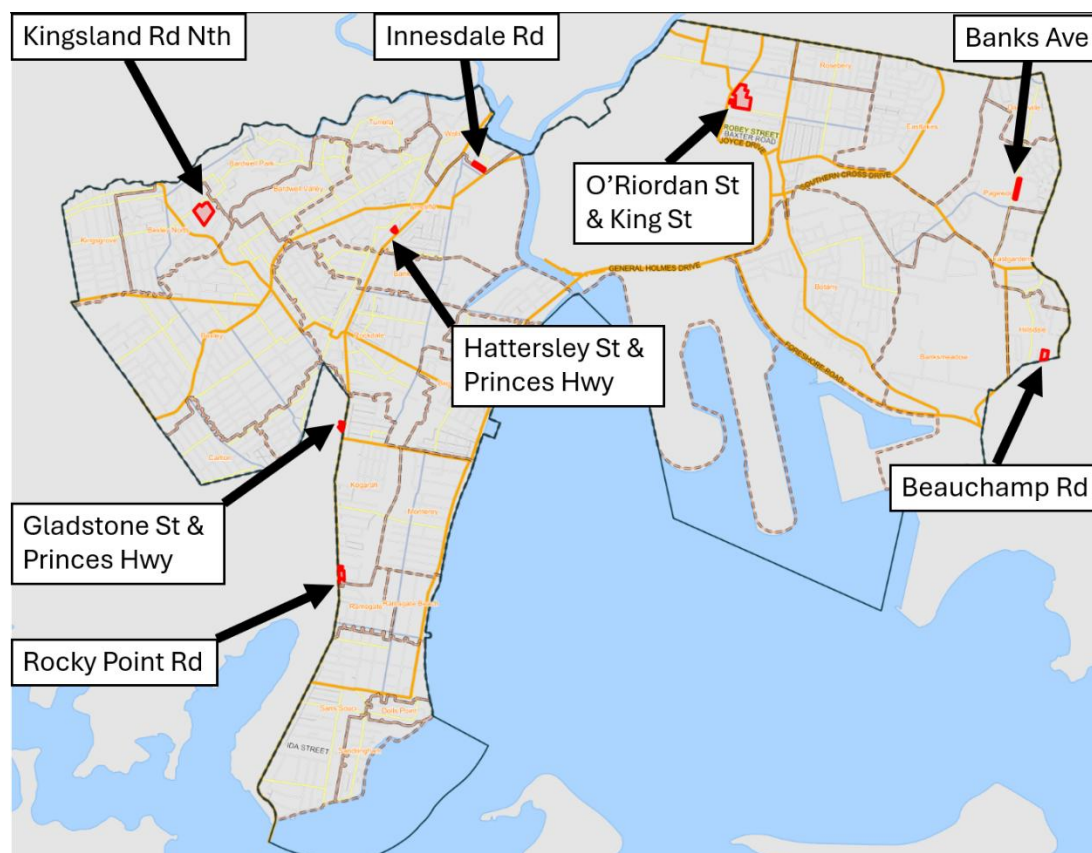


Figure 1: Map of LGA with announced projects in Bayside and adjoining LGA.

Item 1: 146-154 & 176 O’Riordan Street and 247 & 263 King Street, Mascot

The O’Riordan Street site is divided into two parts with a total area of approximately 4.4 hectares (red border) and is located south of Lionel Bowen Park as shown in Figure 2 below.



Figure 2: Location Plan 146-154 & 176 O’Riordan Street and 247 & 263 King Street, Mascot

The site is owned by The Trust Company Ltd and contains commercial and industrial properties. It is presently zoned E3 Productivity Support, which prohibits residential development. The two parts of the site are separated by a Transport for NSW electricity substation and a parcel of land owned by Sydney Water.

The proposed development described for the site is: *Concept plan including 1,400 apartments and Stage 1 development for shop top housing including 424 residential apartments*. The project description suggests that the development will be staged across multiple applications. The development will be accompanied by a concurrent rezoning that will amend the *Bayside Local Environmental Plan 2021* to permit the development.

The HDA recommended to the Minister that this project be declared SSD but noted that the assessment may result in a lower overall housing yield than the applicant is currently seeking. The Minister declared this project to be SSD on 13 May 2025.

Item 2: 120 Kingsland Road North, Bexley North

The Kingsland Road North site has an area of more than 3.6 hectares (red border) and is located on the northwestern boundary of Bexley North Public School as shown in **Figure 3** below.



Figure 3: Location Plan 120 Kingsland Road North, Bexley North

The site is owned by the Salvation Army (NSW) Property Trust and contains several facilities including the Salvation Army School for Officers, Salvation Army Museum, a supplies store and a childcare centre. The *Glendalough McIlveen Museum and Research Centre* on the site is identified as a local heritage item in Schedule 5 of the *Bayside Local Environmental Plan 2021*.

The proposed development described for the site is: *85 apartments and 60 townhouses (total 145 dwellings) including 5-10% Affordable Housing and adaptive reuse of local heritage items as a dwelling house and a cafe*. The development will be accompanied by a concurrent rezoning that will presumably amend the *Bayside Local Environmental Plan 2021*.

The HDA recommended to the Minister that this project be declared State Significant Development, and notes that the existing DA-2024/93 will need to be withdrawn. The Minister deferred this project as there is an existing proposal under a parallel pathway.

Item 3: 15-37 Innesdale Road, Wolli Creek

The Innesdale Road site is rectangular in shape and comprises a total area of 6,294sqm. The existing approved development at the site comprises six (6) individual lots each with 1-2 storey dwelling houses, and seven (7) vacant lots, as shown in **Figure 4** below.



Figure 4: 15-37 Innesdale Road, Wolli Creek

The site is owned by the Innesdale Holdings No 2 Pty Ltd and is located south of Cahill Park.

The existing development consent on the site (DA-2022/329) was approved on 18 July 2023, by the Sydney Eastern City Planning Panel (Regional Panel) as a Deferred Commencement for 2 x 8 storey Residential Flat Buildings incorporating 196 residential apartments (including 98 Affordable Housing Units).

The proposed development described for the site is: 250 apartments with 10% allocation of Affordable Housing. The development does not involve concurrent rezoning.

The HDA has recommended to the Minister that this project be deferred, subject to enable the applicant to clarify the status of the DA proposed to be amended via the EOI proposal.

Item 4: 251 Princes Highway, 6-10 Hattersley Street, Arncliffe

This consolidated site is irregular in shape, has a total area of 2,693sqm, and is located on the corner of Princes Highway and Hattersley Street. as shown in **Figure 5** below.



Figure 5: Location Plan showing 251 Princes Highway, 253 Princes Highway & 6-10 Hattersley Street, Arncliffe

The site is owned by Hattersely Developments Pty Ltd and contains commercial and industrial properties. The site is currently zoned E3 Productivity Support under the Bayside Local Environmental Plan 2021.

There is currently a draft Planning Proposal (draft PP) lodged with Council for this site, which seeks to enable the site to be redeveloped as a new mixed-use development with ground floor commercial and residential above, and new public open space. The draft PP was considered by Council on 26 February 2025 and Council resolved to defer the draft PP to a future meeting of the City Planning and Environment Committee Minutes of Council Meeting - Wednesday, 26 February 2025.

The proposed development described for the site in the HDA application is: *130 apartments including 15% Affordable Housing (~19 apartments) in two buildings of 9 and 13-storeys, with commercial GFA*. The development will be accompanied by a concurrent rezoning that will amend the *Bayside Local Environmental Plan 2021*.

The HDA recommended to the Minister that this project be declared State Significant Development. The Minister declared this project to be SSD with a concurrent State-led rezoning proposal on 26 May 2025.

Item 5: 170 Rocky Point Road, Kogarah

This site is irregular in shape, has a total area of approximately 6500sqm, and is on Rocky Point Road between Production Avenue and Garrigarrang Avenue as shown in **Figure 6** below.



Item 6: 36 & 38 Gladstone Street and 59-69 Princes Highway, Kogarah (GRC)

This site is irregular in shape, has a total area of approximately 3600sqm, and is located within the Georges River LGA on the Princes Highway north of Gladstone Street, as shown in **Figure 7** below. The site is included in this report because it borders the Bayside LGA.



Figure 7: Location Plan showing 36 & 38 Gladstone Street and 59-69 Princes Highway, Kogarah

The site contains five detached dwellings, two semi-detached dwellings and an EG Ampol service station. The site is currently zoned R4 High Density Residential under the *Georges River Local Environmental Plan 2021*.

The proposed development described for the site in the HDA application is: *180 apartments including an unspecified allocation of affordable apartments, and 150 serviced apartments with commercial GFA in a 16-storey building*. The development will be accompanied by a concurrent rezoning that will amend the *Georges River Local Environmental Plan 2021*.

The HDA has deferred consideration of this proposal to seek further advice from DPHI.

Next Steps

In relation to the proposals declared as SSD through the HDA pathway, DPHI will prepare and issue Secretary's Environmental Assessment Requirements (SEARs). It appears likely that these will be standardised industry-specific SEARs, meaning that they will be issued without seeking advice from Council.

The proponents will prepare an Environmental Impact Statement (EIS) for each project, which will then be placed on public exhibition. Council staff will assess and prepare submissions on each project at the exhibition stage.

Three of the proposed development require changes to the *Bayside Local Environmental Plan 2021*. It is expected that DPHI will undertake the exhibition and determination of the rezoning, concurrently with the assessment of the development application.

Homes NSW SSDAs

Homes NSW is the current name for the NSW Government's social housing delivery and management agency. To facilitate the delivery of social housing, Homes NSW has access to the SSDA pathway for residential development that would not otherwise met the criteria.

68-80 Banks Avenue, Pagewood

On 12 May 2025, the Department of Planning, Housing and Infrastructure (DPHI) published SEARs for a development on this site described as *Construction of a residential flat building comprising social and market dwellings*. Details of the proposed redevelopment will not become available until the EIS is placed on public exhibition.

The subject site has an area of more than 9,000 square metres and is located on the western boundary of Jellicoe Park in Pagewood, as shown in **Figure 8** below. The site is owned by Homes NSW and contains 82, two and three storey walk-up flats amid mature trees.

The site is currently zoned R3 Medium Density Residential under the *Bayside Local Environmental Plan 2021*.



Figure 8: Location Plan showing 68-80 Banks Avenue Pagewood

68-80 Beauchamp Road, Hillsdale

On 12 May 2025, the Department of Planning, Housing and Infrastructure (DPHI) published SEARs for a development on this site described as *Construction of a residential flat building comprising social and market dwellings*. Details of the proposed redevelopment may not become available until the EIS is placed on public exhibition.

The subject site has an area of more than 7,800 square metres (red border) and is located on the western boundary of Matraville Public School in Hillsdale, as shown in Figure 9 below. The site is owned by Homes NSW and contains 39 two storey townhouses.

The site is currently zoned R3 Medium Density Residential under the *Bayside Local Environmental Plan 2021*.

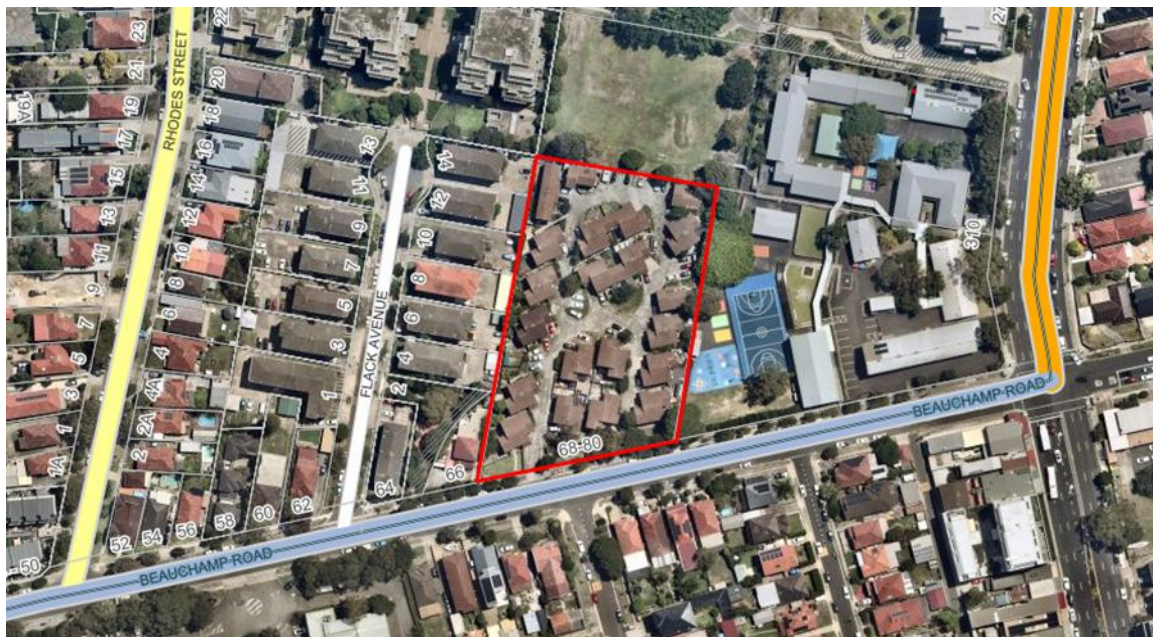


Figure 9: Location Plan showing 68-80 Beauchamp Road Hillsdale

Next Steps – Homes NSW SSDAs

Homes NSW will prepare an Environmental Impact Statement (EIS) for each project, and once complete, the EIS for each project will then be placed on public exhibition. Council staff will review the applications once lodged and will prepare submissions on the applications at the exhibition stage.

Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

Community Strategic Plan

- | | |
|--------------------------------------------------------------------------------------------------|-------------------------------------|
| Theme One – In 2035 Bayside will be a vibrant and liveable place | <input checked="" type="checkbox"/> |
| Theme Two – In 2035 our Bayside community will be connected and feel that they belong | <input type="checkbox"/> |
| Theme Three – In 2035 Bayside will be green, resilient and sustainable | <input type="checkbox"/> |
| Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy | <input type="checkbox"/> |
-

Risk Management – Risk Level Rating

- | | |
|----------------|-------------------------------------|
| No risk | <input type="checkbox"/> |
| Low risk | <input checked="" type="checkbox"/> |
| Medium risk | <input type="checkbox"/> |
| High risk | <input type="checkbox"/> |
| Very High risk | <input type="checkbox"/> |
| Extreme risk | <input type="checkbox"/> |
-

Community Engagement

Consultation on SSD proposals in NSW involves a mandatory public exhibition period where the application and supporting information are made available for public review and comment.

Council staff will prepare submissions on each proposal, and any future proposals received, at the exhibition stage.

Attachments

- 1 [📄](#) Housing Delivery Authority SSD Criteria
- 2 [📄](#) HDA Briefing 2 May 2025
- 3 [📄](#) HDA Briefing 16 May 2025
- 4 [📄](#) HDA Briefing 2 June 2025

Housing Delivery Authority SSD criteria

About the HDA SSD process

The NSW Government is establishing a new Housing Delivery Authority (HDA) to boost housing supply and improve housing affordability across the state.

A new expression of interest process will be established for the HDA to recommend certain major housing proposals be declared as State significant development (SSD).

Aim and objectives for the HDA SSD process

The aim of this process is to encourage and identify major housing proposals and deliver more homes within the Housing Accord period¹ by assessing and determining high-yield housing projects through the SSD pathway.

Before a project submitted by way of EOI is recommended by the HDA to be declared SSD, EOIs will be assessed against criteria that accord with the objectives of this process.

Objectives

1. **Identify high-yield housing proposals** by focusing on known high-yield types of residential accommodation.
2. **Identify housing projects that can be assessed and constructed quickly** by focusing on more compliant, major housing proposals that can commence construction quickly.
3. **Drive quality and affordable housing** by focusing on housing development proposals that are well-located, have enabling infrastructure and contribute to affordable housing supply.
4. **Complement the State Significant Rezoning Policy** by providing a potential pathway for major housing proposals that are seeking concurrent rezoning.

The HDA will apply flexibility in their evaluation of proposals against the criteria.

¹ Under the Housing Accord, the NSW Government has committed to delivering 377,000 new well-located homes by June 2029.

Housing Delivery Authority SSD criteria



HDA SSD criteria

The HDA will be responsible for assessing EOIs against the following criteria to determine whether residential development should be recommended to become SSD.

The criteria are designed to:

- maximise the opportunities for well-located housing that can be quickly assessed and delivered.
- support the objectives of the EOI process.
- be clear, objective and consistently applied.

It is ultimately a matter for the HDA to be satisfied whether an EOI adequately addresses the criteria below, including an evaluation and any weighting of the criteria against each other determined by the HDA. The HDA may decide to recommend to the Minister that a particular proposal become SSD, if the HDA is satisfied that a particular development adequately addresses the following criteria.

Criteria	Element
Objective 1: Deliver more homes within the Housing Accord period	
Development is a type to deliver high yield housing	<p>The residential component of the development is a type of 'residential accommodation' including the following types of high-yield housing:</p> <ul style="list-style-type: none"> • multi dwelling housing • residential flat buildings • seniors housing • shop top housing.
Development is State significant	<p>Estimated development cost (EDC) of residential component of development is:</p> <ul style="list-style-type: none"> • more than (approximately) \$60m (approximately 100 or more homes) in the Greater Sydney Region • more than (approximately) \$30m (approximately 40 or more homes) elsewhere.
Objective 2: Identify projects that can be assessed quickly	
Largely consistent with development standards	Does not exceed applicable development standards by more than 20%.
Positive commitment to commence	Demonstrated capability to lodge application quickly - within 9 months of SEARs issued.
	Demonstrated capability to commence development quickly - within 12 months of approval.

Housing Delivery Authority SSD criteria



Criteria	Element
Land tenure is secure	Demonstrated ownership or option to purchase for all land to which the proposal applies.
Utilises existing contribution schemes	Applicant demonstrates proposal will pay contributions as per councils' existing contributions plans (or equivalent).
Has addressed any previously refused proposal	Applicant positively addresses any reasons for refusal if development is based on a previously refused application.
Objective 3: Drive quality and affordable housing	
Well-located	<p>Proposal site has good access to transport and services as it is:</p> <ul style="list-style-type: none"> for development on land in the Six Cities Region, other than in the City of Shoalhaven or Port Stephens local government area — in an accessible area², or for development on other land — within 800m walking distance of land in a relevant zone³. <p>Proposal site is free of specific environmental hazards and constraints, by not being located:</p> <ul style="list-style-type: none"> in an environmentally sensitive area of State significance as defined in the EP&A Regulation. on bush fire prone land⁴. on land in a flood planning area⁵.
Well serviced	Applicant demonstrates that there is adequate capacity in enabling infrastructure such as water, sewer, access
Positive commitment to affordable housing	Proposal will contribute to the supply of affordable housing (as defined in s1.4(1) of the EP&A Act)
Objective 4: Optional Concurrent Spot Rezoning	
Significant changes to development standards or prohibited development will require a suitable concurrent rezoning proposal	For a proposal that exceeds applicable development standards (such as height or FSR controls) by more than 20% or is prohibited by an EPI, will need to be lodged in conjunction with a rezoning proposal.

² As defined in Schedule 10 of the Housing SEPP.

³ E1 Local Centre, E2 Commercial Centre and MU1 Mixed use.

⁴ As designated by the Commissioner of the NSW Rural Fire Service under section 10.3 of the EP&A Act

⁵ As defined in the NSW Government's [Flood risk management manual](#).

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Housing Delivery Authority – Record of Briefing

Date and Time: 2 May 2025 – 10.00am-12.00PM

Location: Level 8, Broken Hill Room, 52 Martin Place, Sydney or MS Teams

Chaired by: Simon Draper – Secretary, Premier’s Department

HDA Members

Simon Draper – Secretary, Premier’s Department (Chair)

Kiersten Fishburn – Secretary, Department of Planning, Housing and Infrastructure (DPHI)

Tom Gellibrand – Chief Executive, Infrastructure NSW

Member Alternates

n/a

DPHI Staff

David McNamara – A/Deputy Secretary, Development Assessment and Sustainability, DPHI

Monica Gibson – Deputy Secretary, Planning, Land Use Strategy, Housing, and Infrastructure, DPHI

Aoife Wynter – A/Executive Director, Panels and Housing Delivery, DPHI

Kate McKinnon – A/Director, Planning Panels, DPHI

Mark Rutherford – Director Probity, DPHI

Angela Kenna – Senior Project Officer, Panels and Housing Delivery, DPHI

Apologies

David Gainsford – Deputy Secretary, Development Assessment and Sustainability, DPHI

Chrissy Peters – Manager Panels Delivery, Panels and Housing Delivery, DPHI

Summary of decision

The HDA considered 47 EOI applications received by DPHI, including 3 previously deferred applications. The HDA considered each application against the “Housing Delivery Authority State Significant Development Criteria” published in December 2024.

Of the 47 applications, the HDA recommended to the Minister for Planning and Public Spaces that:

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- 18 EOI applications be declared under the HDA SSD pathway.
- 29 EOI applications are not recommended to be called in as SSD.

Agenda items

No.	Description	Record of Briefing
A	<p>Introduction</p> <ul style="list-style-type: none"> • Note the briefing is being recorded • Acknowledgement of Country • Conflict of Interests 	<ul style="list-style-type: none"> • Noted briefing is being recorded and transcribed for future reference.
B	HDA Operational Briefing	<ul style="list-style-type: none"> • Noted the verbal update on HDA procedures and operational matters.
1.	<p>Briefing reports covering multiple EOIs:</p> <ul style="list-style-type: none"> a) 241153 - 102 and 122-136 Lake Road, Elmore Vale b) 242071 - 2514 Illawarra Highway c) 242269 - 1435 Burragorang Road, Oakdale d) 244346 - 340 Burragorang Road, Mount Hunter e) 244852 - 16-18 Cusack Place, Yass f) 245583 - 1901/1902/DP1112961 g) 245674 - 55 Wiry Dock Road, Trallee h) 247096 - 391 Diamond Beach Road, Diamond Beach i) 248848 - 136 MacArthur Road, Elderslie 	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend these 18 proposals be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposals do not sufficiently satisfy certain objectives or criteria of the HDA EOI being: ◦ Objective 1: Deliver more homes within the Housing Accord ◦ Criteria 1.1: Development is a type to deliver high yield housing ◦ Objective 2: Identify projects that can be assessed quickly ◦ Objective 3: Drive quality and affordable housing • Recommended that the applicants be advised that there remain alternative approval pathways in the NSW planning system including a development application following a planning proposal to overcome any prohibition. • Noted there are no member conflict of interests.

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No.	Description	Record of Briefing
	<p>j) 248945 - 2089-2093, 2095 and 2097-2113 The Northern Road, Glenmore Park</p> <p>k) 249453 - 33 Bell Street Portland</p> <p>l) 249818 - 610 Seaham Road Nelsons Plains</p> <p>m) 251601 - Miles Franklin Drive Talbingo</p> <p>n) 251788 - 47 Darrell Road, Calala</p> <p>o) 253012 - 340 Burragorang Road, Mount Hunter</p> <p>p) 256292 - 60 Aylmerton Road, Aylmerton and 490 Old South Road, Mittagong</p> <p>q) 256463 - 125 Grose Vale Road, 165 Grose Vale Road, 177 Grose Vale Road, North Richmond</p> <p>r) 243959 - 949 Old South Road, 121 Mary St, 105-119 Bong Bong Road Mittagong</p>	
2.	239947 - N13 UNSW, 39 Barker St, <u>Kensington</u> - UNSW	<p>Following the operational briefing, including a briefing related to the review of the HDA's EOI criteria, the HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal sufficiently satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria.

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act'. Noted: Aoife Wynter did not brief the HDA on this matter due to a declared conflict of interest Noted there are no member conflict of interests.
3.	<p>240798 - 23 - 25 Ashton Avenue, The Entrance - Pacific Link Housing c/o Williams Planning and Property Pty Ltd / Anthony Williams / Pacific Link Housing</p> <p>Applicant's summary of proposal: 48 apartments with 60% allocation of affordable apartments with commercial tenancy and parking</p> <p>No of dwellings (indicative): 48</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal sufficiently satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act'. Noted there are no member conflict of interests.
4.	<p>240836 - 60 Union St Pyrmont - AFIAA Australia 1 Pty Ltd</p> <p>Applicant's summary of proposal: 170 apartments, including 17.5% allocation of affordable apartments, in a 9-storey addition above existing 13,500m² commercial building</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal sufficiently satisfies the objectives and criteria of the HDA EOI.

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No.	Description	Record of Briefing
	<p>No of dwellings (indicative): 170</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act'. • Noted there are no member conflict of interests.
5.	<p>240837 - <u>10 Dangar Street, Wickham</u> - Urban Property Group / Chris Ferreria</p> <p>Applicant's summary of proposal: 300 apartments in a 40-storey mixed-use development including a 15% allocation of affordable apartments, ground floor retail, hotel podium and basement parking</p> <p>No of dwellings (indicative): 300</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal sufficiently satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act'. • Noted that a merit assessment may result in development standards and dwelling yield that are lower than proposed in the EOI application. • Recommended that the applicant be advised that the SSD application should address to community infrastructure provisions for Newcastle City Centre under the Newcastle LEP 2012. • Noted there are no member conflict of interests.

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No.	Description	Record of Briefing
6.	<p>240857 - <u>16-20 Old Castle Hill Road, Castle Hill</u> - Urban Property Group / Chris Ferreira</p> <p>Applicant's summary of proposal: 300 apartments in a 40-storey building, including 15% allocation of affordable apartments.</p> <p>No of dwellings (indicative): 300</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act. • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application. • Recommended that the applicant be advised that the SSD application should address any road widening requirements following liaison with Council. • Noted there are no member conflict of interests.
7.	<p>241634 - <u>44-50 Waterloo Road Macquarie Park</u> - Grace McDonald / ESR Investment Management 1 (Australia) Pty Ltd atf 50 WR Property Trust / ESR Australia and New Zealand</p> <p>Applicant's summary of proposal: 550 apartments, and an additional 3% allocation of affordable apartments, in a 132m high building with an integrated community facility.</p> <p>No of dwellings (indicative): 550</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards

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No.	Description	Record of Briefing
	<p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> Objective 3: Drive quality and affordable housing Criteria 3.2: Well serviced Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application and a planning proposal to overcome prohibition. Noted there are no member conflict of interests.
8.	<p>241732 - <u>250 – 318 Parramatta Road, Homebush West</u> - m projects c/o Sydney Markets Pty Ltd / Miled Akle</p> <p>Applicant's summary of proposal: Mixed use development in two individual precincts comprising 1500 dwellings (45 affordable) and commercial floor space. A building height ranging from 8 – 24 storeys and a combined GFA pf 146,000m2</p> <p>No of dwellings (indicative): 1500</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal did not sufficiently satisfy all objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> Objective 2 Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Criteria 2.2: Positive commitment to commence Objective 3: Drive quality and affordable housing Criteria 3.1: Well located Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including development application following a planning proposal to overcome prohibition. Noted that the HDA supports the Department giving consideration to a state led rezoning for this site Noted there are no member conflict of interests.

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No.	Description	Record of Briefing
9.	<p>241815 - <u>1a Bowen Street</u>, 1B Bowen Street, 3 Bowen Street, 5 Bowen Street, 7 Bowen Street, 9 Bowen Street, 11 Bowen Street, 13 Bowen Street, 15 Bowen Street, 17 Bowen Street, 19 Bowen Street, 21 Bowen Street, 23-25 Bowen Street, 27 Bowen Street, 29 Bowen Street, 12 Moriarty Road, 14 Moriarty Road, 16 Moriarty Road, 18 Moriarty Road, Chatswood - Sun Property Group Australia Pty. Ltd. / Cemron Johnson / BM Chatswood Pty Ltd</p> <p>Applicant's summary of proposal: Demolition of existing structures and construction of six storey residential flat building across two structures, comprising 124 apartments including between 5 - 9 affordable units</p> <p>No of dwellings (indicative): 124</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal did not sufficiently satisfy all objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.2: Development is State significant • Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including an amending development application utilising the Low and Mid-rise Housing provisions of the Housing SEPP. • Noted there are no member conflict of interests.
10.	<p>242082 - <u>34 and 36A Flood Street, Bondi</u> - Karimbla Properties (No.10) Pty Ltd</p> <p>Applicant's summary of proposal: 60 apartments in a 20-storey building with a redeveloped synagogue</p> <p>No of dwellings (indicative): 60</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Criteria 2.1: Largely consistent with development standards Criteria 2.5: Has addressed any previously refused proposal Objective 3: Drive quality and affordable housing Criteria 3.3: Positive commitment to affordable housing Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site include a development application following a planning proposal to change development standards. Noted: David McNamara did not brief the HDA on this matter due to a declared conflict of interest Noted there are no member conflict of interests.
11.	<p>242117 - <u>700 Hunter Street, Newcastle West</u> - Iris Capital / Iris Wentworth Pty Limited ACN: 169 816 353 / Warwick Bowyer</p> <p>Applicant's summary of proposal: Demolition of existing hotel and construction of shop top housing – commercial space, 85 hotel beds, 165 apartments and carparking</p> <p>No of dwellings (indicative): 165</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document “HDA consideration of State significance under s4.36 of the EP&A Act. Noted that a merit assessment may result in development standards and dwelling yield lower than

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No.	Description	Record of Briefing
		<p>proposed in the EOI. The application will need to address the significant variation to the height standards within the LEP and mitigate any adverse impacts.</p> <ul style="list-style-type: none"> • Noted the development will need to address Council's affordable housing scheme. • Noted there are no member conflict of interests.
12.	<p>242584 - <u>31 Brownleigh Vale Drive Inverell</u> - Coastal Alliance Pty Ltd / Brian Eddy</p> <p>Applicant's summary of proposal: Applicant is looking to sell an approved project for a 76 lot land lease/manufactured home park.</p> <p>No of dwellings (indicative): 686</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ Objective 1: Deliver more homes within the Housing Accord period ◦ Criteria 1.1: Development is a type to deliver high yield housing ◦ Criteria 1.2: Development is State significant • Recommended the applicant be thanked for the EOI and advised that the HDA EOI is not a project acquisition program but instead a program to accelerate approval of new State significant housing proposals.
13.	<p>242650 - <u>No.s 4-6 & 8-12 Hill Road, Lidcombe</u> - Orlani Property Group / David Desson</p> <p>Applicant's summary of proposal: Concept approval for demolition of existing buildings and construction of 686 residential apartments, associated retail and improvements to creek, waterfront edge and public domain.</p> <p>No of dwellings (indicative): 686</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal did not sufficiently satisfy certain objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Objective 2: Identify projects that can be assessed quickly

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Objective 3: Drive quality and affordable housing Criteria 3.3: Positive commitment to affordable housing Recommended: The applicant be advised that there remain alternative approval pathways in the NSW planning system for development on this site including utilising the 2020 Carter Street masterplan rezoning. Noted there are no member conflict of interests.
14.	<p>242722 - <u>142-150 Narrow Neck Road Katoomba</u> - George Karavanas</p> <p>Applicant's summary of proposal: 8 x 4-storey buildings with 214 apartments including 15% allocation of affordable apartments, and an additional 52 serviced apartments</p> <p>No of dwellings (indicative): 214</p> <p>Concurrent rezoning: State Significant Development only (notes a concurrent rezoning is likely required)</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act. Noted that the proposal will likely require a concurrent rezoning for height and floor space ratio uplift. Noted there are no member conflict of interests.
15.	<p>242684 - <u>148 and 158 Jonson Street, Byron Bay</u> - Jason Dunn / Landowner - 156 Jonson Street Pty Ltd. Developer - JD Property Group.</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation:

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No.	Description	Record of Briefing
	<p>Applicant's summary of proposal: 140 apartments, including 20 affordable apartments in a 4-storey building with ground floor retail and supermarket.</p> <p>No of dwellings (indicative): 140</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act". • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application. • Noted there are no member conflict of interests.
16.	<p>242754 - <u>99-101 Pyrmont Bridge Road, 190-196 Parramatta Road, Annandale</u> - Vasuveda Property Pty Ltd / Nigel Dickson / Dickson Rothchild</p> <p>Applicant's summary of proposal: 99 residential apartments, including unspecified affordable apartments, 92 serviced apartments and commercial GFA in a part 6 storey and part 15 storey building(s).</p> <p>No of dwellings (indicative): 99</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act". • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application, and a different ratio of dwellings to serviced apartments.

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Noted there are no member conflict of interests.
17.	<p>242775 - <u>44 Carrington Road, Castle Hill</u> - North Coast Capital ATF North Coast Capital Unit Trust / Merc Capital / Stephen McMahon / Inspire Planning</p> <p>Applicant's summary of proposal: Proposed residential flat building with a total gross floor area of 58,500 sqm and cost exceeding \$60 million, comprising three buildings with a maximum height of 25 stories (80 metres) accommodating 600 apartments with a range of 1, 2 and 3 bedrooms, including basement car parking and associated landscaping</p> <p>No of dwellings (indicative): 600</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application and a planning proposal to overcome any prohibition. Noted there are no member conflict of interests.
18.	<p>242779 - <u>120 Kingsland Road North, Bexley North</u> - The Salvation Army / Abadeen / Adam Arias</p> <p>Applicant's summary of proposal: 85 apartments and 60 townhouses (total 145 dwellings) including 5-10% affordable housing and adaptive reuse of local heritage items as a dwelling house and a cafe.</p> <p>No of dwellings (indicative): 145</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA

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No.	Description	Record of Briefing
		<p>consideration of State significance under s4.36 of the EP&A Act.</p> <ul style="list-style-type: none"> Noted an existing local development application on the site will need to be withdrawn DA-2024/93 Noted there are no member conflict of interests.
19.	<p>242786 - 146-154 and 176 O'Riordan Street and 263 and 247 King Street, Mascot - Guy Smith / Goodman Property Services (Aust) Pty Ltd</p> <p>Applicant's summary of proposal: Concept plan including 1,400 apartments and stage 1 development for shop top housing including 424 residential apartments.</p> <p>No of dwellings (indicative): 1,400</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application. Noted there are no member conflict of interests.
20.	<p>242790 - 677 Canterbury Road, 35-39 Anderson Street and 44, 48 Drummond Street BELMORE - Statewide Planning/Linx Constructions OBO Belmore Linx Pty Ltd and Belmore Linx 3 Pty Ltd / Rebecca Taylor / Planning Ingenuity</p> <p>Applicant's summary of proposal: 300 apartments with 15% allocation of</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI.

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No.	Description	Record of Briefing
	<p>affordable apartments and commercial GFA</p> <p>No of dwellings (indicative): 300</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Recommended that the applicant be advised that the proposal should align more closely to the Belmore planning proposal • Noted there are no member conflict of interests.
21.	<p>242800 - <u>60 Phillip Street Parramatta</u> - Statewide Planning/Linx Constructions OBO Belmore Linx Pty Ltd and Belmore Linx 3 Pty Ltd / Rebecca Taylor / Planning Ingenuity</p> <p>Applicant's summary of proposal: Demolition of existing structures and construction of a mixed-use development featuring retail, commercial spaces, carparking and residential units (300), with 15% affordable housing</p> <p>No of dwellings (indicative): 300</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal sufficiently satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act'. • Noted that a merit assessment may result in development standards and dwelling yield that are lower than proposed in the EOI. • Noted there are no member conflict of interests.

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No.	Description	Record of Briefing
22.	<p>242805 - <u>5 & 9 Knight Street, 88, 90, 92 & 92A Parramatta Road, 2 Subway Lane and 10, 11, 12, 13, 14, 15 & 16 Loftus Cres HOMEBUSH</u> - Statewide Planning/Linx Constructions OBO Homebush Linx Pty Ltd / Rebecca Taylor / Planning Ingenuity</p> <p>Applicant's summary of proposal: 450 apartments including 15% allocation of affordable apartments and commercial GFA.</p> <p>No of dwellings (indicative): 450</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located • Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site include a development application under the Homebush Accelerated TOD provisions • Noted there are no member conflict of interests.
23.	<p>242820 - <u>190 Princes Highway Maddens Plains</u> - Statewide Planning/Linx Constructions/ Demian Property Group OBO Maddens Plains Pty Ltd / Rebecca Taylor / Planning Ingenuity</p> <p>Applicant's summary of proposal: Land lease proposal for 575 manufactured homes and caravans including a park, clubhouse, and swimming pool</p> <p>No of dwellings (indicative): 575</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing

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No.	Description	Record of Briefing
	<p>Concurrent rezoning: No</p>	<ul style="list-style-type: none"> Objective 3: Drive quality and affordable housing Criteria 3.1: Well located Criteria 3.2: Well serviced Criteria 3.3: Positive commitment to affordable housing Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application Noted there are no member conflict of interests.
24.	<p>243165 - <u>3 - 7 Maples Ave and 27 - 31 Werona Ave, Killara</u> - Planning & Co / Tom Goode / Sihong Wang</p> <p>Applicant's summary of proposal: About 200 apartments with 15% allocation of affordable apartments</p> <p>No of dwellings (indicative): 200</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 2: Identify projects that can be assessed quickly Criteria 2.2: Positive commitment to commence Criteria 2.3: Land tenure is secure Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application. Noted there are no member conflict of interests.
25.	<p>243304 - <u>35-47 Hawkesbury Road, 1-5 Cotswold Street and 83-85 Amos Street, Hawkesbury</u> - Urbis Pty Ltd / David Brophy / Bolton Clarke</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation:

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No.	Description	Record of Briefing
	<p>Applicant's summary of proposal: 6 storey development for Independent Living Units in association with an existing residential aged care facility (additional 35 units).</p> <p>No of dwellings (indicative): 100</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> ○ The proposal did not sufficiently satisfy certain objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing • Recommended: the applicant be advised that there remain alternative approval pathways in the NSW planning system including local development application • Noted there are no member conflict of interests.
26.	<p>243395 - <u>54-68 Hampstead Road and 276 - 282 Parramatta Road Auburn</u> - Raad Property Acquisition No 65 Pty Ltd / Hallmark Construction Pty Ltd / Raymond Raad</p> <p>Applicant's summary of proposal: 215 apartments, including unspecified allocation of affordable apartments, commercial GFA and open space</p> <p>No of dwellings (indicative): 215</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application. • Noted there are no member conflict of interests.

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No.	Description	Record of Briefing
27.	<p>243653 - <u>166, 168, 170, 174 Blaxland Road, Ryde</u> - Sasco Property Pty Ltd - James Sassine</p> <p>Applicant's summary of proposal: Construction of a residential flat building (103 dwellings), 9 storeys at the front and 4 storeys at the rear. 5% affordable housing component</p> <p>No of dwellings (indicative): 103</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal sufficiently satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act'. • Recommended the applicant be advised to withdraw current planning proposal after HDA SSD declaration. • Noted that a merit assessment may result in development standards and dwelling yield that are lower than proposed in the EOI application. • Noted there are no member conflict of interests.
28.	<p>243894 - <u>71-85 Constitution Road West, West Ryde</u> - Stephen White / Urbis /Blue Aurora Partner Pty Ltd</p> <p>Applicant's summary of proposal: 183 apartments including 5% of GFA allocated to affordable apartments in a 4 to 8 storey building with a 15-storey corner element, and commercial GFA</p> <p>No of dwellings (indicative): 183</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD

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No.	Description	Record of Briefing
		<p>criteria established in the document “HDA consideration of State significance under s4.36 of the EP&A Act.”</p> <ul style="list-style-type: none"> • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application. • Noted there are no member conflict of interests.
29.	<p>240231 - <u>15 Lismore Street, Blacktown</u> - Planning Co / Tom Goode / Blacktown Square</p> <p>Applicant’s summary of proposal: About 600 dwellings including a 10% allocation of affordable dwellings and seniors living dwellings, as well as mixed land uses including medical and social</p> <p>No of dwellings (indicative): 600</p> <p>Concurrent rezoning: Yes</p>	<p>Following the operational briefing, including a briefing related to the applicability of the Seniors Housing state significant development pathway, the HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document “HDA consideration of State significance under s4.36 of the EP&A Act.” • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application. • Noted there are no member conflict of interests.
30.	<p>235177 - <u>319-333 Taren Point Road and 6-20 Hinkler Avenue, Caringbah</u> - Landmark Group Australia Pty Ltd / Joseph Scuderi / Hinkler Ave 1 Pty Ltd,</p>	<p>Following the operational briefing including a briefing on the status of HDA projects within alternate state significant development pathways the HDA:</p>

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No.	Description	Record of Briefing
	<p>Hinkler Ave 2 Pty Ltd and Hinkler Ave 3 Pty Ltd</p> <p>Applicant's summary of proposal: Construction of a 13-14 storey residential flat building containing 390 apartments, including approximately 70 affordable apartments, and basement parking.</p> <p>No of dwellings (indicative): 390</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ◦ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application.

HDA Members endorse this as a true and accurate record of the briefing

 Chair: Simon Draper Date: 06/05/2025	 Member: Kiersten Fishburn Date: 06/05/2025	 Member: Tom Gellibrand Date: 06/05/2025
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TRANSCRIPT OF PROCEEDINGS

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DEPARTMENT OF PLANNING, HOUSING AND INFRASTRUCTURE

HOUSING DELIVERY AUTHORITY BRIEFING - 2 MAY 2025

HDA MEMBERS: SIMON DRAPER
KIERSTEN FISHBURN
TOM GELLIBRAND

HDA MEMBER ALTERNATES: -

OTHER PERSONS PRESENT: AOIFE WYNTER
KATE MCKINNON
DAVID MCNAMARA
MONICA GIBSON
MARK RUTHERFORD
ANGELA KENNA

-
5/2/2025 4:40:58 AM

MR DRAPER: Thank you. All right. Thanks, everybody. I just wanted to note we did have an operational briefing this morning before we addressed each of the EOIs. I just wanted to note that in the operational briefing, the panel was briefed by the department on three matters that were previously considered by the HDA. They are number 239947, which is at the University of New
5 South Wales in Barker Street, Kensington. Number 240231 at 15 Lismore Street, Blacktown. Number 235177, which is in Taren Point Road (indistinct) Hinkler Avenue in Caringbah. And the HDA has now recommended each of these proposals be declared state significant, and it will be outlined in the record of briefing.

And there are a number of matters that we considered together this morning, mostly comprising
10 proposals for subdivisions. And we're not recommending those to go ahead for HDA to be declared state significant at this stage. Not to suggest those items are not meritorious, but rather they're just not likely to meet the HDA criteria in terms of the timeframes for getting new homes built. And I'll just read out the numbers of those applications now. Number 241153, number 242071, number 242269, number 244346, number 244852, number 245583, number 245674, number 247096,
15 number 248848, number 248945, number 249453, number 249818, number 251601, number 251788, number 253012, number 256292, number 256463, and number 243959.

I'm just going through the other ones we considered today. Number 240798, that is recommended to be declared as state significant. Number 240836, that is also recommended to be declared state significant. Number 240837 is recommended to be declared state significant. Number 248897 is
20 recommended to be declared state significant. Number 241634 is not recommended to be declared state significant.

MS FISHBURN: Noting that this has recently been rezoned as part of the accelerated process.

MR DRAPER: Yeah. Number 241732 is not recommended to be declared state significant, but the HDA does support the department in giving consideration to this being safely rezoned. Number
25 241815 is not recommended to be declared state significant.

MS FISHBURN: This was a threshold number of development, and they're able to use the LMR provisions.

MR DRAPER: Yeah. Number 242082 is not recommended to be declared state significant.

MS FISHBURN: Again, this was a threshold number in terms of the development yield.

30 MR DRAPER: Yeah. Number 242117 is recommended to be declared state significant. Number 242584 is not recommended to be declared state significant. Number 242650 is not recommended to be declared state significant. Number 242722 is recommended to be declared state significant. Number 242684 is recommended to be declared state significant. Number 242754 is recommended to be declared state significant. Number 242775 is not recommended to be

declared state significant. Number 242779 is recommended to be
declared state significant. Number 242786 is recommended to be
declared state significant. Number 242790 is recommended to be
declared state significant. Number 242800 is recommended to be declared state
5 significant. Number 242805 is not recommended to be declared state significant. Number 242820
is not recommended to be declared state significant. Number 243165 is not recommended to be
declared state significant. Just noting that Ku-ring-gai Council is in the final stage of considering
total controls and - - -

MS FISHBURN: Submitting them to the department, yeah.

10 MR DRAPER: Yep. Number 243304 is not recommended to be declared state
significant. Number 243395 is recommended to be declared state significant. Number 243653 is
recommended to be declared state significant. And number 243894 is recommended to be declared
state significant. That's the ones we considered today. Thank you.

MS FISHBURN: Thank you, Simon.

15 MR DRAPER: Thank you. That's all the matters for today, then?

UNIDENTIFIED FEMALE: Yes.

MR DRAPER: Thank you.

RECORDING CONCLUDED

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Housing Delivery Authority – Record of Briefing

Date and Time: 16 May 2025 – 10.00AM – 12.00PM

Location: L21 Muruwai Room, 52 Martin Place, Sydney or MS Teams

Chaired by: Simon Draper – Secretary, Premier’s Department

HDA Members

Simon Draper – Secretary, Premier’s Department (Chair)

Kiersten Fishburn – Secretary, Department of Planning, Housing and Infrastructure (DPHI)

Tom Gellibrand – Chief Executive, Infrastructure NSW

Member Alternates

Ken Morrison – Chief Executive Officer, Bradfield Development Authority (Item 1)

DPHI Staff

David Gainsford – Deputy Secretary, Development Assessment and Sustainability, DPHI

Alison Burton – A/Deputy Secretary, Planning, Land Use Strategy, Housing, and Infrastructure, DPHI

Aoife Wynter – A/Executive Director, Panels and Housing Delivery, DPHI

Kate McKinnon – A/Director, Panels and Housing Delivery, DPHI

Mark Rutherford – Director Probity, DPHI

Angela Kenna – Senior Project Officer, Panels and Housing Delivery, DPHI

Chris Ritchie – Executive Director, Energy and Resource Assessments, DPHI

Doris Yau – Specialist Hazards, Energy and Resource Assessments, DPHI

Apologies

Chrissy Peters – Manager Panels Delivery, Panels and Housing Delivery, DPHI

Monica Gibson – Deputy Secretary, Planning, Land Use Strategy, Housing, and Infrastructure, DPHI

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Summary of decision

The HDA considered 30 EOI applications received by DPHI. The HDA considered each application against the “Housing Delivery Authority State Significant Development Criteria” published in December 2024.

Of the 30 applications, the HDA recommended to the Minister for Planning and Public Spaces that:

- 15 EOI applications be declared under the HDA SSD pathway.
- 14 EOI applications are not recommended to be called in as SSD.
- 1 EOI application be deferred to obtain further information for future consideration.

Agenda items

No.	Description	Record of Briefing
A	Introduction <ul style="list-style-type: none">• Note the briefing is being recorded• Acknowledgement of Country• Conflict of Interests	<ul style="list-style-type: none">• Noted briefing is being recorded and transcribed for future reference.
B	Briefing on Hazards	<ul style="list-style-type: none">• Noted briefing on Hazards from Chris Ritchie and Doris Yau
C	HDA Criteria	<ul style="list-style-type: none">• Requested update on changes to the HDA referral criteria be deferred to be provided at the next HDA briefing
D	HDA Operational Briefing	<ul style="list-style-type: none">• Noted the verbal update on HDA procedures and operational matters.• Noted HDA monitoring report update.

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No.	Description	Record of Briefing
1.	<p>245834 - 614-632 High Street Penrith - Urban Property Group</p> <p>Applicant's summary of proposal: 446 apartments including 15% affordable apartments (~66 apartments) and ground floor commercial GFA in a 45-storey building</p> <p>No of dwellings (indicative): 446</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this project be declared SSD under the HDA pathway • Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located • Recommended that the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including development application following a planning proposal • Noted Kiersten Fishburn was conflicted and Ken Morrison was alternate member.
2.	<p>235561 - 49-77 Parramatta Road, 2-10 Harris Road, 35-57 Queens Road and 5-29 Courland Street Five Dock - Toga Development & Construction</p> <p>Applicant's summary of proposal: Residential development comprising 3 shop top housing buildings of between 8 and 26 storeys with ground-floor community and retail uses, an 8 storey co-living/BTR building facing Parramatta Road with ground-floor co-working. This results in an overall development with a FSR of 3.02:1 and 750 dwellings</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA

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No.	Description	Record of Briefing
	<p>No of dwellings (indicative): 750</p> <p>Concurrent rezoning: Yes</p>	<p>consideration of State significance under s4.36 of the EP&A Act".</p> <ul style="list-style-type: none"> • Recommended that the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application • Recommended that the applicant engage with the City of Canada Bay as part of the preparation of a State significant development application and concurrent rezoning for integration with the Stage 2 Planning Proposal for the Parramatta Road Corridor, including infrastructure provision. • Noted there are no member conflict of interests.
3.	<p>243930 - 10 James Street Carlingford - Captag James Project Pty Ltd / Mark Bainey</p> <p>Applicant's summary of proposal: 88 apartments in a 25-storey building</p> <p>No of dwellings (indicative): 88</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards • Recommended that the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including development application following a planning proposal • Noted there are no member conflict of interests.

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No.	Description	Record of Briefing
4.	<p>244002 - 51-55A Woollooware Road 55-157 Kingsway Woollooware - PCH 1 Pty Ltd (Land owner of 51 and 149 and contracted entity for remaining land holding) / James Matthew / Pacific Planning</p> <p>Applicant's summary of proposal: Demolition of existing residential single dwellings and construction of residential development in the form of residential flat buildings with market and affordable housing managed by a community housing provider. The scheme would seek to include convenience ground floor retail, community infrastructure in the form of a small community centre and landscaped open space</p> <p>No of dwellings (indicative): 225</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal did not adequately satisfy certain objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards • Recommended that the applicant be advised that remain alternative approval pathways in the NSW planning system for development on this site including development application relying on the Low and Mid Rise Housing policy. • Noted there are no member conflict of interests.
5.	<p>244035 - 89-91 Karalta Road Erina - Think Planners Pty Ltd / Adam Byrnes / Emicon Pty Ltd</p> <p>Applicant's summary of proposal: 468 apartments including 15% allocation of affordable apartments</p> <p>No of dwellings (indicative): 468</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA

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No.	Description	Record of Briefing
		<p>consideration of State significance under s4.36 of the EP&A Act.”</p> <ul style="list-style-type: none"> • Noted there are no member conflict of interests.
6.	<p>244238 - 1A Wanya Road, Tea Gardens - Tea Gardens Properties Pty Ltd / Bob Lander / Tattersall Lander Pty Ltd</p> <p>Applicant's summary of proposal: 522 dwelling sites</p> <p>No of dwellings (indicative): 522</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located ▪ Criteria 3.3: Positive commitment to affordable housing • Recommended that the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site. • Noted there are no member conflict of interests.
7.	<p>244309 - 2-18 Station Street, Marrickville - Emag Apartments Pty Ltd / Joe Ghosn</p> <p>Applicant's summary of proposal: 190 rooms in a 16-storey building</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation:

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No.	Description	Record of Briefing
	<p>No of dwellings (indicative): 190</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Criteria 2.5: Has addressed any previously refused proposal ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.3: Positive commitment to affordable housing • Recommended that the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. • Noted there are no member conflict of interests. • Noted Alison Burton did not brief the HDA on this matter due to a declared conflict of interest
8.	<p>244322 - 212-224 Canterbury Road & 4-8 Close Street. 212-218 Canterbury Road, 220 Canterbury Road, 222 Canterbury Road, 224 Canterbury Road, 4-8 Close Street - Emag Apartments Pty Ltd / Joe Ghosn</p> <p>Applicant's summary of proposal: 600 apartments including 10% allocation of affordable apartments and including co-living rooms in a 20-storey building with ground floor commercial GFA</p> <p>No of dwellings (indicative): 600</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards

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No.	Description	Record of Briefing
	<p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> Objective 3: Drive quality and affordable housing Criteria 3.1: Well located Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application in accordance with current development standards. Noted there are no member conflict of interests.
9.	<p>244327 - 20 Mangrove Crescent & 60 Lacebark Drive, Forest Hill - Brunslea Park Estate / Samantha Brunskill / Douglas Brunskill</p> <p>Applicant's summary of proposal: 280 residential lots at 450m²</p> <p>No of dwellings (indicative): 280</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 1: Deliver more homes within the Housing Accord period Criteria 1.1: Development is a type to deliver high yield housing Criteria 1.2: Development is State significant Objective 2: Identify projects that can be assessed quickly Criterion 2.1: Largely consistent with development standards Criteria 2.5: Has addressed any previously refused proposal Objective 3: Drive quality and affordable housing Criteria 3.1: Well located Criteria 3.2: Well serviced Criteria 3.3: Positive commitment to affordable housing Recommended that the applicant be advised there remain alternative approval pathways in the NSW

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No.	Description	Record of Briefing
		<p>planning system for development on this site including a development application following a planning proposal.</p> <ul style="list-style-type: none"> • Noted there are no member conflict of interests.
10.	<p>244331 - 43- 53 Cudgegong Road, Tallawong - Westmill Corporate Partners and Rouseland Pty Ltd / John Saba</p> <p>Applicant's summary of proposal: Amendments to existing DAs shop top housing development consents at Tallawong Town Centre to provide approximately 547 additional dwellings, including 5% affordable housing, in addition to the 753 dwellings already approved (resulting in a total of 1300 dwellings)</p> <p>No of dwellings (indicative): 1300</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act". • Recommended that the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application • Noted there are no member conflict of interests.
11.	<p>244349 - 64 & 66 Lavender Street and 1-7 3, 5 & 7 Middlemiss Street, Lavender Bay - Central Element Pty Ltd (Central Element) / Tom Goode</p> <p>Applicant's summary of proposal: 140 apartments including 3% allocation of affordable apartments in a 20-storey building.</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI.

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No.	Description	Record of Briefing
	<p>No of dwellings (indicative): 140</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application • Noted there are no member conflict of interests.
12.	<p>244373 - 12 Walker Street Werrington - Rebecca Taylor / Statewide Planning/Linx Constructions/ Demian Property Group OBO Settlers Estate Pty Ltd</p> <p>Applicant's summary of proposal: 800 apartments across 7 buildings of 6 and 8-storeys, with 15% affordable housing and a park. Stage 1 to include 450 apartments</p> <p>No of dwellings (indicative): 800</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Recommended that the provision of affordable housing should be proportionate to the extent of uplift sought. • Noted there are no member conflict of interests.
13.	<p>244377 - 81-95 Boronia Road Greenacre - GPV Investment Pty</p>	<p>The HDA:</p>

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No.	Description	Record of Briefing
	<p>limited Godfrey Vella / Monterey Property Services</p> <p>Applicant's summary of proposal: 295 apartments within 3 buildings, including a medical centre, chemist, coffee shop and domestic violence refuge. 150 Units will be affordable housing (90 units AH, 45 units NDIS/adaptable, 15 units displaced women accommodation) and 30 units BTR</p> <p>No of dwellings (indicative): 295</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 4: Optional Concurrent Spot Rezoning • Recommended that the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. • Noted there are no member conflict of interests.
14.	<p>244679 - 63- 77 Pyrmont Bridge Road, Pyrmont - 63-65 Pyrmont Bridge Road - Wilga Street Properties Pty Ltd 67 Pyrmont Bridge Road (Lot 6, DP 211235) - John Ernest Griffiths & Epifania Pingul Griffiths 69 Pyrmont Bridge Road (Lot 5, DP 211235) - Samuel Nguyen & Ashleigh Jo 71-75 Pyrmont Bridge Road, Annandale (Lot 4, DP 211235) - Henry Jo and Eduard Jo 77 Pyrmont Bridge Road (Lot 1, DP 211235)- CICINVEST Pty Ltd</p> <p>Applicant's summary of proposal: 180 apartments (15% affordable housing – negotiated) in 2 to 3, 18-storey buildings with ground floor commercial GFA and basement parking</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act".

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No.	Description	Record of Briefing
	<p>No of dwellings (indicative): 180</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application • Noted there are no member conflict of interests.
15.	<p>244687 - 209 Railway Terrace Schofields - Statewide Planning/Linx Constructions/ Demian Property Group OBO Schofields Linx Pty Ltd ATF Terrace Trust</p> <p>Applicant's summary of proposal: 400 apartments including 15% affordable apartments, and commercial GFA</p> <p>No of dwellings (indicative): 400</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Recommended that the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application and that the provision of affordable housing should be proportionate to the amount of uplift sought. • Noted there are no member conflict of interests.
16.	<p>244703 - 35 Denis Winston Drive Doonside - Statewide Planning/Linx Constructions/ Demian Property Group OBO Doonside Linx Pty Ltd</p> <p>Applicant's summary of proposal: Subdivision and the construction of 100</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being:

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No.	Description	Record of Briefing
	<p>terrace houses including 15% allocated for affordable housing.</p> <p>No of dwellings (indicative): 100</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Criteria 2.5: Has addressed any previously refused proposal ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located <ul style="list-style-type: none"> • Recommended that the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. • Noted there are no member conflict of interests.
17.	<p>244715 - 1 Columbia Court, Norwest - Merc Capital</p> <p>Applicant's summary of proposal: 350 apartments with 10% affordable apartments, in an 18-20 storey building with retained hotel/retail GFA</p> <p>No of dwellings (indicative): 350</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing • Recommended the applicant be advised there remain alternative approval pathways in the NSW planning

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No.	Description	Record of Briefing
		<p>system for development on this site including a development application following a planning proposal.</p> <ul style="list-style-type: none"> • Noted there are no member conflict of interests.
18.	<p>244722 - 34-46 Brookhollow Avenue, Norwest - Merc Capital</p> <p>Applicant's summary of proposal: 800 apartments with 10% affordable housing in a building to RL 222m (~37-storeys), and 38,300m² commercial GFA</p> <p>No of dwellings (indicative): 800</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act. • Recommended that the applicant engage with The Hills Shire Council on suitable public benefit offering to support the delivery of additional housing within this precinct. • Noted there are no member conflict of interests.
19.	<p>244746 - 97 & 99 Willarong Road Caringbah - Statewide Planning/Linx Constructions/ Demian Property Group OBO Nonabel Pty Ltd, Silverdale Linx2 Pty Ltd</p> <p>Applicant's summary of proposal: 110 apartments with 15% allocation of affordable apartments</p> <p>No of dwellings (indicative): 110</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria.

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No.	Description	Record of Briefing
	Concurrent rezoning: Yes	<ul style="list-style-type: none"> • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act. • Noted there are no member conflict of interests.
20.	<p>244783 - 244 - 248 Old Northern Rd, Castle Hill - Promina Projects Pty Ltd / Merc Capital</p> <p>Applicant's summary of proposal: Up to 200 apartments with a negotiated allocation of affordable housing or monetary contribution in a 20-25 storey building</p> <p>No of dwellings (indicative): 200</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Noted that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application • Noted there are no member conflict of interests.
21.	<p>244944 - 189 Union Street, 195-197 Union Street, 11 Kendrick Street, 15 Kendrick Street, The Junction - The Junction Development Company P/L</p> <p>Applicant's summary of proposal: 40 apartments with 2% affordable apartments in a 26m high building (~7-</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI.

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	<p>storeys) with 2 levels of commercial GFA</p> <p>No of dwellings (indicative): 40</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Noted there are no member conflict of interests.
22.	<p>245397 - The northern road, 705 The Northern Road, 657 The Northern Road, 689 The Northern Road, 421D The Northern Road, 621 The Northern Road, Cobbitty - Robert Jones Cobbitty 500 Pty Ltd, Robert Jones Cobbitty 621 Pty Ltd, Robert Jones Cobbitty 705 Pty Ltd 657 Cobbitty Pty Ltd ATF 657 Cobbitty Holding Trust, JJ Cobbitty development Pty Ltd (JJCD)</p> <p>Applicant's summary of proposal: 650 lots for 682 dwellings (in a mix of houses and apartments)</p> <p>No of dwellings (indicative): 682</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located ▪ Criteria 3.2: Well serviced ▪ Criteria 3.3: Positive commitment to affordable housing • Recommended the applicant be advised there remain alternative approval pathways in the NSW planning

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No.	Description	Record of Briefing
		<p>system for development on this site including a development application following a planning proposal.</p> <ul style="list-style-type: none"> • Noted there are no member conflict of interests.
23.	<p>245501 - 15-37 Innesdale Road, Wolli Creek - TQM</p> <p>Applicant's summary of proposal: 250 apartments with 10% allocation of affordable apartments</p> <p>No of dwellings (indicative): 250</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Deferred consideration of this proposal to enable the applicant to clarify the status of the development application proposed to be amended via the EOI proposal. • Noted there are no member conflict of interests
24.	<p>245777 – 453 Culburra Road and 9 Strathstone Street, Culburra Beach - Sealark Pty Ltd</p> <p>Applicant's summary of proposal: Stage 1 DA to subdivide the residential and industrial precincts of West Culburra concept proposal (SSD-3846 approved by the Land and Environment Court).</p> <p>No of dwellings (indicative): 244</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal did not sufficiently satisfy certain objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within Housing Accord period ▪ Objective 2: Identify projects that can be assessed quickly ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.2: Well-located - free of specific environmental hazards. ▪ Criteria 3.3: Well-serviced – enabling infrastructure • Noted: The applicant is advised that there remain alternative approval pathways in the NSW planning system. • Noted there are no member conflict of interests.

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No.	Description	Record of Briefing
25.	<p>245844 - 251 Princes Highway, 253 Princes Highway, 6-10 Hattersley Street, Arncliffe - Hattersley Developments Pty Ltd</p> <p>Applicant's summary of proposal: 130 apartments including 15% affordable (~19 apartments) in two buildings of 9 and 13-storeys, with commercial GFA</p> <p>No of dwellings (indicative): 130</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: • Notes the reasons for the HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Noted there are no member conflict of interests.
26.	<p>246341 - 300 Burns Bay Road, Lane Cove - Lane Cove Developments No.1 Pty Ltd</p> <p>Applicant's summary of proposal: 215 apartments including 15% affordable apartments in a 12-13 storey building</p> <p>No of dwellings (indicative): 215</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act."

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Recommended that the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application Noted there are no member conflict of interests.
27.	<p>246279 - 55A Well Street Ryde - Holdmark Pty Ltd</p> <p>Applicant's summary of proposal: 128 apartments with 3%-5% affordable apartments in a 13-storey building, with commercial GFA.</p> <p>No of dwellings (indicative): 128</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 1: Deliver more homes within the Housing Accord period Criteria 1.2: Development is State significant Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a modification through the existing Part 3A SSD team. Noted there are no member conflict of interests.
28.	<p>246592 - 4-4a Flinders Street, North Wollongong - Urban Property Group</p> <p>Applicant's summary of proposal: 270 apartments including 15% of GFA for affordable apartments, 150 hotel rooms and commercial GFA in a 38-storey building</p> <p>No of dwellings (indicative): 270</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria.

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." • Recommended that the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application. • Noted there are no member conflict of interests.
29.	<p>247302 - 5-9 Cowan Road, St Ives - Growthbuilt (c/o of Keylan Consulting)</p> <p>Applicant's summary of proposal: 85 apartments including 5% affordable apartments in an 8-storey building</p> <p>No of dwellings (indicative): 85</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this proposal be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards • Recommended the applicant be advised there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal • Noted there are no member conflict of interests.
30.	<p>244925 - 73-109 Belmore Road Randwick - Dexus Royal Randwick Pty Ltd</p>	<p>The HDA:</p>

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No.	Description	Record of Briefing
	<p>Applicant's summary of proposal: 237 apartments with 3% affordable housing in a 13-storey building with 3 levels of commercial and community GFA</p> <p>No of dwellings (indicative): 237</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act'. • Recommended that the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI. • Noted there are no member conflict of interests.

HDA Members endorse this as a true and accurate record of the briefing

 Chair: Simon Draper Date: 20/05/2025	 Member: Kiersten Fishburn Date: 20/05/2025	 Member: Tom Gellibrand Date: 20/05/2025
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Housing Delivery Authority – Record of Briefing

Date and Time: 2 June 2025 – 3.00PM – 4.45PM

Location: L9 Arrawarra Room, 52 Martin Place, Sydney or MSTeams

Chaired by: Simon Draper – Secretary, Premier’s Department

HDA Members

Simon Draper – Secretary, Premier’s Department (Chair)

Kiersten Fishburn – Secretary, Department of Planning, Housing and Infrastructure (DPHI)

Tom Gellibrand – Chief Executive, Infrastructure NSW

Member Alternates

Brett Whitworth - Deputy Secretary, Office of Local Government (Item1)

DPHI Staff

David Gainsford – Deputy Secretary, Development Assessment and Sustainability, DPHI

Monica Gibson – Deputy Secretary, Planning, Land Use Strategy, Housing, and Infrastructure, DPHI

Ben Lusher - Executive Director, Housing and Key Sites, DPHI (Item B)

Aoife Wynter – A/Executive Director, Panels and Housing Delivery, DPHI

Kate McKinnon – A/Director, Panels and Housing Delivery, DPHI

Chrissy Peters – Manager Panels Delivery, Panels and Housing Delivery, DPHI

Mark Rutherford – Director Probity, DPHI

Angela Kenna – Senior Project Officer, Panels and Housing Delivery, DPHI

Apologies

N/A

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Summary of decision

The HDA considered 41 EOI applications received by DPHI. The HDA considered each application against the “Housing Delivery Authority State Significant Development Criteria” published in December 2024.

Of the 41 applications, the HDA recommended to the Minister for Planning and Public Spaces that:

- 16 EOI applications be declared under the HDA SSD pathway (noting one application will need to be declared via three separate declarations to reflect development staging).
- 19 EOI applications are not recommended to be called in as SSD.
- 6 EOI applications were deferred for further information and future consideration.

Agenda items

No.	Description	Record of Briefing
A	Introduction <ul style="list-style-type: none">• Acknowledgement of Country• Conflict of Interests	<ul style="list-style-type: none">• Noted the following declared conflicts:<ul style="list-style-type: none">◦ Kiersten Fishburn – EOI 246574◦ David Gainsford – EOI 249515, EOI 247542 and EOI 249062◦ Aoife Wynter – EOI 248763
B	Briefing on alternate housing SSD assessment	<ul style="list-style-type: none">• Noted the briefing on alternate housing SSD assessment from Ben Lusher
C	HDA Criteria	<ul style="list-style-type: none">• Noted update from Aoife on proposed changes to the HDA referral criteria with a view to endorsement
D	HDA Operational Briefing	<ul style="list-style-type: none">• Noted the verbal update on HDA procedures and operational matters.• Endorsed proposal for ‘quick nos’ capacity for the Department to return ineligible proposals

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No.	Description	Record of Briefing
1.	<p>246574 - <u>4-5 Buchan Avenue, Edmondson Park</u> - Urban Property Group Summary of proposal: 600 apartments across four buildings 10 to 14 storeys with 15% affordable housing (approx. 90 dwellings) for 15 years. NDIS units will also be provided in addition to the affordable housing component.</p> <p>No of dwellings (indicative): 600</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Noted Kiersten Fishburn had a declared conflict and Brett Whitworth was alternate member.
	Items 2.a) – 2.i) were considered as part of a bulk report	
2.	<p>a) 256493 - <u>159–167 Darley Street West, Mona Vale</u> - IPM + Dexus</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 1: Deliver more homes within the Housing Accord period Criteria 1.2: Development is State significant Recommended the applicant be advised that, subject to meeting requirements, there remain

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No.	Description	Record of Briefing
		<p>alternative approval pathways in the NSW planning system for development on this site including a development application in line with the low and mid rise housing policy.</p> <ul style="list-style-type: none"> Noted there are no member conflict of interests.
2	<p>b) <u>256979 - 35-35B Frederick Street and 1 Glendon Crescent, Glendale and 144 Boundary Road, Wallsend - Eden Estates (Newcastle) Pty Ltd</u></p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 1: Deliver more homes within the Housing Accord period Criteria 1.1: Development is a type to deliver high yield housing Criteria 1.2: Development is State significant Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Objective 3: Drive quality and affordable housing Criteria 3.1: Well located Criteria 3.2: Well serviced Criteria 3.3: Positive commitment to affordable housing Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning

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No.	Description	Record of Briefing
		<p>system for development on this site including a development application following a planning proposal.</p> <ul style="list-style-type: none"> Noted there are no member conflict of interests.
2	<p>c) 249515 – <u>268-274 Devonshire Street, Surry Hills</u> - 276 Devonshire Street Pty Ltd</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 1: Deliver more homes within the Housing Accord period Criteria 1.2: Development is State significant Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal to increase development standards. Noted there are no member conflict of interests. Noted David Gainsford did not brief the HDA on this matter due to a declared conflict of interest
2	<p>d) 248590 - <u>258 Komirra Dr Eden - Justice Fox Property Group</u></p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being:

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located ▪ Criteria 3.2: Well serviced ▪ Criteria 3.3: Positive commitment to affordable housing • Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. • Noted there are no member conflict of interests.
2	e) 256882 - <u>1-9 Wilson Avenue, and 212 to 222 Powderworks Road, 7-14 Wilga Street, Ingleside</u> - Mirvac Homes (NSW) Pty Ltd	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this project be declared SSD under the HDA pathway • Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> ▪ Criteria 1.1: Development is a type to deliver high yield housing ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located ▪ Criteria 3.2: Well serviced ▪ Criteria 3.3: Positive commitment to affordable housing • Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. • Noted there are no member conflict of interests.
2	f) 261372 – <u>1029 Seaham Road, Seaham</u> - Mildhill Pty Ltd	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this project be declared SSD under the HDA pathway • Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> ▪ Criteria 1.2: Development is State significant ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located ▪ Criteria 3.2: Well serviced ▪ Criteria 3.3: Positive commitment to affordable housing <ul style="list-style-type: none"> • Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. • Noted there are no member conflict of interests.
2	g) 246474 – <u>259 Riverstone Road, Rouse Hill</u> - Colliers International Engineering & Design NSW Pty Ltd	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this project be declared SSD under the HDA pathway • Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Criteria 1.1: Development is a type to deliver high yield housing ▪ Criteria 1.2: Development is State significant

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3: Drive quality and affordable housing ▪ Criteria 3.1: Well located ▪ Criteria 3.2: Well serviced ▪ Criteria 3.3: Positive commitment to affordable housing <ul style="list-style-type: none"> • Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. • Noted there are no member conflict of interests.
2	h) 259050 - <u>178-186 Willarong Road, 41-47 President Avenue and 51 President Avenue, Caringbah</u> - PRINCIPLE planning + urban design	<p>The HDA:</p> <ul style="list-style-type: none"> • Does not recommend this project be declared SSD under the HDA pathway • Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> ◦ The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Criteria 1.2: Development is State significant • Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site including an amending development application lodged through the infill affordable housing pathway.

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Noted there are no member conflict of interests.
2	<p>i) 261914 - <u>16-18 Belmore Road, 20 Belmore Road and 22-24 Belmore Road, Randwick</u> - Planning Lab</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Deferred consideration of this proposal to obtain further information from the applicant. Noted there are no member conflict of interests.
3.	<p>234658 – <u>Lots 1 & 6 DP1082382 Anson Street, St Georges Basin</u> – Allen and Price Pty Ltd</p> <p>Summary of proposal: Three 4-storey residential flat buildings providing a total of 81 dwellings.</p> <p>No of dwellings (indicative): 81</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document “HDA consideration of State significance under s4.36 of the EP&A Act.” Recommended that the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application. Noted there are no member conflict of interests.
4.	<p>240472 – <u>29-57 Christie Street, St Leonards</u> – Arrow Capital Partners</p> <p>Summary of proposal: The proposal is a mixed-use development providing shop top housing and residential flat building 358 apartments, and 130-135</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation:

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No.	Description	Record of Briefing
	<p>affordable apartments. The proposal also includes non-residential uses (hotel, serviced apartments, commercial premises, and community facilities), along with an active public space / domain to the ground plane</p> <p>No of dwellings (indicative): 358</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> ○ The proposal did not sufficiently satisfy all objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> ▪ Objective 1: Deliver more homes within the Housing Accord period ▪ Objective 4: Optional Concurrent Spot Rezoning • Recommended the applicant be advised that, subject to meeting requirements, there remain alternative pathways in the NSW planning system for development on this site including Transport Orientated Development (TOD) Accelerated Precinct SSD pathways. • Noted there are no member conflict of interests.
5.	<p><u>243947 - 2 Grassland Street, Hasluck Street and 5 Torrelli Street, Rouse Hill</u> - Arris Group / Greg Taylor</p> <p>Summary of proposal: A total of 761 apartments with a 15% GFA allocation of affordable apartments in three separate buildings, each 4 to 15 storeys on three separate sites.</p> <p>Stage 3 (5 Torrelli Street) – 4 to 15 storey residential flat development (indicative dwellings - 334 dwellings)</p> <p>Stage 4 (Hasluck Street) – 6 to 15 storey residential flat development (indicative dwellings - 236 dwellings)</p> <p>Stage 5 (2 Grassland Street) – 8 to 15 storey residential flat development (indicative dwellings - 191 dwellings)</p> <p>No of dwellings (indicative): 761</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> ○ The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> ○ The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document “HDA consideration of State significance under s4.36 of the EP&A Act.” • Recommended that a separate declaration be made in respect of each stage for each of the three lots. • Recommended that the applicant be advised that a merit assessment may result in lower development

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No.	Description	Record of Briefing
		<p>standards and dwelling yield than proposed in the EOI application.</p> <ul style="list-style-type: none"> Noted there are no member conflict of interests.
6.	<p>244110 - <u>51-55 Archer Street Chatswood</u> - Aqualand Prestige / Wayne Ziong / AB Chatswood Pty Ltd</p> <p>Summary of proposal: 100 apartments including 15% affordable (15-year timeframe) and 10% affordable (in perpetuity).</p> <p>No of dwellings (indicative): 100</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Deferred consideration of this proposal to seek further information from the Department of Planning, Housing and Infrastructure. Noted there are no member conflict of interests.
7.	<p>244975 - <u>26-30 Mann Street, Gosford</u> - Urban Property Group</p> <p>Summary of proposal: Additional 273 apartments for a total of 505 apartments in two, 39 storey towers including a 20% GFA allocation of affordable apartments and commercial GFA at podium level.</p> <p>No of dwellings (indicative): 273</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Recommended that the applicant be advised that a merit assessment may result in lower development standards and dwelling yield than proposed in the EOI application.

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Noted there are no member conflict of interests.
8.	<p>246061 - <u>134A-134C Burwood Road & 29A-33A George St, Burwood</u> - Uniting Church in Australia Property Trust (NSW) C/- Willowtree Planning</p> <p>Summary of proposal: 500 apartments in a build to rent format with a 15% allocation of affordable apartments and place of public worship, commercial, child care and community GFA</p> <p>No of dwellings (indicative): 500</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Deferred consideration of this proposal to seek further information from the Department of Planning, Housing and Infrastructure. Noted there are no member conflict of interests.
9.	<p>246524 - <u>14-16 Brookhollow Avenue, Norwest</u> - ICH Corp Pty Ltd</p> <p>Summary of proposal: 125 apartments including 10% - 15% affordable housing, and commercial, food and drink, gym and childcare GFA.</p> <p>No of dwellings (indicative): 125</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Recommended that the applicant be advised that a merit assessment may result in development standards and dwelling yield lower than proposed in the EOI application.

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Noted there are no member conflict of interests.
10.	<p>247102 - <u>85 Waterloo Road, 97 Waterloo Road, Macquarie Park</u> - Goodman Property Services (Aust) Pty Ltd</p> <p>Summary of proposal: 736 apartments, including an unspecified portion of build to rent and affordable housing and retail GFA at ground level in seven buildings of 11 to 20 storeys.</p> <p>No of dwellings (indicative): 736</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 1: Deliver more homes within the Housing Accord period Criteria 1.2: Development is State significant Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Objective 3: Drive quality and affordable housing Criteria 3.2: Well serviced Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site acting on issued SEARs for SSD-52604208. Noted there are no member conflict of interests.
11.	<p>247238 - <u>14 Giffnock Avenue and 95-99 Epping Road, Macquarie Park</u> - Sonic Healthcare Ltd</p> <p>Summary of proposal: 510 apartments including a 5% allocation of affordable housing with commercial GFA.</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI.

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No.	Description	Record of Briefing
	<p>No of dwellings (indicative): 510</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Recommended that the applicant be advised that contributions for open space as outlined during the TOD process will be required. Noted there are no member conflict of interests.
12.	<p><u>247363 – 171, 175, 177-179 Great North Road and 1A and 1B Henry Street, Five Dock - Traders In Purple</u></p> <p>Summary of proposal: 210 apartments including up to 15% allocation of affordable apartments with commercial and religious GFA in two, 20-storey buildings.</p> <p>No of dwellings (indicative): 210</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Recommended that the applicant be advised that a merit assessment may result in development standards lower than proposed in the EOI application.

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Recommended as a general principle, not having applications in parallel pathways. Noted that a parallel proposal is currently lodged RR-2024-18 (PP2023-2889). Noted there are no member conflict of interests.
13.	<p>247372 - <u>36 & 38 Gladstone Street and 59 - 69 Princes Highway Kogarah</u> - GC Property Investments Pty Ltd</p> <p>Summary of proposal: 180 apartments including an unspecified allocation of affordable apartments, and 150 serviced apartments with commercial GFA in a 16-storey building.</p> <p>No of dwellings (indicative): 350</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Deferred consideration of this proposal to seek further information from the Department of Planning, Housing and Infrastructure. Noted there are no member conflict of interests.
14.	<p>247417 - <u>246 Woodville Road, 248 Woodville Road, 256 Woodville Road, 258-264 Woodville Road, 2 Lansdowne Street, 4 Lansdowne Street, 8 Lansdowne Street, 8A Lansdowne Street, 10 Lansdowne Street, 12 Lansdowne Street, 14 Lansdowne Street, 16 Lansdowne Street and 19 Highland Street, Merrylands</u> - Green Dior Holdings Pty Ltd</p> <p>Summary of proposal: 1000 apartments including affordable housing, in 5 buildings 13-16 storeys high, with commercial and child-care GFA.</p> <p>No of dwellings (indicative): 1000</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act."

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Recommended that the applicant be advised that the proposal should address the development standards within the exhibited Woodville Rd Corridor planning proposal. Noted there are no member conflict of interests.
15.	<p>247494 - <u>8 & 12 Harp Street, Campsie</u> - Gemstash P/L atf The Anthony Property Unit Trust</p> <p>Summary of proposal: 125 apartments including an unspecified allocation of affordable apartments in two, 6-7-storey buildings.</p> <p>No of dwellings (indicative): 125</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal did not adequately satisfy certain objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Objective 3: Drive quality and affordable housing Criteria 3.1: Well located Noted: The applicant is advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system including development application following a planning proposal. Noted there are no member conflict of interests.
16.	<p>247542 - <u>13A-29 Union Street, Ultimo</u> - Fortune House (c/- Terraform Capital)</p> <p>Summary of proposal: 200 apartments including a 10%-15% allocation of affordable apartments, with commercial GFA.</p> <p>No of dwellings (indicative): 200</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI.

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No.	Description	Record of Briefing
	Concurrent rezoning: Yes	<ul style="list-style-type: none"> Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act' Noted there are no member conflict of interests. Noted David Gainsford did not brief the HDA on this matter due to a declared conflict of interest.
17.	<p>247705 - <u>170 Rocky Point Road, Kogarah</u> - SJB Planning on behalf of 152-206 Rocky Point Road Pty Ltd</p> <p>Summary of proposal: 223 apartments including a 17% allocation of affordable apartments (48) with commercial and medical GFA.</p> <p>No of dwellings (indicative): 223</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of state significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has state significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document 'HDA consideration of state significance under s4.36 of the EP&A Act'. Recommended that the applicant be asked to provide justification for loss of employment land as part of any future development application Noted there are no member conflict of interests.
18.	<p>247824 - <u>57 Henry Street, Penrith</u> - Trio Property Group</p>	<p>The HDA:</p>

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No.	Description	Record of Briefing
	<p>Summary of proposal: 396 apartments over part 6 storey and part 35 storeys with commercial GFA and 3% affordable housing for 15 years.</p> <p>No of dwellings (indicative): 396</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Objective 3: Drive quality and affordable housing Criteria 3.1: Well located Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site include a development application following a planning proposal. Noted there are no member conflict of interests.
19.	<p>248061 - <u>14 Childs - 24 Childs St, Lidcombe</u> - PRINCIPLE planning + urban design</p> <p>Summary of proposal: 360 apartments including a 10% allocation of affordable apartments with commercial GFA in a 28-storey building.</p> <p>No of dwellings (indicative): 360</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act."

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Recommended that the applicant be advised that the application will need to be accompanied by a concurrent rezoning due to extent of uplift. Additionally, that a merit assessment may result in development standards lower than proposed in the EOI application, more closely aligned to the second development option outlined in the EOI submission. The applicant is also encouraged to continue to speak with Council on any public benefit offering. Noted there are no member conflict of interests.
20.	<p>248110 - <u>10 Valentine Avenue, Parramatta</u> - Holdmark (landowner and developer)</p> <p>Summary of proposal: 600 apartments including an allocation of 3%-5% affordable apartments in perpetuity and commercial GFA.</p> <p>No of dwellings (indicative): 600</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Recommended as a general principle, not having applications in parallel pathways. Noted that a parallel proposal is currently lodged (SSD-70099458) Noted there are no member conflict of interests.
21.	<p>248174 - <u>35 Waterloo Road and 35-41 Waterloo Road, Macquarie Park</u> -</p>	<p>The HDA:</p>

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No.	Description	Record of Briefing
	<p>Goodman Property Services (Aust) Pty Ltd</p> <p>Summary of proposal: 825 apartments including an unspecified allocation of build to rent apartments with commercial GFA.</p> <p>No of dwellings (indicative): 825</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Objective 3: Drive quality and affordable housing Criteria 3.2: Well serviced Criteria 3.3: Positive commitment to affordable housing Recommended the applicant be advised that, subject to meeting requirements, there remain alternative pathways in the NSW planning system for development on this site including Transport Orientated Development (TOD) Accelerated Precinct SSD pathways. Noted there are no member conflict of interests.
22.	<p><u>248203 - 7-11 Talavera Road, Macquarie Park</u> - Goodman Property Services (Aust) Pty Ltd</p> <p>Summary of proposal: 1020 apartments including allocation of build-to-rent, affordable and commercial GFA.</p> <p>No of dwellings (indicative): 1020</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Objective 3: Drive quality and affordable housing Criteria 3.2: Well serviced Recommended the applicant be advised that, subject to meeting requirements, there remain alternative pathways in the NSW planning system for development on this site including Transport Orientated Development (TOD) Accelerated Precinct SSD pathways. Noted there are no member conflict of interests.
23.	<p>248699 - <u>1A Racecourse Road, West Gosford</u> - Conexions development Pty Ltd</p> <p>Summary of proposal: Shop top housing (420 apartments) with heights between 8 and 12 storeys, with an affordable housing component and ground floor retail</p> <p>No of dwellings (indicative): 420</p> <p>Concurrent rezoning: No</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Deferred consideration of this proposal to seek further information from the Department of Planning, Housing and Infrastructure. Noted there are no member conflict of interests.
24.	<p>248717 - <u>1 Joynton Avenue Zetland</u> - Ethos Urban</p> <p>Summary of proposal: 247 co-living rooms and 36 affordable housing dwellings with commercial GFA.</p> <p>No of dwellings (indicative): 283</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal did not adequately satisfy certain objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> Criteria 1.1 Development is a type to deliver high yield housing Objective 2: Identify projects that can be assessed quickly

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Criteria 2.1: Largely consistent with development standards Recommended: The applicant be advised that there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. Noted there are no member conflict of interests.
25.	<p>248763 - <u>494-500 & 516 Military Road, Mosman</u> - Blue Aurora Partner Pty Ltd T/A Aurora Property Partnership</p> <p>Summary of proposal: 107 apartments including up to a 3% allocation of affordable housing in a 4 – 8 storey building with commercial GFA</p> <p>No of dwellings (indicative): 107</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document “HDA consideration of State significance under s4.36 of the EP&A Act.” Noted there are no member conflict of interests. Noted Aoife Wynter did not brief the HDA on this matter due to a declared conflict of interest
26.	<p>248885 – <u>56, 62 and 66 Clapham Road, Sefton</u> - Blairgrove Group Pty Ltd</p> <p>Summary of proposal: 373 apartments including an allocation of 15%-20% affordable apartments with</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation:

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No.	Description	Record of Briefing
	<p>commercial GFA in a building up to 10 storeys</p> <p>No of dwellings (indicative): 373</p> <p>Concurrent rezoning: Yes</p>	<ul style="list-style-type: none"> ○ The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> ▪ Objective 2: Identify projects that can be assessed quickly ▪ Criteria 2.1: Largely consistent with development standards ▪ Objective 3. Drive quality and affordable housing ▪ Criteria 3.1 Well located • Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site include a development application and planning proposal. • Noted there are no member conflict of interests.
27.	<p>249015 - <u>297 Bringelly Road, Leppington</u> - Amourched & Mourched</p> <p>Summary of proposal: 1020 apartments including an allocation of 5% affordable apartments with commercial, child care and health services GFA in 3 buildings.</p> <p>No of dwellings (indicative): 1020</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> • Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act • Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> • The proposal adequately satisfies the objectives and criteria of the HDA EOI. • Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. • Provided the following advice to the Minister: <ul style="list-style-type: none"> • The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act."

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Recommended that the applicant be advised that the proposal should address the finalisation of Leppington Town Centre <u>State-led Rezoning</u>. Recommended that the applicant be advised that a merit assessment may result in lower development standards and dwelling yield than proposed in the EOI application. Noted there are no member conflict of interests.
28.	<p>249062 - <u>1-3 Rosebery Avenue, Rosebery</u> - Ford Land Company Pty Ltd</p> <p>Summary of proposal: 266 apartments including a 5% allocation of affordable housing for 15 years, with commercial GFA and adaptive re-use of a local heritage item</p> <p>No of dwellings (indicative): 266</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommends to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act. Notes the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI. Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Recommended that the applicant be advised that the affordable housing proposed is not commensurate with the uplift sought and should be closer to 10%. Additionally, a future merit assessment may result in reduced yield from that sought as part of the EOI and will need to address the LEP provisions related to retail premises. Noted there are no member conflict of interests. Noted David Gainsford did not brief the HDA on this matter due to a declared conflict of interest.

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No.	Description	Record of Briefing
29.	<p>249119 – <u>1/3, 2/3, 3/3, 4/3 Eastbourne Road, Darling Point</u> - Skyland Group International</p> <p>Summary of proposal: 68 apartments in a 20-storey building with a monetary VPA contribution to affordable housing.</p> <p>No of dwellings (indicative): 68</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 1: Deliver more homes within the Housing Accord period Criteria 1.2: Development is State significant Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Objective 3: Drive quality and affordable housing Criteria 3.3: Positive commitment to affordable housing Recommended the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. Noted there are no member conflict of interests.
30.	<p>249403 - <u>10 Young Street, 1 Racecourse Road, 61 Central Coast Highway, West Gosford</u> - Japrico Development Pty Ltd</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Deferred consideration of this proposal to seek further information from the Department of Planning, Housing and Infrastructure. Noted there are no member conflict of interests.

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No.	Description	Record of Briefing
	<p>Summary of proposal: 58 apartments with 60 hotel rooms and commercial GFA in a six and a 14-storey building.</p> <p>No of dwellings (indicative): 58</p> <p>Concurrent rezoning: No</p>	
31.	<p>249471 - <u>18 Factory Street & 526 Church Street, North Parramatta</u> - Principle Planning & Urban Design</p> <p>Summary of proposal: 100 apartments including an allocation of 10% affordable apartments for 10 years and a ground floor childcare centre.</p> <p>No of dwellings (indicative): 100</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal did not adequately satisfy certain objectives or criteria of the HDA EOI being: <ul style="list-style-type: none"> Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Recommended that the applicant be advised that, subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site including a development application following a planning proposal. Noted there are no member conflict of interests.
32.	<p>264173 - <u>152-190 Rowe Street and 3-5 Rutledge Street, Eastwood</u> - Eastwood Centre Pty Ltd</p> <p>Summary of proposal: Mixed use development providing 690 apartments</p> <p>No of dwellings (indicative): 690</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Recommended to the Minister that this project be declared SSD under s4.36(3) of the EP&A Act Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal adequately satisfies the objectives and criteria of the HDA EOI.

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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Formed the view that the development proposal is of State significance as it satisfies the HDA SSD criteria. Provided the following advice to the Minister: <ul style="list-style-type: none"> The proposal has State significance as it is a major residential project as it satisfies the HDA SSD criteria established in the document "HDA consideration of State significance under s4.36 of the EP&A Act." Noted there are no member conflict of interests.
33.	<p>259507 - <u>945 Old Pacific Highway and 66 Myoora Road, Somersby</u> - World Cultural Tourism Village (WCTV) / World Cultural Tourism Village</p> <p>Summary of proposal: Construction of 540 detached, semi-detached and attached dwellings, to a maximum height of 9.5m and concurrent rezoning to rezone land to R2 with matching development standard for low density residential dwelling houses</p> <p>No of dwellings (indicative): 540</p> <p>Concurrent rezoning: Yes</p>	<p>The HDA:</p> <ul style="list-style-type: none"> Does not recommend this project be declared SSD under the HDA pathway Noted the reasons for the HDA recommendation: <ul style="list-style-type: none"> The proposal does not adequately satisfy all objectives or criteria of the HDA EOI, being: <ul style="list-style-type: none"> Objective 1: Deliver more homes within the Housing Accord period Objective 2: Identify projects that can be assessed quickly Criteria 2.1: Largely consistent with development standards Criteria 2.3 Positive commitment to commence - commence development quickly 3.1 Well-located - good access to transport and services 3.3 Well serviced - enabling infrastructure 3.4 Positive commitment to affordable housing

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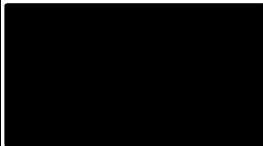
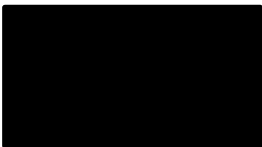

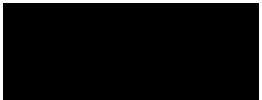
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No.	Description	Record of Briefing
		<ul style="list-style-type: none"> Objective 4: Optional concurrent spot rezonings Recommended the applicant be advised, that subject to meeting requirements, there remain alternative approval pathways in the NSW planning system for development on this site include a development application following a planning proposal. Noted there are no member conflict of interests.

HDA Members endorse this as a true and accurate record of the briefing

 Chair: Simon Draper Date: 4 June 2025	 Member: Kiersten Fishburn Date: 4 June 2025	 Member: Tom Gellibrand Date: 5/6/2025	 Member (alternate): Brett Whitworth Date: 4 June 2025 (Item 1 only)
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TRANSCRIPT OF PROCEEDINGS

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DEPARTMENT OF PLANNING, HOUSING AND INFRASTRUCTURE

HOUSING DELIVERY AUTHORITY BRIEFING - 2 JUNE 2025

HDA MEMBERS:

SIMON DRAPER
KIERSTEN FISHBURN
TOM GELLIBRAND

HDA MEMBER ALTERNATES:

BRETT WHITWORTH

OTHER PERSONS PRESENT:

AOIFE WYNTER
CHRISSY PETERS
DAVID GAINFORD
MONICA GIBSON
MARK RUTHERFORD
ANGELA KENNA

MONDAY, 2 JUNE 2025

MR DRAPER: Okay. We'll just go through the EOIs we considered today. EOI number 246574 is recommended to be declared state significant.

MS FISHBURN: I'm just noting that I declared a conflict on that particular one. This is Kiersten and Brett Whitworth sat in on my place.

- 5 MR DRAPER: Yep, thanks Kiersten. 256493, not recommended. 256979, not recommended. 249515, not recommended. 248590, not recommended. 256882, not recommended. 261372, not recommended. 246474, not recommended. 259050, not recommended. 261914 is deferred.

- MS FISHBURN: And we'll allow the department to have some further discussions with the
10 proponent.

MR DRAPER: Yeah. 234658 is recommended to be declared. 240472 is not recommended. 243947 is recommended to be declared. 244110 is deferred.

MS FISHBURN: And this is deferred to allow the department to have some further internal discussions.

- 15 MR DRAPER: 244975 is recommended to be declared. 246061 is deferred.

MS FISHBURN: This is deferred so the department can have some further internal discussions.

MR DRAPER: 246524 is recommended to be declared. 247102 is not recommended. 247238 is recommended to be declared. 247363 is recommended to be declared. 247372 is deferred.

- MS FISHBURN: This is to allow the department to have some internal discussions further about
20 the area.

MR DRAPER: 247417 is recommended to be declared. 2479 - sorry, 247494 is not recommended to be declared. 247542 is recommended. 247705 is recommended. 247824 is not recommended to be declared. 248061 is recommended to be declared. 248110 is recommended to be declared. 248174 is not recommended. 248203 is not recommended. 248699 is deferred.

- 25 MS FISHBURN: And there are internal discussions occurring in relation to this hence it's being deferred.

- MR DRAPER: Yep. 248717 is not recommended. 248 - sorry, 248763 is recommended to be declared. 248885 is not recommended. 249015 is recommended to be declared. 249062 is recommended to be declared. 249119 is not recommended to be declared. 249403 is
30 deferred. 249471 is not recommended to be declared. 264173 is recommended to be declared. And then 259507 is not recommended to be declared. Considered today. Thank you.

MS FISHBURN: Thank you.

RECORDING CONCLUDED

. 02-06-2025

3

VIQ SOLUTIONS

City Planning & Environment Committee

2/07/2025

Item No	CPE25.018
Subject	Response to Notice of Motion - Update on E-Bike and E-Scooter Regulation and Management.
Report by	Peter Barber, Director City Futures
File	SF23/5444

Summary

At its meeting of 27 May 2025, on considering a Notice of Motion by Councillor Boutelet, Council resolved as follows:

- 1 *That Council notes the community's concerns about safety and amenity issues resulting from a growing number of shared e bike operators.*
- 2 *That Council agrees that there is a need for a regulated framework to manage micromobility services in our area.*
- 3 *That Council notes that some neighbouring councils have developed and entered into MOUs with micromobility service providers.*
- 4 ***That Council researches and reports back on the solutions put into practice in other Council areas, in particular the MOU initiated by Waverley Council, and that the effectiveness of the MOU and the behaviour change experienced since entering into the MOU be provided to Council.***

This report provides the updates requested by point 4 of Councils resolution.

Officer Recommendation

- 1 That Council receives and notes this report
 - 2 That the use of shared bikes in Bayside is monitored through the existing trial with Transport for NSW's (TfNSW) Blue Systems Mobility Platform and Council continues regular dialogue with share bike providers and TfNSW to manage impacts.
 - 3 That Council receives a report back with outcomes of legislative changes that will affect shared E-mobility management once finalised by NSW Government.
 - 4 That Council continue to work with TfNSW and operators to expand integration at public transport hubs.
-

Background

Shared e-micromobility refers to the *operator-managed* use of share bikes or e-scooters as part of the transport network. The operator provides a service where bicycles are made available to individuals on a short-term basis for a small cost. Share bikes can be either a docked or dockless service. All share bikes in Bayside are currently dockless, meaning they can be parked anywhere.

Legislation with respect to share bicycles is determined by Transport for NSW (TfNSW). Currently, there is no legislation governing the establishment and operation of a bicycle share company in NSW. Private companies who choose to set up bike sharing services do not require Council's approval.

There are a number of initiatives in place and in progress to guide and improve the management of share bikes. The following sections of this report provide specific detail.

Inner-City Bike Share Guideline

Whilst no formal agreements are in place between any Council and share bike operators, there is an Inner-City Bike Share Guideline (Attachment 1) that providers have agreed to observe as an interim arrangement. In 2017, the Guideline was developed by inner-city Councils comprising Waverley, Woollahra, Randwick, City of Sydney, Canada Bay and Inner West to address the incidence of improper use of shared bikes and their impacts.

Although the incidence of community complaints to Councils and operators has reduced considerably since 2017, it is recognised that informal parking and public domain clutter remain a notable community concern. Councils have provided regular feedback to operators, who have increased staffing numbers, real-time parking notifications, and user education through their app.

Waverley Council MOU

Waverley Council has proposed a Memorandum of Understanding (MoU) with bike share providers to address issues related to shared bike operations. The MoU aims to ensure operators take more responsibility for how bikes are used and stored, covering aspects like the maximum number of bikes in an area, parking arrangements, geofencing, maintenance levels, and bike speeds.

Waverley Council has also initiated a six-month bike share parking trial starting from June 2025, focusing on high-traffic areas such as Bondi Junction, Bondi Beach, and Bronte Beach. This trial will use designated parking areas on footpaths and streets to manage bike placement more effectively.

This initiative aims to create a more organised, safer, and user-friendly bike share system, benefiting both residents and visitors. The MOU was introduced in May 2025, so there has not been sufficient time to properly measure its effectiveness.

Shared E-Mobility Framework of Operations

The NSW Government is currently meeting with Councils to develop a Shared E-Mobility Framework of Operations. Both Councils and Operators will ultimately have the opportunity to sign up to an agreed set of terms. It is expected this framework will be able to be customised for individual Council's requirements and local characteristics.

New South Wales E-mobility Action Plan (2024)

The NSW Government E-Mobility Action Plan (Attachment 2) has been developed with input from Councils, including Bayside, and maps out a pathway towards e-scooter legalisation and shared e-mobility integration into transport links, retail precincts, residential areas and employment centres. The plan reviews current shared e-bike use across Sydney and has identified that existing road rules would need to be adapted if e-scooters are to become legalised.

NSW Parliamentary Inquiry

Most recently, and to guide legislative changes needed to better manage this evolving environment, the NSW Parliament led the 2024 Legislative "Inquiry into the use of e-scooters, e-bikes, and related mobility options." The findings of this review were released in February 2025 (Attachment 3) and the NSW Government response in May 2025 (Attachment 4).

The response indicated the NSW Government will support recommendations from the parliamentary inquiry that cover five key areas:

- policy and regulation
- education and engagement
- infrastructure, parking and public space management
- data and research
- coordination and collaboration

Bayside Council communicated community concerns to several stakeholder workshops, which informed the NSW Government review and subsequent upper house inquiry. The committee has made 34 recommendations to manage the expansion of e-mobility devices safely and legally. Legislative changes, including changes to road rules, are expected to be incorporated into the Roads Act (1993) review currently underway.

It is anticipated that the NSW Government will introduce comprehensive regulatory frameworks that prioritise safety and accessibility, and will apply to private users and e-scooter and bike-share operators. The timing for this is not been confirmed.

Blue Systems Mobility Platform

A key outcome of the E-Mobility Action Plan was the development of an operations management platform now available to Council staff. TfNSW and Bayside have partnered with Blue Systems Mobility to provide data analytics to Council as part of a trial. This platform will enable Council staff to monitor the usage of shared mobility services, and ensure services are more responsive to community needs. Additionally, the platform allows council

to work alongside providers with smart technology, such as geo-fencing, to regulate where fleet can park in an effort to reduce congestion and clutter.

Next Steps for E-Mobility in the Bayside LGA

One share bike provider, Lime, is currently in operation in the northern areas of Bayside. Council staff regularly meet Lime's operations team, neighbouring Councils, and the shared mobility team at Transport for New South Wales. These relationships have been productive in managing share bike issues to some extent.

Discussions with Lime are ongoing in relation to regulating fleet size, ensuring that the number of vehicles available aligns with local demand. This also includes working towards providing designating parking zones in centres and at transport hubs in an effort to reduce instances of 'clutter' caused by scattered or poorly parked bikes.

City of Sydney has recently rolled out priority parking decals as a pilot at rail and light rail transport hubs in partnership with TfNSW (see images 1 and 2 below) to designate preferred parking zones for share bikes. There are opportunities to explore appropriate locations within Bayside for implementation.



Image 1 and 2: TfNSW Designated Parking Decals

The above actions align with the Bayside Transport Strategy Action Item 5.4 - Micromobility *"Plan for infrastructure, where appropriate to support micromobility (e.g. share bikes) near town centres, transport hubs and where demand exists"*.

Council officers will continue to work with the Blue Systems Mobility pilot as a way to gather data, better understand the issues and opportunities associated with share bikes, and to explore functionality such as geo fencing.

The Inner West, City, and Eastern Suburbs Councils are experiencing a far greater take up in shared bike usage and the more acute consequential issues they are experiencing justify the actions they have taken/are taking. At this point in time, it is not considered necessary for Bayside to enter into a MOU with Lime, given the small geographical area they are currently occupying in the LGA and the raft of NSW Government and other initiatives in progress, as described above.

It is likely that legislative updates and other guidelines will be introduced by the NSW Government regarding e-mobility in the near future, superseding local measures. The cooperative initiatives Bayside is currently engaged in are considered worth continuing in the interim.

Financial Implications

Not applicable	<input checked="" type="checkbox"/>
Included in existing approved budget	<input type="checkbox"/>
Additional funds required	<input type="checkbox"/>

Community Strategic Plan

Theme One – In 2035 Bayside will be a vibrant and liveable place	<input type="checkbox"/>
Theme Two – In 2035 our Bayside community will be connected and feel that they belong	<input checked="" type="checkbox"/>
Theme Three – In 2035 Bayside will be green, resilient and sustainable	<input type="checkbox"/>
Theme Four – In 2035 Bayside will be financially sustainable and support a dynamic local economy	<input checked="" type="checkbox"/>

Risk Management – Risk Level Rating

No risk	<input checked="" type="checkbox"/>
Low risk	<input type="checkbox"/>
Medium risk	<input type="checkbox"/>
High risk	<input type="checkbox"/>
Very High risk	<input type="checkbox"/>
Extreme risk	<input type="checkbox"/>

Community Engagement

Not applicable.

Attachments

- 1 [Inner City Council Joint Share Bike Guidelines](#)
- 2 [NSW Government Infographic Management of Bike Share](#)
- 3 [NSW Government E-Mobility Action Plan](#)
- 4 [NSW Government Response to Parliamentary Inquiry into Shared E-Mobility](#)

Guidelines for Dockless Bike Share Operators

Bike share has an important role to play in Sydney's transport future.

Councils, public landholders and bike share operators are committed to working together to establish a balanced position that achieves transport, environment, health and other related goals as well as the fair use of public space.

These guidelines set out minimum standards and expectations for dockless bike share operations in Sydney.

These guidelines will be in operation from 22 December 2017; Councils and relevant authorities will review operations every three months.

These guidelines apply across the six municipalities of: Canada Bay, City of Sydney, Inner West, Randwick, Waverley, and Woollahra.

1. Customer safety and conduct

- a. Operators must inform their customers through their apps about correct bike parking, bike safety checks and responsible riding.
- b. All operators and their customers must obey NSW road rules and consider the safety and comfort of other people on the road and footpaths.
- c. Operators must promote legal and responsible riding when customers join, and regularly afterwards. Riders are to be made aware that they can incur heavy penalties for offences such as not wearing helmets, unauthorised riding on footpaths, reckless riding and riding through red lights.
- d. Bicycles must comply with Australian Standards. When deployed all bicycles must have bells or other warning devices, helmets, front and rear lights, and a rear reflector as per Australian Standards. All bicycles must also have sturdy kickstands. Operators will make reasonable efforts to ensure bicycles are always equipped with helmets.
- e. Operators must encourage customers to reposition poorly located bikes.

2. Safe bike placement

- a. Bikes must be parked in an upright position and not placed on footpaths that are narrow, or where they could pose a safety hazard.
- b. Bike placement must not interfere with pedestrian access or amenity. Bikes should be placed kerbside away from the building. Operators will educate customers on the impacts of bike placement to mobility and vision impaired.
- c. Bikes may be placed near public bike racks but rack space should be left free for regular bicycles that need to be locked to a fixed point.
- d. Operators must have geo-fencing capability for preferred parking and exclusion zones in high traffic areas, such as sections of waterfront or for large events where public safety is an issue.

3. Distribution and redistribution of bikes

- a. All bikes should be equipped with GPS tracking.
- b. Operators must monitor the location of bikes at least daily.
- c. Operators must be proactive in the redistribution of bikes according to demand to avoid excessive build-up in an area.
- d. Operators must liaise with councils and other public landholders regarding bike deployment and preferred parking areas on an area by area basis. Councils and public landholders may nominate preferred parking areas in high demand locations.

4. Faulty, damaged or misplaced bikes

- a. Faulty or damaged bikes must be removed or repaired within the timeframe set out below (see Part 9).
- b. Operators must enable easy reporting of faulty or damaged bikes, missing helmets or bikes parked in inappropriate locations, through their app, website, email and a fully dedicated phone number available 24/7. For out of hours phone calls, (outside 6am to 9pm seven days a week,) customers will have their enquiry followed up within the next day. Operators must work toward providing a phone service between 6am-9pm seven days a week.
- c. Operators must adhere to customer requests consistent with the timeframe set out below. Operators must work toward providing customers with a reference number that can be cited for ease of follow up on the phone, in email and in app.
- d. Operators must work toward having contact information clearly displayed and fixed on all bikes.
- e. Bikes must be easily identifiable at all times.
- f. Operators must provide a central point of contact to councils and other public landholders.

5. Legal and insurance

- a. Operators must have public liability insurance which names and indemnifies councils and other public landholders.
- b. Operators must seek legal advice with regard to ensuring their business complies with road rules, consumer protection (including privacy), insurance and road safety.
- c. Operators must advise customers of risks and insurances applicable to users.

6. Data sharing

- a. Operators must cooperate with councils and public landholders to share relevant data for the purposes of transport and urban planning.
- b. This data will be confidentially held unless authorised for public release by the bike share operator.
- c. This commercial-in-confidence data may include:
 - i. The number of registered users
 - ii. The total number of trips
 - iii. Trip origins and destinations, and trip duration (time and distance)
 - iv. The number of bicycles deployed and deployment locations
 - v. Bike redistribution numbers and patterns
 - vi. Data regarding damaged or lost bikes, and helmets replaced
 - vii. Customer service contacts and response times

- d. This non-identifiable information may be aggregated for external promotion of bike share by landholders.
- e. Operators will work together with councils and/or public landholders to survey customers about share bike usage. The results will be used to promote bike share and inform transport planning.
- f. Operators will work towards live data portals to facilitate information sharing with public landholders.

7. Council staff access to bikes

- a. When requested, operators must access to bikes for council/landholder staff to unlock and move bikes (for example for park maintenance or event management).

8. Fees

- a. Councils and public landholders reserve the right to evaluate whether a fee or levy structure may be implemented so that operators make a financial contribution toward bike share infrastructure.

9. Collection and relocation of faulty or damaged bikes

If a member of the public or public landholder reports damaged, faulty, abandoned or inappropriately parked bikes the following timeframes apply.

Incident	Timeframe	Action
a. Dangerously placed	3 hours	Where a bike is causing an unreasonable hazard (i.e. parked across a road, carriageway etc.) the operator will relocate the bike within two hours. Council/public landholder may remove and impound the bike at any time to make area safe. The operator will be contacted at the time of any such action.
b. Bike reported as unsafe	Immediate (upon verification)	Upon verification of unsafe bike, operator will immediately deactivate bike.
	1-7 days (depending on severity)	Operator will check for safety/damage/faults and remove the bike from the public area.
c. Significantly damaged	Immediate (upon verification)	Upon verification of damaged bike, operator will immediately deactivate bike.
	1-7 days	Operator will check for

Last updated: 20 December 2017

Dockless Bike Share Guidelines

	(depending on severity)	safety/damage/faults and remove the bike from the public area
d. Inappropriate bike density	1-7 days (depending on severity)	Operator will be proactive in the redistribution of bikes
e. Illegally parked	1-7 days (unless escalated by council or public landholders)	Dependent on location of bike. (For e.g. private property, motorcycle or disabled parking)

10. Unused bikes

The following timeframes will help keep bikes moving and not left in one location for too long.

Timeframe	Action
1-7 days	No action. It is expected that bikes may not be used for a period of up to 7 days, particularly bikes left in quiet streets.
7-10 Days	The operator must relocate the bike or offer customer incentives to ride the bike to another destination.
11-14 days	If the bike has not been moved at the end of 11 days, a council/public landholder may instruct the operator to relocate the bike.
15+ days	The bike may be retrieved and impounded by council/public landholder. A fee may be payable for the release of the bike.
28 days after impoundment	The bike may be recycled by the local council.

11. Ceasing of operations

In the event that a dockless bike share operator ceases trading, the operator is obliged to remove all of their bikes from public places within 15 days.

12. Review of Guidelines

Councils and public landholders reserve the right to amend, expand and or alter these guidelines provided they give operators 14 days' notice prior to implementing the change(s).

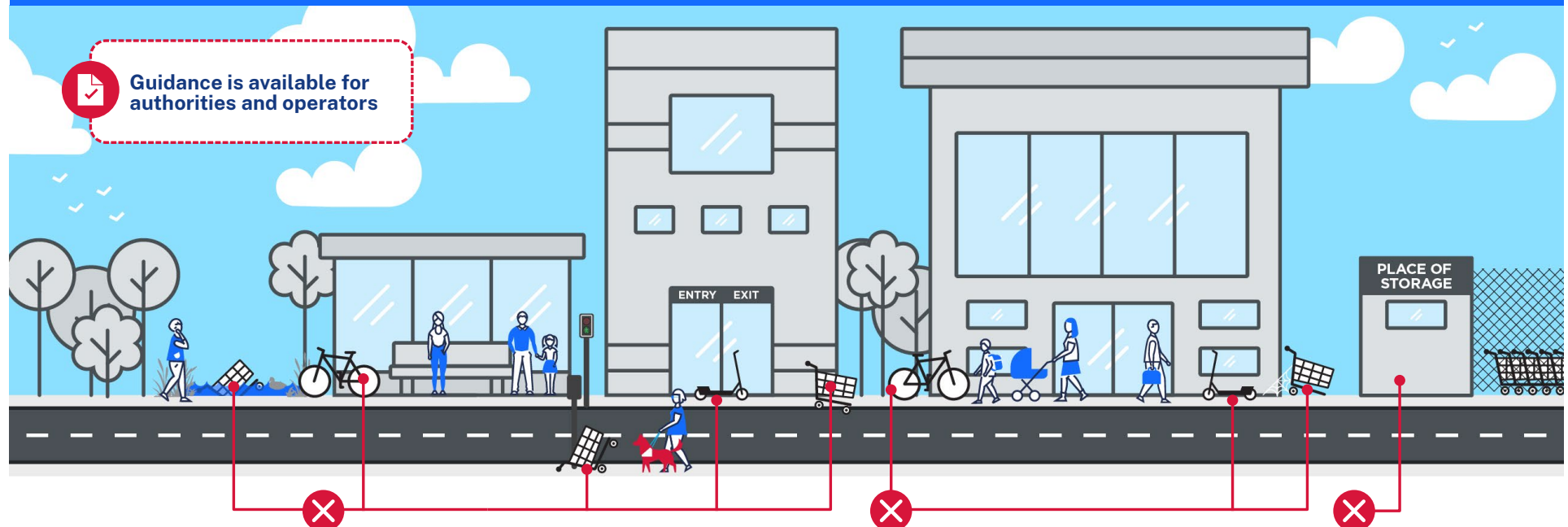
Last updated: 20 December 2017

New rules for sharing services

This includes shopping trolleys, share bikes and other sharing services available to the public



Guidance is available for
authorities and operators



Obstruction / safety risk

Authority may move to a safe place

Operator given 3 hours to move item
before enforcement (outside of 11pm – 7am)

Fine for individuals \$660,
for corporations \$1,320 (for one item)

Fines may compound for additional items

Sharing service item interfering with public amenity / left in the same place for more than 7 days

Operator given 4 days to move item
before enforcement

Fine for individuals \$660,
for corporations \$1,320 (for one item)

Fines may compound for additional items

After sharing service item is taken possession of

Authority may quickly
dispose of item valued under \$200

Operator has 28 days to reclaim item
if valued over \$200

If not reclaimed, operator may be fined
and item may be disposed of



Fines and penalties for unattended shopping
trolleys will commence 1 May 2023



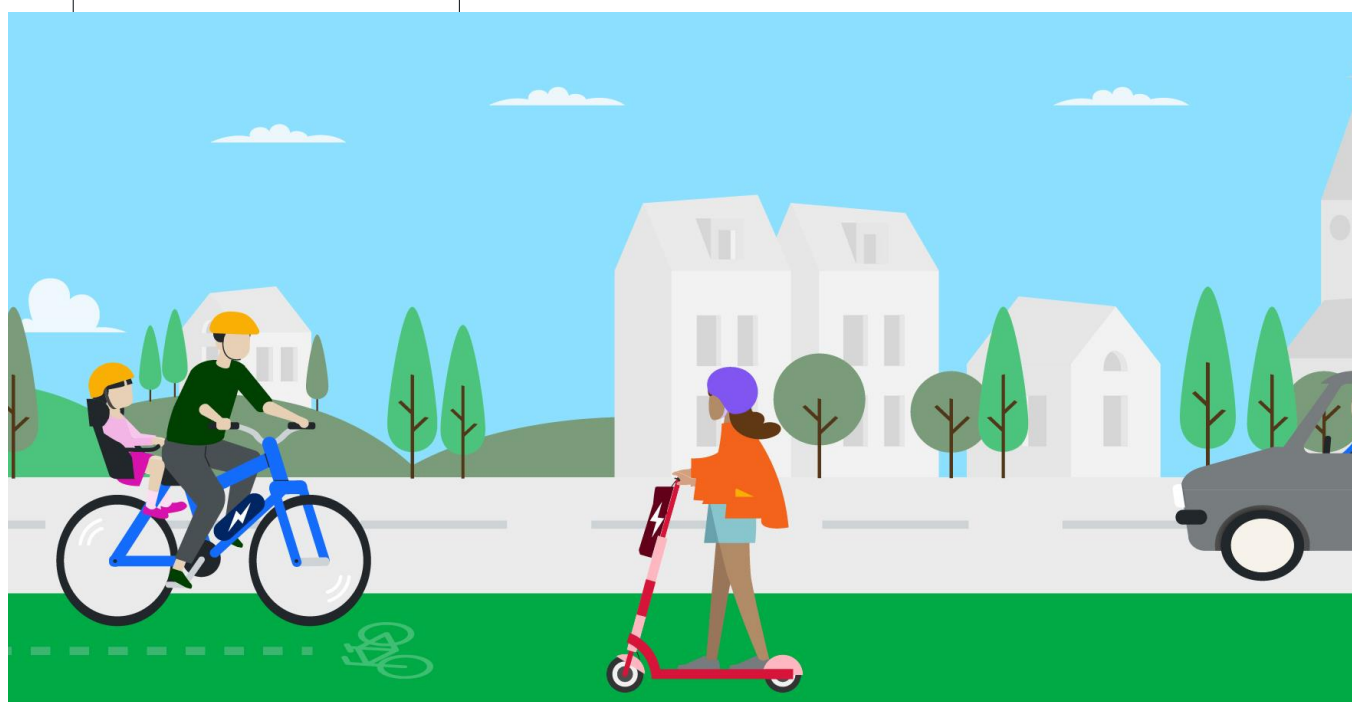
Sharing service items in public must be in good working
condition and branded with operator contact details



Public Spaces
(Unattended Property) Act 2021

E-micromobility Action Plan

Updated October 2024



transport.nsw.gov.au/e-micromobility

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Acknowledgement of Country

Transport for NSW acknowledges the traditional custodians of the land on which we work and live.

We pay our respects to Elders past and present and celebrate the diversity of Aboriginal people and their ongoing cultures and connections to the lands and waters of NSW.

Many of the transport routes we use today – from rail lines, to roads, to water crossings – follow the traditional Songlines, trade routes and ceremonial paths in Country that our nation's First Peoples followed for tens of thousands of years.

Transport for NSW is committed to honouring Aboriginal peoples' cultural and spiritual connections to the lands, waters and seas and their rich contribution to society.

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The goal

The NSW Government promotes and enables e-micromobility as a safe, sustainable and accessible transport option.

The rise of e-micromobility

Across the world, emerging technologies are changing the way people move around their communities. The number of people riding electric-powered small devices like e-scooters and e-bikes is on the rise. These new forms of transport are collectively called e-micromobility.

In 2022, 13% of bikes sold in NSW were e-bikes. There has been a 322% increase in e-bikes purchased between 2020 and 2022, supported by falling costs.¹

In addition, research has shown around a million NSW residents have used an e-scooter. This includes people who have ridden an e-scooter in another jurisdiction.

The current state in NSW



Permitted e-bikes² can be used on public roads and road-related areas.



Permitted e-bikes are available through sharing scheme operators.



Privately owned e-scooters can only be used on private property in NSW. They cannot be used on roads or road-related areas, including footpaths, shared paths, bicycle lanes and bicycle paths.



Shared e-scooters are only allowed in designated trial sites operating as part of the NSW Government's Shared E-scooter Trials Program for a specified period.

¹ The Australian Cycling and E-scooter Economy in 2022 – 2023 Report, We Ride Australia, 2023

² Permitted e-bikes are detailed online: [E-bikes | Transport for NSW](#)

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Potential benefits of e-micromobility

The [NSW Active Transport Strategy](#) recognises the potential for e-micromobility to be a safe, sustainable and accessible transport option for the people of NSW.

E-micromobility can:

- enable connected journeys with public transport and supplement available public transport services, reducing people's dependence on cars
- reduce car use, delivering financial benefits to households
- cut greenhouse gas emissions, improve air quality and reduce noise, delivering health and environmental benefits for communities
- improve the efficiency of streets and roads and reduce congestion
- address transport and social disadvantage, providing improved access to jobs, education, local services and community centres
- deliver economic benefits, including supporting night time economies when there are fewer public transport services available
- support social interaction and enhanced wellbeing
- be a viable and efficient option for last-mile freight.

E-bikes can also encourage active transport uptake by people who would not otherwise consider cycling at all, delivering overall health benefits.

\$728m

in economic and social benefits to Australian economy derived from e-scooters in 2022[^]

514K+

tonnes of avoided emissions in Australia in 2022 from e-bikes and e-scooters[^]

~1m

NSW residents have ridden an e-scooter[^]

322%↑

increase in e-bike purchases in NSW between 2020 and 2022[^]

310K+

trips in NSW Shared E-scooter Trials (between Dec 2022 + July 2024)*

91%

of people who use e-scooters in Australia find it a convenient transport option[^]

[^]Source: The Australian Cycling and E-scooter Economy in 2022–2023 Report, We Ride Australia, 2023

* Shared E-scooter Trial data, Transport for NSW

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Key issues

For e-micromobility to be a safe, sustainable and accessible transport option for people of NSW, the government is addressing a range of intersecting considerations and issues.



Safe use

E-micromobility riders are vulnerable road users, because they don't have a lot of protection if they are involved in a crash.

In NSW, between 2020-2023, there were 124 e-scooter police reported crashes, resulting in 3 fatalities, and 116 injuries including 40 serious injuries.³ Collecting data on safety incidents involving e-bikes is challenging, because they are not currently considered separately from traditional bikes.

Current safety concerns related to e-micromobility use relate to:

- riders using footpaths
- riding around vulnerable pedestrians or around sensitive land uses
- young people riding
- speed settings
- use of unsuitable devices for work
- the power of devices (see device standards section below)
- use of helmets
- riders affected by drugs and alcohol
- reckless/ inappropriate use or antisocial behaviour
- use in crowded and heavily pedestrianised areas, including during major events
- poorly parked and unattended shared e-bikes and shared e-scooters in public spaces impeding access for pedestrians, particularly people with mobility needs.

To enhance road safety and achieve a network free of fatalities and serious injuries by 2050, the NSW Government adopts the Safe System approach.⁴ We are working on improving infrastructure, speed settings, vehicles and the behaviour of people.

³ Note: Data for 2023 is provisional and subject to change.

⁴ 2026 Road Safety Action Plan, Transport for NSW - <https://towardszero.nsw.gov.au/roadsafetyplan>

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Battery safety

E-scooters and e-bikes are often powered by lithium-ion batteries. These batteries are energy-dense and may release large volumes of toxic and flammable gases if they fail.

Lithium-ion battery fires can be intense, with jet-like flames and flaming projectiles. They can also be difficult to extinguish.

The way a battery is treated, how old it is, the quality of the battery and its exposure to heat and water all impact the risks of it failing and causing a fire.

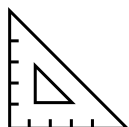
Fires involving e-micromobility devices are increasing, resulting in four times as many injuries than other fires⁵. In NSW in 2023, there were 67 fires involving e-micromobility devices, almost three times more than 2022.⁶ Forty-two per cent of these fires happened when the device was being charged.

In the first half of 2024, there were 42 fires⁷ involving an e-micromobility device. Sadly, one of these resulted in two people dying.

We need to consider and address risks related to:

- infrastructure, government property and buildings
- bulk storage of lithium-ion batteries and devices
- the standard of devices available for sale
- the disposal of e-micromobility devices and batteries
- work, health and safety hazards.

Research is underway to better understand lithium-ion battery fires. This is informing education campaigns and policy reform to reduce the risks of fires.



Device standards

To support safe outcomes, clear device standards are needed for e-bikes, e-scooters and lithium-ion batteries. Without this we may have more unsafe and over-powered devices in NSW.

To help reduce the risks related to poor quality devices, Standards are needed for devices being **imported, sold** and **used**.

- The Australian Government has regulatory powers over the importation of e-micromobility devices. Transport for NSW contributes to nationally-led review and reform of vehicle safety standards.
- The *Gas and Electricity (Consumer Safety) Act 2017* is used to address battery and device safety standards when devices are being supplied or sold in retail stores in NSW.
- The NSW Road Rules can define the devices that can be ridden on public roads in NSW. Transport for NSW reviews and supports updates to the Road Rules and other road transport legislation. The NSW Police Force is responsible for roadside enforcement that can both educate users and deter use of unsafe devices.

The NSW Government is working across jurisdictions to improve the standards set for the importation, sale and use of e-micromobility devices.

⁵ Fire and Rescue NSW (2024): [Lithium-ion battery incidents](#)

⁶ Fire and Rescue NSW (2024): [Lithium-ion battery incidents](#)

⁷ Disclaimer: PROVISIONAL. Audited Data 4 July 2024 -Due to outstanding incident reports this number can change

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Battery and device lifecycle management

E-micromobility devices create new risks and opportunities throughout their lifecycle, from their manufacture and use, to when they are disposed of at their end of life.

The safe disposal of lithium-ion batteries is critical to help prevent fires and environmental harm.

In 2022-23, Fire and Rescue NSW attributed 10% of waste fires attended to the incorrect disposal of lithium-ion batteries.^{8,9}

Through inspection, servicing and maintenance, we can reduce waste, improve safety and extend the life of e-micromobility devices. To support growth in ownership and use of e-bikes and e-scooters, we need more suitable maintenance facilities and practices, and suitably skilled technicians.

The NSW Government is working across jurisdictions to accelerate work towards product stewardship arrangements for all batteries – to improve how they are managed through their lifecycle.



Infrastructure, parking and public space management

Well-connected, high quality active transport infrastructure and appropriate parking facilities for shared scheme devices will help boost safety outcomes for e-scooters and e-bikes.

Like other vulnerable road users, the safest environments for e-micromobility riders are dedicated, separated infrastructure (bicycle lanes and bicycle paths).

When riders are on separate and dedicated infrastructure, it reduces the likelihood of a crash with other road users and the impact of any crash.

Like other road users, people using e-micromobility are safest in low-speed areas.

Shared e-bikes and e-scooters have the potential to play an important role in the transport network, particularly for people who don't own a car or private device. However, poorly parked or abandoned shared e-bikes and e-scooters can impact on safety, the environment and amenity. These issues can be exacerbated in places with a lot of pedestrians or during major events.

The *Public Spaces (Unattended Property) Act 2021* sets out how shared devices can be managed if they are obstructing access, causing a risk to public safety or amenity, or if they have been left in one place for too long.

Providing parking options and infrastructure to support thoughtful parking of shared e-bikes and shared e-scooters may alleviate impacts on safety, the environment and amenity.

Transport for NSW is working with local councils to support the delivery of infrastructure to support the increased uptake of active and e-micromobility travel. A review of regulatory and policy settings is also underway to ensure concerns related to shared devices are addressed.

⁸ Fire and Rescue NSW (2024): [Lithium-ion battery incidents](#)

⁹ ABC (20 June 2024): [Lithium-ion batteries are causing more than 10,000 fires a year in Australia. Waste Chiefs say an 'urgent' management plan is needed](#)

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Insurance

Expanded use of e-micromobility devices on public roads and road-related areas may lead to an increase in crashes resulting in injury.

E-micromobility devices are not able to be registered, and as such owners are unable to purchase Compulsory Third-Party (CTP) insurance for their device.

The NSW CTP Scheme is not designed or priced to respond to injuries or death sustained through use of e-micromobility devices. However, in some circumstances, a person injured in a crash involving an e-micromobility device may still be able to make a claim through the CTP Scheme.

In NSW operators participating in the Shared E-scooter Trials hold public liability, third-party property damage, and personal accident insurances.

The NSW Government is considering potential impacts that may result from expanded use of e-micromobility devices, noting limited availability of private insurance options.

The NSW Government is also considering issues that may result from a lack of suitable personal injury insurance for all e-micromobility devices including:

- impacts on the NSW CTP Scheme
- increased costs to people to cover treatment and care and loss of income
- increased litigation and disputation, resulting in longer resolution times, delays in accessing treatment and care, and higher legal costs
- increased risk of riders being discouraged from taking responsibility for crashes, reporting crashes or seeking medical treatment if they fear financial repercussions

Any costs from injuries would disproportionately affect lower-income individuals.



Data and research

Data and research are supporting the NSW Government to make evidence-based decisions regarding e-micromobility and are informing education and engagement activities to support safe outcomes.

As e-micromobility is an emerging transport option, there are limitations to the quality, breadth and availability of data.

There are also limitations to data sharing and capability to leverage data insights across Government.

Pilots and research projects are underway to help generate more data and a better understanding of risks, issues, benefits and opportunities in relation to e-micromobility.

This includes the NSW Shared E-scooter Trials and the Safety of Alternative and Renewable Energy Technologies (SARET) Research Program¹⁰, a testing program led by Fire and Rescue NSW to provide an evidence base that will inform the management of battery fire and explosion risks to the community.

¹⁰ www.fire.nsw.gov.au/saret

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Coordinating across Government

The range of considerations and challenges related to e-micromobility requires a coordinated and collaborative effort.

In May 2024, Transport for NSW established an E-micromobility Interagency Group with representatives from 14 NSW Government agencies.

The Interagency Group is working together to ensure the potential environmental, social, and economic benefits of e-micromobility are realised and related issues are addressed.

The Interagency Group has developed this Action Plan and will support collaboration to deliver on the Plan.

NSW Parliamentary Inquiry

On 6 June 2024, a NSW Parliamentary Inquiry into the use of e-scooters, e-bikes and related mobility options was announced.

This Action Plan is designed to address key issues urgently and independently of the NSW Parliamentary Inquiry.

The NSW Government will consider recommendation arising from the Inquiry and the Action Plan may be updated.

Action underway

This Action Plan captures activities underway across NSW Government in five key areas:

- policy and regulation
- education and engagement
- infrastructure, parking and public space management
- data and research
- coordination and collaboration.

These actions will help us enable e-micromobility to be a **safe, sustainable and accessible** transport option for the people of NSW.

Interagency Group members

- Building Commission NSW
- Fire and Rescue NSW
- NSW Department of Planning, Housing and Infrastructure
- NSW Environment Protection Authority
- NSW Fair Trading
- NSW Police
- NSW Ministry of Health
- NSW State Insurance Regulatory Authority
- Office of Local Government
- Office of the 24-Hour Economy Commissioner
- SafeWork NSW
- Transport for NSW



Observers:

- Premier's Department
- The Cabinet Office

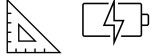



NSW
GOVERNMENT

Policy and regulation



Getting the right regulation and policy settings in place to help reduce risks associated with e-micromobility use and realise opportunities.

Related issues	Action	Description	Lead agency	Collaborating agencies
	Get the policy settings in place to support the safe and legal use of e-micromobility devices	We are: <ul style="list-style-type: none"> reviewing regulation of e-micromobility sharing schemes to better support customer and community outcomes. 	Transport for NSW	Office of Local Government NSW Police
		We are: <ul style="list-style-type: none"> reviewing the road rules in relation to e-micromobility. 	Transport for NSW	NSW Police State Insurance Regulatory Authority
	Get the policy and regulatory settings right to enable informed road space allocation decisions by governments	We are: <ul style="list-style-type: none"> improving the application of the Road User Space Allocation Policy (2023) and NSW Movement and Place Framework across NSW. 	Transport for NSW	
		We are: <ul style="list-style-type: none"> investigating a review of the <i>Roads Act 1993</i> and the broader legislative framework, in line with recommendations made during the Road User Space Allocation Policy review. 	Transport for NSW	

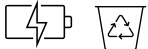
NSW
GOVERNMENT

Related issues	Action	Description	Lead agency	Collaborating agencies
	Improve policy settings and standards for safer lithium-ion batteries and e-micromobility devices	<p>We are:</p> <ul style="list-style-type: none"> regulating e-micromobility devices under the <i>Gas and Electricity (Consumer Safety) Act 2017</i>. developing an information standard for consumers, providing information on the safety of e-micromobility vehicles, safe use practices and safe disposal. Under the Fair Trading Regulation 2019, sellers will have to provide consumers with this information at the time of sale. exploring options to better regulate the online marketplace, in line with the 2023 Statutory Review of the <i>Gas and Electricity (Consumer Safety) Act 2017</i>. reviewing the <i>Gas and Electricity (Consumer Safety) Act 2017</i> to consider the inclusion of all high-risk extra-low voltage (ELV) products within the scope of the Act. 	NSW Fair Trading	Transport for NSW SafeWork NSW Fire and Rescue NSW NSW Environment Protection Authority
		<p>We are:</p> <ul style="list-style-type: none"> collaborating with Standards Australia on Standards for E-micromobility. 	Transport for NSW	SafeWork NSW
		<p>We are:</p> <ul style="list-style-type: none"> preparing a draft Regulatory Impact Statement with options to reform the product stewardship arrangements for all battery-powered devices supplied into NSW. 	NSW Environment Protection Authority	
	Create safe workplaces	<p>We are:</p> <ul style="list-style-type: none"> reviewing the <i>Work Health and Safety Act 2011</i>, particularly in relation to responsibilities for businesses that are involved in the manufacture, 	SafeWork NSW	State Insurance Regulatory Authority

NSW
GOVERNMENT

Related issues	Action	Description	Lead agency	Collaborating agencies
		sale, use, storage and maintenance of e-micromobility devices.		
	Provide strong policy settings to enable delivery of active transport infrastructure, benefiting e-micromobility users	<p>We are:</p> <ul style="list-style-type: none"> provisioning for active transport infrastructure in urban renewal areas. This includes areas with transport-oriented development in metropolitan and regional areas. encouraging new major projects being delivered by NSW Government to deliver active transport infrastructure using NSW guidelines such as Transport's Cycleway Design Toolbox and Walking Space Guideline. improving standards for active transport infrastructure and services to include charging equipment, parking and storage, and bicycle paths. developing parking guidelines for both shared and private e-micromobility devices and piloting approaches at Sydney Trains stations. reforming delegations to streamline approvals for active transport infrastructure (like changes to the role of Local Traffic Committees). 	Transport for NSW	Department of Planning, Housing and Infrastructure NSW Ministry of Health
	Identify impacts on statutory insurance	<p>We are:</p> <ul style="list-style-type: none"> identifying impacts on statutory insurance and providing advice to government on the potential impacts to the CTP Scheme. 	State Regulatory Insurance Authority	Transport for NSW


NSW
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Related issues	Action	Description	Lead agency	Collaborating agencies
	Address the fire risk for infrastructure and buildings	We are <ul style="list-style-type: none"> reviewing safety risks on transport infrastructure and will implement controls as needed. 	Transport for NSW	Fire and Rescue NSW
		We are: <ul style="list-style-type: none"> reviewing risks to government property and will implement controls as needed. 	All agencies	
		We are: <ul style="list-style-type: none"> identifying options for safe battery disposal, reducing fire and safety risks in the waste industry. 	NSW Environment Protection Authority	Fire and Rescue NSW

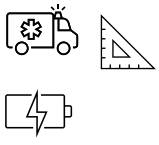

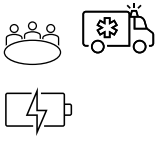


NSW
GOVERNMENT

Education and engagement

Working across agencies to build awareness and encourage safe behaviour related to e-micromobility, when buying, using, owning or being around the devices.

Related issues	Action	Description	Lead agency	Collaborating agencies
	Support safe riding of e-scooters and e-bikes and safe interactions with other road users including pedestrians	<p>We are:</p> <ul style="list-style-type: none"> maintaining website information and providing communications materials on the Shared E-scooter Trials, safe road user behaviours and road rules relating to permitted e-bikes and illegal and legal uses of e-scooters. supporting NSW councils to promote safe behaviours in and around Shared E-scooter Trial sites. considering key messages and community education strategy to support safe riding and interactions with other road users. 	Transport for NSW	NSW Police
		<p>We are:</p> <ul style="list-style-type: none"> developing and distributing teaching resources and fact sheets to educate school-aged children and their families on safe e-bike behaviour. 	Transport for NSW	Department of Education NSW Police
		<p>We are:</p> <ul style="list-style-type: none"> undertaking enforcement operations in targeted locations. 	NSW Police	

NSW
GOVERNMENT

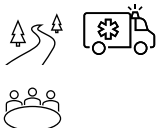

Related issues	Action	Description	Lead agency	Collaborating agencies
	Educate the community about permitted e-bikes and lithium-ion battery fire risk	<p>We are:</p> <ul style="list-style-type: none"> developing new materials to educate the community about e-bike safety, including, what to look for when buying an e-bike and preventing and responding to lithium-ion battery fires. 	NSW Fair Trading Fire and Rescue NSW Transport for NSW	NSW Police
	Create safe workplaces	<p>We are:</p> <ul style="list-style-type: none"> developing a workplace video safety alert and presentation on lithium-ion battery risks. educating employers about safety reporting requirements, particularly for lithium-ion battery fires. 	SafeWork NSW	Fire and Rescue NSW NSW Environment Protection Authority
		<p>We are:</p> <ul style="list-style-type: none"> working with delivery and courier businesses to educate their workforce on road rules and battery safety for e-bikes. 	SafeWork NSW NSW Police	Transport for NSW
		<p>We are:</p> <ul style="list-style-type: none"> working with e-micromobility industries, including service providers and service centres, sharing scheme operators, warehouses, manufacturers, retailers and delivery companies to improve safe work outcomes. 	SafeWork NSW Fire and Rescue NSW	Transport for NSW
	Explore training opportunities in e-micromobility sectors	<p>We are:</p> <ul style="list-style-type: none"> exploring training opportunities for the maintenance and repair of e-micromobility devices. 	TAFE NSW	Transport for NSW

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Infrastructure, parking and public space management

Improving infrastructure and parking options to accommodate the needs of e-micromobility riders for better safety and amenity outcomes.

Changing the shape of our cities and centres to prioritise the needs of active transport users, including e-micromobility riders.

Related issues	Action	Description	Lead agency	Collaborating agencies
	Deliver new active transport infrastructure to service the needs of e-micromobility riders	<p>We are:</p> <ul style="list-style-type: none"> delivering the Get NSW Active grants program, providing local councils with funding for projects that create safe, easy, and enjoyable active transport trips. piloting demarcated share bike parking at select Sydney Trains stations. planning for the Strategic Cycleway Corridors program, a network of connected infrastructure to support the future uptake of active transport and e-micromobility. providing Community Road Safety Grants to help community groups across NSW develop small-scale, local projects. These projects increase road safety awareness in local communities and promote safer behaviours on our roads. 	Transport for NSW	
	Support safe speeds on NSW roads to encourage safe e-micromobility trips	<p>We are:</p> <ul style="list-style-type: none"> continuing delivery of the Towards Zero Speed Management Program to providing safer speed settings across NSW in alignment with the 2023 NSW Speed Zoning Standard. 	Transport for NSW	

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GOVERNMENT

Related issues	Action	Description	Lead agency	Collaborating agencies
	Explore safe disposal options for lithium-ion batteries	<p>We are:</p> <ul style="list-style-type: none"> working with local councils through the Community Recycling Centre network to ensure safe disposal options for lithium-ion batteries are available for the community. 	NSW Environment Protection Authority	Fire and Rescue NSW
	Support safe delivery of major events	<p>We are:</p> <ul style="list-style-type: none"> working collaboratively with councils, land managers, event operators, and with shared bike and e-bike providers, across NSW to actively identify risks and opportunities related to e-micromobility during major events. 	Transport for NSW	Premier's Department


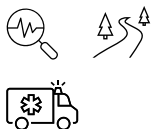
NSW
GOVERNMENT

Data and research

Ensuring access to the data and insights needed
to guide decision making and support policy development
and community education activities.




Related issues	Action	Description	Lead agency	Collaborating agencies
	Establish data needs for all projects and activities	<p>We are:</p> <ul style="list-style-type: none"> establishing an E-micromobility Data Program to identify data and insights needed to support policy reform, new investments and education and engagement programs. identifying opportunities for data-sharing across State Government, councils and industry. 	Transport for NSW	All
	Build partnerships to deliver research, develop insights and embed data in decision-making	<p>We are:</p> <ul style="list-style-type: none"> engaging across Government to identify, assess and address barriers to data collection, sharing and visualisation. developing a best-practice data strategy to support e-micromobility in partnership with operators. 	Transport for NSW	All
		<p>We are:</p> <ul style="list-style-type: none"> sharing fire incident data and collaborating on the Safety of Alternative and Renewable Energy Technologies (SARET) Research Program. 	Fire and Rescue NSW	

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Related issues	Action	Description	Lead agency	Collaborating agencies
	Deliver pilots to gather data and test new policy options	<p>We are:</p> <ul style="list-style-type: none"> delivering Shared E-scooter Trials including gathering data to understand trip demand and safety incidents. commissioning an independent evaluation. 	Transport for NSW	NSW Police NSW Health
		<p>We are:</p> <ul style="list-style-type: none"> exploring data visualisation pilot opportunities to better understand shared bikes, e-bikes and e-scooters. 	Transport for NSW	
		<p>We are:</p> <ul style="list-style-type: none"> delivering a pilot of corralling and parking options for shared bikes and e-bikes at stations and transport hubs. 	Transport for NSW	
	Undertake research to support policy development, education and engagement and infrastructure delivery for e-micromobility	<p>We are:</p> <ul style="list-style-type: none"> sourcing data to understand how people are using e-bikes and e-scooters and the benefits this can bring. researching rules and parameters for e-micromobility interstate and in international jurisdictions and exploring lessons learned in relation to use, standards, education, and safety. engaging with high school students to understand e-bike use, behaviours, drivers and perceptions. participating in research providing new data and insights on e-bikes and e-scooters, including the Australian Cycling and E-scooter Economy Report¹¹. 	Transport for NSW	

¹¹ 2023 Australian Cycling and E-scooter Economy Report, WeRide: <https://www.weride.org.au/australiacyclingeconomy/>


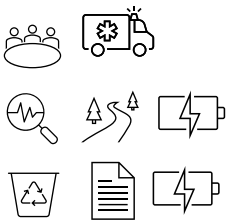

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Related issues	Action	Description	Lead agency	Collaborating agencies
		<p>We are:</p> <ul style="list-style-type: none"> defining high risk workplaces, including places where repairs, warehousing and charging occur. 	SafeWork NSW	Fire and Rescue NSW State Insurance Regulatory Authority
		<p>We are:</p> <ul style="list-style-type: none"> investigating the population-level impacts of e-micromobility (and in particular, e-scooters) on active-transport-related physical activity and public health more broadly. 	NSW Ministry of Health	Transport for NSW
		<p>We are:</p> <ul style="list-style-type: none"> progressing elements of the SARET research program to inform the management of fire and explosion risks. 	Fire and Rescue NSW	

NSW
GOVERNMENT

Coordination and collaboration

Making change collectively, bringing together
three tiers of Government, industry, stakeholders, and the community.

Related issues	Action	Description	Lead agency	Collaborating agencies
	Coordinate activities across Government and support collaboration	<p>We are:</p> <ul style="list-style-type: none"> running the E-micromobility Interagency Group, to coordinate NSW Government activities in relation to e-micromobility and to oversee this Action Plan. 	Transport for NSW	All
	Use established engagement forums and programs to collaborate with stakeholders and coordinate across the three tiers of government	<p>We are:</p> <ul style="list-style-type: none"> using established forums to engage with other Australian jurisdictions. convening stakeholder roundtables on an as-needs basis in relation to e-micromobility. 	All	
		<p>We are:</p> <ul style="list-style-type: none"> engaging with stakeholders involved in NSW Government Programs where e-micromobility may support precinct outcomes, including Uptown, Purple Flag Precincts, Special Entertainment Precincts and Community Improvement District pilots. 	Office of the 24-Hour Commissioner Transport for NSW	



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NSW Government

Parliamentary Inquiry into the use of e-scooters, e- bikes and related mobility options

Government Response

May 2025

nsw.gov.au/e-micromobility



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Recommendation 1

That the NSW Government develop a comprehensive framework to integrate private and shared e-mobility into the state's transport system which:

- supports the use of both private and shared e-scooters, e-bikes and other e-mobility devices as legitimate forms of transport
- clearly defines the responsibilities of state and local governments
- sets consistent safety, operational and accessibility standards
- provides targeted support to help councils effectively manage services and usage within their local contexts.

Response: Support

The NSW Government is enabling and supporting e-micromobility as a safe, accessible, sustainable transport option in NSW. This includes integrating e-micromobility devices, including shared devices into the broader transport network.

To achieve this, we are:

- using data and research to understand the role of e-micromobility, regular journey and trip types, demand and future projections and the implications of this in relation to policy, regulation and infrastructure.
- progressing reforms to legalise the use of e-scooters in public places and reviewing how sharing schemes operate.
- planning increased communication, education and engagement activity to support safe use of devices, behaviour change, uptake and shared respect between road users.
- working across government to enable shared understanding of risks and opportunities related to e-micromobility, and in developing and implementing actions to support safe use.
- establishing the risks and issues related to e-micromobility devices travelling on the public transport network to implement a risk-based approach for the carriage and management of these devices.
- maintaining information for customers on available parking for devices at stations.
- identifying future infrastructure needs to support multi-modal journeys.

As articulated in the NSW E-micromobility Action Plan, the NSW Government, local councils, advocacy groups, industry and other organisations all play a role in achieving

the State's e-micromobility goal¹. These roles and accountabilities are covered in the NSW Government's submission to the Inquiry.

¹ NSW E-micromobility Action Plan, NSW Government, Oct 2024

Recommendation 2

That the NSW Government manage tender processes for shared e-mobility schemes at the state level to eliminate duplication across councils, reduce administrative burdens for operators and prioritise safety measures, device maintenance and service reliability, in close consultation with local councils.

Response: Support in principle

The NSW Government is committed to integrating shared devices into the transport network and making these services available in as many places as possible in NSW, in ways that are safe and respectful of local amenity.

The NSW Government has been engaging with local councils, State Government land managers and sharing scheme operators about these matters since December 2023.

Councils and operators have been working collaboratively to improve service operations. While these efforts have been successful in some cases, councils have advised the NSW Government that their resources are increasingly being used to manage parking arrangements, work with operators, engage with the local community and address complaints.

To further improve outcomes and address these issues, we are exploring options to reform how sharing schemes operate, balancing the need for:

- flexibility in how services operate to respond to local conditions and circumstances
- consistency to enable seamless rider journeys
- administrative costs of providing services to be minimised as much as possible, for the State Government, councils and operators in the NSW market.

Transport for NSW is exploring lessons from other states, and recent changes in how sharing schemes are regulated in Victoria and will continue to engage with local operators, councils and land managers.

The NSW Government is committed to ensuring there is an appropriate and robust regulatory framework to support safety, amenity and service delivery outcomes and secure a strong future for sharing scheme services in the State.

Recommendation 3

That the NSW Government work with councils to establish a metropolitan-wide shared e-mobility device scheme and impose a cap on the number of operators.

Response: Support in principle

The NSW Government is exploring options to reform how sharing schemes operate, balancing the need for:

- flexibility in how services operate to respond to local conditions and circumstances
- consistency to enable seamless rider journeys
- administrative costs of providing services to be minimised as much as possible, for the State Government, councils and operators in the NSW market.

The NSW Government is committed to ensuring there is an appropriate and robust regulatory framework to support safety, amenity and service delivery outcomes and secure a strong future for sharing scheme services in the State.

Recommendation 4

That the NSW Government implement mandatory data sharing requirements for all shared e-mobility operators.

Response: Support

Any proposed regulatory framework for sharing schemes (see Recommendation 2) would set minimum requirements for data to be shared with local government partners and State Government.

The NSW Government is engaging operators and councils to determine which data generated by sharing schemes in NSW should be made openly available.

Recommendation 5

That the NSW Government review its e-mobility device specifications against the national standards, including consideration of the maximum continuous rated power of electrically power-assisted cycles.

Response: Support

Since 2023, NSW has allowed e-bikes with a continuous rated power output of up to 500 watts to be used on roads and roads related areas. Prior to this, the maximum power output for legal e-bikes in NSW was 250 watts.

NSW remains aligned with national requirements for e-bike motor output to progressively reduce, as a rider accelerates above 6 km/h - and cut out when the speed of the e-bike reaches 25km/h, or when pedalling stops and the speed exceeds 6km/h. Devices that exceed specifications are illegal. For a compliant e-bike, whether 250 watts or 500 watts, the speed at which power is required to progressively reduce or cut out is the same.

In recent market research commissioned by Transport for NSW (October 2024), 57 per cent of respondents who own an e-bike indicated their device is over 250 watts.²

Other Australian jurisdictions, in alignment with the national definition, include a cap of 250 watts, which aligns with European e-bike standards.

It is acknowledged that some e-bikes have speed-limiting software that can be easily circumvented. Attitudinal research completed by Transport for NSW in 2024 has identified that circumvention of speed or power controls is common, with 38 per cent of respondents modifying their e-bike. This is higher in 18 to 29 year olds, where 57 per cent of respondents said they had modified their device. This can result in the use of illegal, higher-speed devices that pose road safety risks to riders and other road users.

The NSW Government will review the definition of an e-bike in the NSW Road Rules, with reference to a national definition and international standards. This review will consider safety, rider and community implications of reform and issues such as inconsistent wattage, and clarification of maximum continuous rated power, particularly for devices with on-road/off-road and high-speed motor capability.

The NSW Government will also continue to advocate to the Commonwealth Government to review and update to the national definitions of e-bikes and importation pathways, providing a consistent and updated framework that supports safe adoption of e-micromobility devices.

A comprehensive product standard has not yet been adopted nationally for e-scooters and other e-mobility devices. To support on-road use, the NSW Government will develop an e-scooter device definition, with reference to the definition adopted in the Australian

² NB: A further 16 per cent of respondents indicated they did not know the continuous rated power of their e-bike, or preferred not to say.

Road Rules, national motor vehicle law, the position in other jurisdictions, and device testing outcomes.

Recommendation 6

That the NSW Government update its *Road Rules 2014* by giving consideration to the Australian Road Rules 14th Amendment Package, using the proposals put forward by the Committee for Sydney and commit to a clear timeframe for implementation to improve safety and better integrate e-mobility devices into the transport system.

Response: Noted

The NSW Government is involved in ongoing maintenance and regulatory reform of the Australian Road Rules (ARR), which are model law managed by the National Transport Commission. This includes initiating reform suggestions to update rules where it supports safe outcomes for riders.

It is within the remit of states and territories to adopt the ARR (and amendment packages) to provide consistency in core road rules across Australia. Transport is reviewing the 14th package with a view to adopting maintenance provisions that are consistent with key policy positions in NSW in 2025.

The NSW Government acknowledges the Committee for Sydney's advocacy for mandatory helmets laws to be removed in areas with speed limits of 40 km/h or below and on paths.

This recommendation is inconsistent with robust safety evidence worldwide that establishes helmets save lives and reduce serious injury. Research shows bicycle helmets can reduce head injuries by about 70 per cent and reduce fatal head injuries by 65 per cent³. As a result, a change to this road rule is not supported.

³ Helmet STAR website, Transport for NSW: www.transport.nsw.gov.au/roadsafety/bicycle-riders/helmet-star#:~:text=superior%20crash%20protection,-Why%20are%20helmets%20important%3F,fatal%20head%20injuries%20by%2065%25.

Recommendation 7

That the NSW Government regulate the use of private e-scooters in New South Wales in close consultation with local councils, enforcement agencies, industry representatives and community groups.

Response: Support

Transport for NSW is progressing proposed regulatory reforms to legalise the use of e-scooters in public places in NSW.

The NSW Government published draft key settings (or rules) for e-scooter use in October 2024. This step followed engagement with a broad range of stakeholders, including key agencies and community and industry representatives. The feedback received through this engagement and through the Parliamentary Inquiry is important and will be factored into any future decisions related to e-scooter regulations, particularly to help improve safety outcomes.

The draft key settings for e-scooter use were informed by the work of the E-scooter Advisory Working Group in 2019, the work of the E-micromobility Interagency Group established in May 2024 (and its predecessor Shared E-scooter Trial Oversight Group), settings being tested as part of the NSW shared e-scooter trials, trial data and independent evaluation, data and lessons learned from other states and jurisdictions where it is legal for people to ride e-scooters, and road safety research and evidence.

The consultation process related to e-scooter regulation is one part of a broader engagement program run by Transport for NSW. Transport has directly engaged and listened to representatives from at least 186 organisations to:

- inform e-micromobility policy and potential regulatory changes
- inform education activities and other investments
- support e-micromobility to be a safe, accessible and sustainable transport mode.

Transport will continue to respect and value the diversity of perspectives and views that exist in relation to e-scooters and e-micromobility and will engage with stakeholders to ensure any initiatives and changes related to e-micromobility respond to the NSW context, address key risks and issues and enable safe uptake of riding.

Decisions on road rules to enable legal riding of e-scooters in NSW will be made considering all available evidence and community and stakeholder views.

Any changes to the road rules to enable legal e-scooter riding will be accompanied by road safety communications and engagement activities to raise awareness of the changes, educate road users about e-scooter road rules and promote safer riding behaviours.

Recommendation 8

That the NSW Government amend its draft e-scooter rules to allow riding on footpaths and shared paths, unless otherwise stated, at a maximum speed of 15 km/h, with riders having to give way to pedestrians at all times.

Response: Noted

As indicated in the draft key settings for e-scooter riding in NSW, published in October 2024⁴, the NSW Government is proposing that people will be able to ride e-scooters on shared paths, with a default speed limit of 20km/h. This will be coupled with the ability to set a 10km/h speed limit in areas where there are a high number of pedestrians and around sensitive land uses (like playgrounds and medical centres). Riders of e-scooters on shared paths will continue to be required to give way to pedestrians.

The draft key settings for e-scooter use were informed by:

- road safety research and evidence
- E-scooter Advisory Working Group (2019-2020) and E-micromobility Interagency Group (2020 – 2025)
- outcomes of the [NSW shared e-scooter trials](#)
- settings in other states and jurisdictions where it is legal for people to ride e-scooters.

The proposed position for e-scooters supports mobility on infrastructure that is designed for sharing and enables a localised approach to address safety risks. Councils participating in the shared e-scooter trials called for this flexibility, and the ability to make local decisions about things like shared path speed limits.

A limit of 20km/h on shared paths is aligned with the proposed on-road speed limit for e-scooter riding, providing consistency for riders which may make it easier for them to comply with proposed rules. This may also support riding on infrastructure that is separated from traffic.

The proposed settings provide an option for the speed limit to be set at 10km/h on shared paths to match local conditions and address local needs. This is a safer interaction speed than a single, default 15km/h limit, and is more appropriate in areas with higher numbers of pedestrians or other hazards.

Transport for NSW will review road rules related to e-micromobility devices riding on footpaths and associated speed limits. This review will explore potential benefits and safety implications for riders and pedestrians.

If it is determined the proposal has merit, Transport for NSW will undertake further engagement with key stakeholders, including local councils and roads authorities,

⁴ Draft key settings for e-scooter riding: <https://www.nsw.gov.au/driving-boating-and-transport/bikes-e-bikes-e-scooters/e-micromobility-action-plan/related-projects-programs/legalising-e-scooter-riding#toc-draft-rules-for-e-scooter-use>

vulnerable road users, individuals and groups including pedestrian and walking groups, bicycle riding groups, and disability advocates.

If any road rule changes are progressed, they will be supported by detailed implementation plans, to ensure any risks are appropriately mitigated and benefits fully realised. This includes behavioural communications, education and engagement programs and initiatives and may involve infrastructure changes and/or consideration of speed zone reviews.

Recommendation 9

That the NSW Government:

- establish clear protocols for identifying and managing non-compliant e-mobility devices, including granting enforcement authorities the power to seize devices when necessary
- develop clear and consistent procedures for identifying and addressing unsafe riding behaviours on roads and shared paths, ensuring the safety of all users through effective enforcement and rider accountability
- review fines for e-mobility offences to ensure they are proportionate to the risk posed and effectively promote safer riding behaviours
- create an accessible public reporting system that allows the public to report non-compliant devices and unsafe riding practices, enabling timely investigation and intervention
- implement regular training programs for enforcement personnel on e-mobility device specifications and regulations to ensure consistent and effective compliance monitoring.

Response: Support in part

The *Road Transport Act 2013*, includes powers to seize devices that are not road legal and therefore ‘unregistered, registerable vehicles’. The NSW Government is exploring options to ensure these provisions remain fit for purpose in the context of the growth of e-micromobility.

The NSW Government is also considering appropriate fines and other penalties for unsafe e-micromobility behaviour as part of ongoing work to legalise riding of e-scooters. The penalty framework will aim to deter unsafe rider behaviours that pose serious road safety risks.

Transport for NSW will explore opportunities to enhance enforcement, including testing technologies to support roadside enforcement, in collaboration with NSW Police.

In addition, authorised officers of NSW Fair Trading are equipped with powers to enforce the *Gas and Electricity (Consumer Safety) Act 2017*, including regulatory requirements for batteries within e-micromobility devices to meet minimum standards. By August 2025, NSW Fair Trading’s authorised officers will be checking for mandatory testing and certification of devices sold in NSW. By February 2026 certificate of approval marks or labelling requirements will be enforced. The certificate of approval marks will provide a visual marker to people purchasing a device in NSW that the device is compliant and meets minimum standards set by NSW Fair Trading.

The E-micromobility Interagency Group supports agencies to collaborate and identify ways to improve compliance and enforcement efforts, both at the point of retail sale and for devices being ridden on roads and public paths.

The NSW Government does not support the establishment of a new system for the public to report non-compliant devices and unsafe riding practices as it would have ongoing resourcing and monitoring implications.

Recommendation 10

That the NSW Government:

- establish safety standards and protocols for the use, storage and charging of e-mobility device batteries across all relevant settings
- develop emergency response protocols for managing battery-related incidents in various environments
- implement education campaigns to inform the public about safe battery usage, storage and disposal practices.

Response: Support

The NSW Government recognises the impact major fire events can have on the full range of emergency service organisations and functional areas, and the devastating impacts fires can have on human life, as well as major structural damage and cascading effects on air pollution, water pollution and evacuation protocols.

As a result, the NSW Government is committed to establishing safety standards and protocols to reduce the likelihood of battery failure resulting in fires and prioritise safety for the community and first responders when attending related calls for assistance.

To reduce fire risks, the NSW Government has developed prescribed pre-sale Standards that regulate the quality of construction of devices, as well as an Information Standard that provides crucial information on safe use, storage and charging of e-micromobility devices fitted with lithium-ion batteries.

The NSW Government recognises that the way people handle and use lithium-ion batteries can directly impact the risk of the battery failing, sparking a fire and the impacts of that fire. To support people to understand safe battery practices and fire risks, collaborative education efforts are underway.

In November 2024, the NSW Government launched a communications program to help people shop, charge, and recycle lithium-ion battery (LiB) powered products safely. NSW Fair Trading, Fire and Rescue NSW, NSW EPA and Transport for NSW are all progressing education and communication efforts, including:

- the delivery of a 'one-stop-shop' website for information on buying, owning, maintaining and disposing of e-bikes and e-scooters safely
- the development of an e-micromobility communications, education and engagement toolkit for stakeholders and government agencies to use to consistently promote safety messages
- media engagement by Fire and Rescue NSW in response to fire incidents suspected of involving a lithium-ion battery
- an online educative toolkit developed by Fire and Rescue NSW

- targeted paid social media campaigns by Fair Trading NSW to support implementation of reforms to the *Gas and Electricity (Consumer Safety) Act 2017* and the Fair Trading Regulation 2019 and safe battery practices
- education campaigns on battery disposal led by NSW EPA.

The NSW Government is currently evaluating further options and funding requirements for a major NSW Government community safety and awareness campaign with input from multiple agencies required to enhance community safety, safe travel, and safe disposal of batteries from e-micromobility devices.

In addition, emergency service agencies in Australia have been researching and investigating how to best manage battery-related incidents including:

- collaborating nationally and internationally on best practice through the Australasian Fire and Emergency Service Authorities Council (AFAC).
- investigations by Fire and Rescue NSW and NSW Fair Trading on e-micromobility devices involved in fires to establish factors relating to fire risk.
- research led by Fire and Rescue NSW on emergency service response to lithium-ion battery- and alternative energy-related incidents.

While each emergency services agency appropriately leads their own existing emergency response protocols, this research and evidence base is informing and improving emergency response protocols for managing battery-related incidents in various environments.

Technical Working Groups are being established with relevant representatives from the NSW and Australian governments and industry to investigate and develop requirements and options for protocols to apply in certain environments (including residential buildings, commercial spaces, public transport and waste management facilities) where batteries are becoming more prevalent and therefore the risk is increasing.

Recommendation 11

That the NSW Government:

- implement extended producer responsibility regulations, requiring manufacturers and retailers to fully fund battery collection, recycling and reuse programs
- introduce a deposit-refund scheme for e-mobility batteries, incentivising consumers to return used batteries for safe recycling
- strengthen the B-cycle stewardship program by setting specific collection and recycling targets, enhancing infrastructure and collaborating with industry stakeholders to improve battery recovery rates
- provide government subsidies or tax incentives to support businesses and local governments in covering the costs of battery collection and recycling
- promote innovation in reusable and recyclable battery design through grants and research and development incentives to reduce the financial burden of disposal.

Response: Support in principle

The NSW Government has committed to introducing legislation for mandatory battery product stewardship in 2025. These reforms intend to strengthen existing voluntary schemes for batteries such as B-cycle, while requiring suppliers of other priority battery types to meet product stewardship requirements.

The NSW Government notes the Inquiry's recommendation for a deposit-refund scheme for batteries. The option for refundable deposits to incentivise proper disposal is being considered as part of the proposed reforms for mandatory product stewardship.

The NSW Government supports in principle the Inquiry's recommendation to strengthen the B-cycle program. The proposed reforms to mandatory product stewardship aim to increase industry participation in existing schemes and address issues with 'free riders' who benefit from, but do not pay into, these schemes.

The NSW Government notes the Inquiry's recommendation to provide government subsidies or tax incentives to cover the cost of battery collection and recycling. Product stewardship reforms aim to ensure battery suppliers contribute financially to battery collection and recycling, consistent with the principles of product stewardship. Note that the NSW Government funds NSW's network of Community Recycling Centres (CRCs), which are operated by councils and accept problem household waste, free of charge. The NSW Government commenced a trial in September 2024 at 21 CRCs to accept embedded battery devices, helping to provide more safe disposal options for these battery types.

The NSW Government supports in principle the Inquiry's recommendation to promote innovation in reusable and recyclable battery design through grants and research and development incentives. Batteries used in Australia are predominantly manufactured overseas and imported. As such, there is limited scope for the NSW Government to influence battery design. There should be import standards on battery chemistries to

support safe and improved recycling for batteries that contain high-value materials. The Australian Renewable Energy Agency already support delivery of Research and Development focused programs for renewable technologies such as batteries.

Recommendation 12

That the NSW Government:

- develop and implement a state-wide strategy to establish a network of battery-swapping stations, prioritising high-demand areas such as urban centres and delivery hotspots
- collaborate with industry stakeholders, including e-mobility manufacturers, delivery platforms and local governments, to fund, build and maintain the infrastructure
- ensure that battery-swapping facilities adhere to safety standards for battery handling, storage and charging to minimise safety risks.

Response: Noted

While there are potential benefits to establishing battery-swapping stations, there are also significant risks with public safety that would need to be addressed. These include the highly variable quality of e-micromobility batteries, risks with storing and handling batteries in high-traffic areas and ensuring adequate systems to monitor and trace battery quality and lifespans.

The management, governance and operation of these facilities may also be a barrier to implementation given the requirement for involvement and cooperation of a wide variety of different businesses with competing interests.

The NSW Government may engage with industry, other jurisdictions (like New York City) and other stakeholders in future to:

- understand the maturity of the market in relation to battery swapping and charging facilities in NSW
- determine whether there is an appropriate role for the NSW Government to play in provision of these facilities
- inform financial, safety and benefits assessments related to the facilities.

Any decision to invest in facilities would be subject to thorough risk assessments and existing NSW Government investment decision making processes.

Recommendation 13

That the NSW Government prioritise and fund the delivery of the Strategic Cycleways Corridors Program as outlined in the Active Transport Strategy.

Response: Support in principle

Transport for NSW is committed to ensuring there is a network of infrastructure to support growth in riding driven by uptake of e-micromobility.

Our roads all connect, so we want people riding e-bikes and (in future) e-scooters to have seamless journeys too. These networks cross LGAs, and so there is an important role for the state in developing and implementing connected infrastructure.

The Strategic Cycleway Corridor Program provides the framework for establishing safe and convenient cross-city cycleway connections to better connect centres, precincts, and recreation hubs, and progressively expand bike networks.

Almost 160 cycleway corridors have been identified across Greater Sydney, the Lower Hunter and Greater Newcastle, Central Coast, and Illawarra-Shoalhaven extending more than 1260 kilometres through key centres and major points of interest.

Transport for NSW is preparing a business case for the highest priority corridors in these regions to inform funding needs to develop and deliver the highest priority projects. These priorities may change as analysis and development work progresses.

In addition to the Strategic Cycleway Corridor Program, Transport for NSW is developing a dedicated 10-year Regional and Outer Metropolitan Cycling and Micromobility Action Plan, in consultation with stakeholders including other NSW government agencies, councils, advocacy groups and research organisations.

The draft plan's 10 year vision is that 'people of all ages and abilities in regional and outer metropolitan NSW have access to attractive, safe and connected cycling and micromobility journey options'.

The plan seeks to deliver upon the vision through realising six key objectives and the 39 corresponding initiatives.

Development and delivery of Strategic Cycleway Corridors projects and any initiatives detailed in the draft Regional and Outer Metropolitan Cycling and Micromobility Action Plan is subject to required NSW Government infrastructure funding and assurance processes.

In addition the NSW Government continues to:

- support and encourage local councils across the state to identify local infrastructure needs and priority investments
- provide funding through Get NSW Active to support development and delivery of this critical infrastructure.

Recommendation 14

That the NSW Government develop a plan for the provision of parking infrastructure for shared e-bikes and e-scooters in cities and key regional centres, in collaboration with local councils and in consultation with shared scheme operators and disability community representatives and that this plan includes:

- e-mobility vehicle parking on all resurfacing or other road construction projects
- dedicated parking locations, ideally no more than 200 m apart in high-density areas
- exploring the feasibility of designated e-mobility parking in areas next to intersections where car parking is prohibited due to sightlines
- designated parking at all public transport stations
- allocating existing car spaces for e-mobility parking, where practicable.

Response: Support in part

Mis-parking including illegal parking or parking which obstructs others and vandalism of shared devices is a major community concern, with 60 per cent of people believing e-bikes and e-scooters are creating hazardous clutter on footpaths⁵.

Mis-parking can impact urban amenity and create a safety risk to pedestrians, disproportionately impacting people with disabilities and mobility needs.

In NSW, sharing scheme operators and councils are typically implementing a hybrid approach using:

- free-floating parking, particularly in quieter residential areas. This is where devices can be parked in any lawful location, without the operator specifically designating parking areas.
- designated parking areas in high-traffic or busy locations. Designated parking areas are often agreed by councils and enforced by sharing scheme operators through geofencing and shown on operators' in-app maps. These can be marked with signs and decals, or unmarked.

In the NSW shared e-scooter trials, a hybrid approach was found to be effective, balancing the need for orderly parking in busy areas and offering rider flexibility in residential areas.

Some councils, including City of Sydney and City of Wollongong, and Transport for NSW, have been physically marking dedicated shared device parking bays. Preliminary results from the Transport for NSW shared e-bike parking pilot show the designated and marked parking bays can help improve parking compliance and reduce street clutter. Visible parking demarcation also:

- helps the general community to understand what parking controls are in place
- makes it easier for riders to identify parking while riding, without using a mobile phone.

⁵ IPSOS market research, September 2024, Transport for NSW

City of Sydney Council has recently begun installing parking bays on-street for bicycles, with one car parking space providing parking for up to 10 shared e-bikes. Transport for NSW is working closely with the City to understand the benefits and key considerations of this approach. Re-purposing on-street areas for bicycle parking needs to be considered on a case-by-case basis to ensure safe outcomes.

Transport for NSW is developing guidance to support parking arrangements for shared devices. The guidance will:

- be based on best practice approaches, following a review of domestic and international experiences
- include guidance on appropriate density/spacing of parking bays
- provide templates for councils to make it easy for them to install parking on their assets
- showcase parking design options, including on-road parking
- consider risks and benefits, particularly in relation to safety
- continue to be developed with input from councils and sharing scheme operators.

Related policies and technical directions will be reviewed and updated where appropriate to support implementation of parking solutions.

Transport for NSW is committed to identifying and allocating parking as needed in and around transport hubs (including train and Metro stations), pending final evaluation of the parking pilot underway.

Recommendation 15

That the NSW Government review the Housing and Productivity Contributions framework to require contributions from new developments for integrated active transport infrastructure, including parking and dedicated cycling pathways.

Response – Noted

The Housing and Productivity Contribution (HPC) commenced on 1 October 2023 and is levied on residential, industrial and commercial development across Greater Sydney, Central Coast, Lower Hunter and Illawarra-Shoalhaven regions.

Contributions collected under the new system will help deliver essential state infrastructure such as schools, hospitals, major roads, public transport infrastructure and regional open space.

Administered by NSW Treasury, it is not a full cost-recovery fund and is one of many infrastructure funding options available to Government.

New Infrastructure Opportunities Plans (IOPs) are being prepared by Urban Development Program Committees to coordinate and direct funding investment decisions across each of the HPC regions.

The HPC can fund active transport infrastructure. The HPC can help to deliver infrastructure in high-growth areas such as major transport projects including state and regional roads, and new metro and light rail stations. Where active transport forms part of delivering a new road or rail station, the HPC is already a possible funding option when delivered at a state or regional scale.

The NSW Government has committed \$520 million to provide active transport links and quality public open spaces in the Transport Oriented Development Accelerated Precincts. This demonstrates the Government's commitment to the early provision of active transport infrastructure to create liveable and vibrant communities identified for accelerated housing growth. This investment will be partially funded from the HPC, with program guidelines scheduled for release in mid-2025.

Parking and active transport solutions also require localised infrastructure solutions which may then connect to a regional network. Active transport infrastructure can be integrated with new development via design guidance at the development approval stage. Local council infrastructure contributions also remain an important means of funding this infrastructure through conditions of consent.

Recommendation 16

That the NSW Government, in allocating funds to active transport in the NSW Budget, ensure better alignment with the proportion of active transport trips taken and the United Nations recommendation for active transport to be allocated 20 per cent of transport budgets.

Response: Support in principle

Active transport projects and outcomes are delivered in a number of ways.

At a local level, Transport for NSW provides funding to Councils through grant programs such as the Get NSW Active Program. This Program funds councils to plan, develop and deliver local walking and cycling infrastructure. It is a rolling program. 2011-12, more than \$600 million has been allocated across NSW to deliver more than 1,500 projects and more than 600 kilometres of active transport pathways. Additionally, the program has delivered raised pedestrian crossings, active transport designs and active transport plans and strategies.

The Road Safety Program 2023-24 to 2025-26 aims to improve safety across NSW roads by minimising the occurrence of severe injuries and fatalities, with a focus on vulnerable road users such as pedestrians and cyclists. It has allocated \$194.8m (including \$73.7m specifically for local government) to walking and cycling infrastructure, which is 37.5 per cent of the \$518.3 million budget has delivered active transport infrastructure, including eight kilometres of footpaths, 15.4 kilometres of shared paths, 750 metres of on-road bike lane treatments, 80 wombat crossings and 355 signalised intersections, providing better pedestrian protection.

The Providing for Walking and Cycling in Transport Projects Policy requires active transport infrastructure to be built as part of major projects. This has impact. For example there is a new 5.7 kilometre shared path from Carlingford to Parramatta – delivered as part of Parramatta Light Rail, along with other place and active transport enhancements.

The NSW Government also wants to ensure there is a network of infrastructure, so people riding bikes and e-bikes have seamless journeys. These networks cross local government areas, and so there is an important role for the state government to play in planning for and delivering infrastructure.

This is why we are pursuing Strategic Cycleway Corridors (SCC) - to better connect centres, precincts and places, and support Council's local networks. The SCC network has been identified and we are now progressing the next stage of developing the first tranche of priority connections.

Transport also has standalone active transport projects that it is developing and delivering, of which \$97.9 million was allocated in Budget Paper 3 including Parramatta to Sydney Foreshore Link. It is noted that the additional \$60 million of funding announced as part of the NSW Government's election commitment is not included in this amount and will contribute to the continued development and delivery of active

transport infrastructure and supporting initiatives across the State, either by Transport for NSW, or in partnership with local government.

The NSW Government is also delivering improvements to Transport assets, by doing things like improving traffic signals to better prioritise pedestrians and providing bike parking at transport hubs and providing third-party grants through related programs like Safer Cities, reVITALise and the Vibrant Streets Package, which can deliver active transport outcomes.

As identified above, active transport improvements are delivered through many programs and projects, each funded in different ways. Allocations are determined through established funding processes for NSW Government programs, projects and initiatives, which take into account alignment with target outcomes and Government policy, demonstration of benefits and merit, and the overall fiscal context of the State.

Recommendation 17

That the NSW Government substantially increase the allocation of funds in the Get NSW Active program to ensure the delivery of infrastructure that supports e-mobility.

Response: Noted

Providing new active transport infrastructure can support increased uptake of bikes, e-bikes and e-scooters, as well as supporting walking trips across NSW. This can help reduce congestion and pressure on car parking, improve physical activity delivering health and wellbeing outcomes, and support sustainability outcomes.

The Get NSW Active program delivers active transport infrastructure through council delivery partners. This maximises delivery efficiency and ensures local knowledge is leveraged to deliver good community outcomes. Applications are open to all NSW councils and are assessed on a competitive basis against merit criteria.

Get NSW Active is a rolling program. Since 2011-12, more than \$600 million has been allocated across NSW to deliver more than 1,500 projects and more than 600 kilometres of active transport pathways. Additionally, the program has delivered raised pedestrian crossings, active transport designs and active transport plans and strategies.

Any additional allocations to Get NSW Active would be determined through established funding processes for NSW Government, which take into account alignment with target outcomes and Government policy, demonstration of benefits and merit, and the overall fiscal context of the State.

Recommendation 18

That the NSW Government set an ambitious mode shift target to drive policies, programs and funding that will transition trips away from private vehicle use to a far greater percentage of trips taken by public transport, cycling, walking, car sharing and e-mobility.

Response: Support in principle

The NSW Government Active Transport Strategy sets out a goal to double the number of walking and bike riding trips taken each year in 20 years⁶. This is an ambitious target and mode share targets may assist in driving investment and to better measure and enable behaviour change.

The tool available to Transport for NSW to measure mode share is the Household Travel Survey, a three year rolling survey that collects data on all trips made by a sample of the population in the Greater Sydney metropolitan area.

It is useful tool for measuring mode share at a large geographic scale or for a large number of trips to a location like the Sydney CBD.

It is less suitable at smaller geographic scales as the volume of responses reduces and it may mask significant differences in mode share by location. For example, the mode share by public transport is very high to the Sydney CBD on weekdays, but it is quite low overall when all trips (including cars and active trips) within the City of Sydney local government area are considered.

In addition, the Household Travel Survey:

- is unable to fully support evaluation of projects to determine if investment in public or active transport in a corridor or a precinct has resulted in increased mode share.
- it does not cover all of NSW, only covering Sydney and surrounds, including the Central Coast and Blue Mountains, and extends to the Hunter region in the north and Illawarra in the south.

Given the limitations of existing data, Transport is investigating ways to better understand and measure mode share, and this may inform the setting of future mode share targets.

⁶ NSW Active Transport Strategy, Transport for NSW, 2022.

Recommendation 19

That the NSW Government:

- Optimise traffic signal phasing to prioritise pedestrians and cyclists and e-mobility users in appropriate locations
- Ensure local government authorities are provided with the resources to implement these changes.

Response: Support in principle

Transport for NSW already prioritises pedestrians through signal operations in key centres like the Sydney CBD, Parramatta and Wollongong amongst others.

A program has been established by Transport for NSW to identify other locations for pedestrian prioritisation, including in other centres and at key pedestrian generating locations including at schools and transport hubs.

This includes reviewing traffic signal timings whenever cycling infrastructure is delivered.

To optimise traffic signal phasing, infrastructure and major phasing changes are often required, supported by specialised input from programming teams. Implementation of such changes is subject to resourcing and capital funding availability.

Transport for NSW centrally manages the traffic signal network across the state, so there is no requirement for local government authorities to be supported to implement changes.

Recommendation 20

That the NSW Government reduce on-road speed limits in the appropriate local government areas, providing for:

- 30 km/h speed limits in the city centres, high streets, around schools, around childcare centres and playgrounds, around universities and health care centres
- 40 km/h speed limits in all other areas.

Response: Support in principle

The NSW Speed Zoning Standard (the Standard)⁷, was released in 2023 and outlines principles for determining and implementing speed zones on NSW public roads, including the consideration of road and roadside hazards.

The Standard outlines the road design requirements needed for each speed limit and specifically provides for the installation of 30 km/h and 40km/h speed limits if assessed as appropriate for the location. This is aligned to commitments in the Road Safety Action Plan 2026 to deliver safer speeds in urban areas, particularly 30km/h and 40km/h zones.

Speed zones are set to enable drivers travelling at a speed limit to safely respond to potential risks in the road environment. Street design is imperative to achieving real reductions in speed and compliance with lower speed zones.

In cases where a 30km/h zone is appropriate for a location, any school zone within the zone is reduced to 30km/h. School zones are not routinely installed around childcare centres because children attending must be accompanied by an adult.

Transport works in close partnership with local government in conducting speed zone reviews. Consideration of the movement and place functions of the road and streets is a key part of speed zoning. Comprehensive speed zone assessments are undertaken when considering area-based speed limit changes to ensure that the posted speed limit matches the place and street/road function of each individual road within that area being reviewed.

⁷ NSW Speed Zoning Standard – TS 03631, Transport for NSW, 2023

Recommendation 21

That the NSW Government prioritise the review of the *Roads Act 1993*, within the broader legislative framework review, in line with the recommendations arising from the update of the Road User Space Allocation Policy.

Response: Support

In February 2025, Transport for NSW launched a review of *Roads Act 1993* and invited feedback from the community and key groups for six weeks. The consultation targeted councils, cycling and pedestrian advocates, public transport providers (like bus operators), groups involved in street-based community events, urban planners, housing experts and freight companies.

This is a significant, once in a generation review of laws relating to streets and roads in NSW – that is designed to lead to real, tangible benefits for urban renewal, public transport, active transport, freight and use of roads and streets by local communities.

The NSW Government plans to create a more contemporary planning and management framework for roads and streets across NSW, better enable Transport and councils as decision makers and recognises the function of roads not only for vehicle traffic, but for all road users. The review intends to:

- enable more contemporary uses for roads and streets through the Act to guide how the law applies to a range of road users and inform a more simplified road classification system to improve road and street administration and regulation and contribute to improved road safety outcomes.
- enable faster local council and other roads authority decision making.
- create an easier to use statute that is adaptable and responsive to the future via planning.
- overcome operating challenges for roads authorities.

In addition to this critical review, the NSW Government is working to ensure other policy settings help make space for these new forms of transport.

This includes improving the way we design streets and how we set speed zones to make sure vulnerable road users feel safe and welcome in our communities.

In July 2024, a revised Road User Space Allocation Policy⁸ was published and training for Transport for NSW staff is being rolled out. The Road User Space Allocation procedure is now being updated. Transport is also working hard to support the adoption of the NSW Movement and Place Framework across NSW; and continuing delivery of the Towards Zero Safer Roads Program including Speed Management Program to providing safer infrastructure and speed settings across NSW.

⁸ Road User Space Allocation Policy -CP21000.1, Transport for NSW, July 2024

Recommendation 22

That the NSW Government institute a 15 km/h speed limit for e-mobility devices on shared paths and implement complementary measures, including enhanced enforcement and rider education programs, to ensure safe and responsible e-mobility use.

Response: Not supported

As indicated in the draft key settings for e-scooter riding in NSW, published in October 2024, the NSW Government is proposing that people will be able to ride e-scooters on shared paths, with a default speed limit of 20km/h. It is proposed that councils have the ability to set a 10km/h speed limit in areas where there are a high number of pedestrians and around sensitive land uses (like playgrounds and medical centres). Riders of e-scooters on shared paths will be required to give way to pedestrians. Refer Recommendation 8 for further information.

The NSW Government does not currently support a 15km/h speed limit for bicycles (including e-bikes) on shared paths. All bicycle riders are required to give way to pedestrians when riding on shared paths (or sharing footpaths where this is legal)⁹.

In addition to educating riders on the road rules, Transport for NSW encourages riders to adjust their speed to the environment, ride at a speed that doesn't endanger the rider, or the people around the rider, and ride according to the path environment, the rider's experience and skill set.

In implementing the proposed reforms to legalise e-scooter riding, the NSW Government will deliver a comprehensive communications and education program. This includes:

- updates to the Driver Knowledge Test online to include rules and safety messages for safe interactions with e-scooter riders a communications campaign (refer Recommendation 28)
- development of an online learning and testing module that includes key safe use rules and messages. Transport will also explore opportunities to maximise voluntary uptake of this resource (refer Recommendation 28)
- community outreach through events and activations
- updates to road safety education materials for schools and families
- updated web information and resources.

Transport for NSW is also refining its integrated communication program, designed to support and enable e-micromobility as a safe, accessible, sustainable transport option. This includes safe riding messages for e-bike riders and plans for paid campaigns to encourage and support safety outcomes. Further detail on this is provided in response to Recommendation 26).

⁹ Footpath riding for bikes and e-bikes is currently illegal, with a range of exemptions in place as detailed [here](#).

Recommendation 23

That the NSW Government amend the *Road Rules 2014* to allow e-mobility devices and bike riding on footpaths, unless otherwise stated, at a maximum speed of 15 km/h, with riders having to give way to pedestrians at all times.

Response: Noted

Transport for NSW will review road rules related to e-micromobility devices and bicycles riding on footpaths and associated speed limits.

This review will explore potential benefits and safety implications for riders and pedestrians as well as broader impacts.

If it is determined the proposal has merit, Transport for NSW will undertake further engagement with key stakeholders.

If any road rule changes are progressed, they will be supported by detailed implementation plans, to ensure any risks are appropriately mitigated and benefits fully realised. This will include behavioural communications, education and engagement programs and initiatives and may involve infrastructure or speed zone changes.

Recommendation 24

That the NSW Government collect data on e-mobility devices separately to that of conventional bicycles and work with other jurisdictions to establish a nationally standardised crash database.

Response: Support

The E-micromobility Action Plan recognises the need to ensuring access to the data and insights needed to guide decision making and support policy development and community education activities. As e-micromobility is an emerging transport option, there are limitations to the quality, breadth and availability of data.

Transport for NSW is assessing the current arrangements for collecting and quantifying e-micromobility crash and trauma data in NSW to determine how to improve the accuracy and quality of the data.

This includes ongoing collaboration with the Commonwealth and other jurisdictions through the Road Safety Data Working Group, where opportunities will be sought to harmonise classifications and reporting wherever possible.

Recommendation 25

That the NSW Government explore options for requiring shared scheme operators and food delivery platforms to share data on incidents involving e-mobility devices.

Response: Support in part

Any proposed regulatory framework for sharing schemes (see Recommendation 2) would set minimum requirements for data to be shared with local government partners and State Government.

The NSW Government is engaging operators and councils to determine which data generated by sharing schemes in NSW should be made openly available.

Transport will ensure alignment with any changes to state-wide trauma data approaches.

Recommendation 26

That the NSW Government invest in a statewide social media campaign targeted at young people about safe and responsible use of e-mobility devices.

Response: Support in principle

NSW Government research of adults across NSW, shows a higher proportion of people aged 18-29 years use e-micromobility devices, compared to people 30 years and older. This age cohort values e-micromobility as a transport choice to save money compared to other modes and is more likely to use e-micromobility as part of a linked journey.

Market research is now underway to further develop the Government's understanding of ownership, use, trip types, benefits, attitudes and awareness of rules in people aged 12 to 17 years.

These findings will help Transport for NSW refine its integrated communication program, designed to support and enable e-micromobility as a safe, accessible, sustainable transport option.

The integrated communications, education and engagement program includes plans for paid campaigns to encourage and support safety outcomes and uptake. An appropriate campaign will support any road rule changes, including proposed changes to legalise e-scooter riding.

Other campaigns are also being considered for both riders and other road users to ensure respect for all people using public infrastructure.

Concurrently, Transport for NSW:

- is developing an e-micromobility communications, education and engagement toolkit, with input from other Government agencies, councils, road user groups, disability groups and young people. The toolkit will enable agencies across Government, and key stakeholder groups to deliver engagement, communication and education activities at a local level.
- will consider including e-micromobility road rules in Road Rules Awareness communications, held three times a year.
- is developing a refreshed road safety communications strategy, co-designed with young people, to enhance engagement and education. This strategy will be considered when creating new campaigns for this audience.

All communications activities, including paid advertising campaigns are designed to target different rider cohorts, including young people, using the best channels for reaching defined audiences, including social media and online.

All paid advertising campaigns are:

- subject to NSW Government policies and processes, including the NSW government advertising cap

- subject to funding being available
- are aligned with other communications, education and engagement activities to ensure behaviour change outcomes are supported.

The planned activities build on previous communications and education efforts across Government, as detailed in Recommendation 10.

Recommendation 27

That the NSW Government, to enhance rider and public safety, mandate ongoing safety training for food delivery platform riders, enforce compliance through regular audits and penalties and ensure all riders, particularly those using e-mobility devices, adhere to road rules and safe riding practices.

Response: Support in principle

NSW is the only jurisdiction in Australia to have introduced work health and safety regulations for delivery riders, with specific provisions included in the Work Health and Safety Regulation 2017.

Part 4.1 of the regulation requires the operators of platforms used by delivery riders to provide onboarding and induction training for all engaged food delivery riders. This includes requirements for the platforms to give riders detailed advice on road safety and safe riding practices and links to additional resources. This induction is mandatory and must be completed prior to any rider undertaking work.

SafeWork NSW is satisfied that platform operators are meeting their obligations and that the content of the training and induction is robust and appropriate for the work being undertaken.

SafeWork NSW has completed several field verification activities and engage with platform operators to consult them periodically including in relation to onboarding and training to confirm compliance and verification arrangements are in place and operating. Compliance audits can also occur on an as-needs basis.

There are penalties assigned within the regulation for noncompliance by either party.

NSW Police is responsible for enforcement of road rules for all road users, including delivery riders.

Transport for NSW is developing an online education module for e-micromobility users to support safe use and build awareness of the road rules.

This will be publicly available, and Transport for NSW will ensure food delivery platform operators are aware of this resource and will encourage them to promote it to riders, as an opportunity for voluntary refresher training to complement their mandated induction training (see also Recommendation 28).

Transport for NSW is liaising with SafeWork NSW in relation to regulatory reforms and will ensure any changes to the NSW Road Rules, are adequately communicated to food delivery platforms and workers in the context of their WHS obligations.

In developing and delivering new communications and education activities for road safety and battery safety, the NSW Government will collaborate across agencies and consider how to reach delivery riders as a specific targeted group.

Recommendation 28

That, after the *Road Rules 2014* have been updated regarding e-mobility devices, the NSW Government:

- adapt the Driver Knowledge Test to include elements relating to e-mobility device use
- explore options for making this test mandatory for all e-mobility device users over the age of 16, including food delivery platform riders.

Response: Support in part

The Driver Knowledge Test Online (DKT-O) was launched in 2024 and is a four to six hour interactive course that teaches drivers about road safety and road rules in NSW. It includes the test a driver must pass to get their learner licence.

The DKT-O includes a mandatory module on sharing the road safely with vulnerable road users such as pedestrians and bicycle riders.

When road rule changes are made to legalise e-scooters, this, and test content, will be reviewed and updated to include rules and safety messages for safe interactions with e-scooter riders.

Updates will also be made to the supporting suite of road rules and safety communications, including the Road User Handbook, Bicycle Rider Handbook, relevant NSW Government websites and road safety education materials for schools and families.

The NSW Government is not proposing a requirement to hold a driver or rider licence (and associated knowledge testing requirements) to ride an e-scooter. This is consistent with the current policy for the shared e-scooter trials, for bicycle (including e-bike) riders in NSW and for riders of bicycles and e-micromobility options in other states and territories. This setting will maximise the accessibility of emerging e-micromobility options.

Transport for NSW will develop and make publicly available an online learning and testing module that includes key safe use rules and messages. Transport will also explore opportunities to maximise voluntary uptake of this resource, including consideration of:

- promoting the testing module with and through partners including local government, shared e-scooter operators, SafeWork and food delivery rider platform
- paid promotional opportunities
- direct incentive options or partnership with retailers
- integration with the proposed Online Education Centre, being launched by Centre for Road Safety in 2025.

Recommendation 29

That the NSW Government explore options for an online road rules and safety knowledge test for e-mobility device users targeted at those under the age of 16 years.

Response Support

The NSW Government will explore options for an online road rules and safety knowledge test for e-bike users under the age of 16 years. This will also include appropriate messaging related to other e-mobility devices, noting it is proposed that e-scooter use will be restricted to riders aged 16 years and over.

The Centre for Road Safety has several established and in-progress education online platforms that could be leveraged to deliver this learning, such as Safety Town and On the Move, which are key resources under the Road Safety Education Program.

Additionally, the Centre for Road Safety's quiz builder tool, used at events and online, as well as the upcoming Online Education Centre, launching mid-2025, can also address e-micromobility education.

Transport will explore opportunities to maximise uptake of learning tools and resources (as explained in Recommendation 28).

Recommendation 30

That the NSW Government establish and regulate consistent, statewide standards for clear, up-to-date and easily understood signage about road rules for e-mobility device users and provide targeted funding to local governments for the installation and maintenance of this signage on road and path infrastructure.

Response: Support in principle

As part of a proposal to legalise e-scooter riding, Transport for NSW will review regulatory signage needed to give effect to new road rules.

Transport for NSW is also planning to review statutory signs and guidance on safety signage and the design of shared paths to identify opportunities for improvement.

This review will be done in consultation with key stakeholders including bike groups, disability groups, local councils, other vulnerable road user groups to ensure a wide range of needs and considerations are captured through the review.

Transport will also work with, and support stakeholders including local councils to address and deliver changes identified through the review, including updating standards, guides and templates.

Recommendation 31

That the NSW Government implement a requirement that all shared scheme operators ensure that users are aware of basic road rules and safe riding practices.

Response: Support in principle

Any proposed regulatory framework for sharing schemes (see Recommendation 2) would set minimum safety requirements for sharing schemes in NSW. This includes the potential for minimum requirements for pre-ride messages to be delivered in-app by operators.

Transport for NSW is developing an e-micromobility communications, education and engagement toolkit. This will include ideas for engaging shared device riders and other road users to support safe outcomes and tools and resources to communicate key messages.

This toolkit builds on a similar toolkit developed to support councils and operators to deliver shared e-scooter trials in NSW and an e-micromobility communications toolkit released in late 2024 by the Centre for Road Safety.

Recommendation 32

That the NSW Government mandate retailers to provide necessary advice on safety and legal use of e-mobility devices at the point of sale, including online sales.

Response: Support

The NSW Government has mandated retailers to provide key safety and legal use information and advice to consumers through the mandatory Information Standard on e-micromobility vehicles prescribed under the Fair Trading Regulation 2019.

The Information Standard came into effect on 19 February 2025 and applies to all suppliers, including online sales, as well as hire arrangements in NSW.

Recommendation 33

That the NSW Government investigate, as a matter of urgency, potential settings to create a viable model for e-mobility insurance, including compulsory insurance for owners/riders.

Response: Support in principle

The NSW Government commits to exploring options for e-micromobility insurance, including potential settings, considering the need for people injured by devices to be effectively supported, affordability, existing insurance settings and viability of those arrangements.

As better data on e-micromobility devices is collected the NSW Government will be able to better assess the viability of different insurance models and determine the most appropriate insurance framework for riders.

Recommendation 34

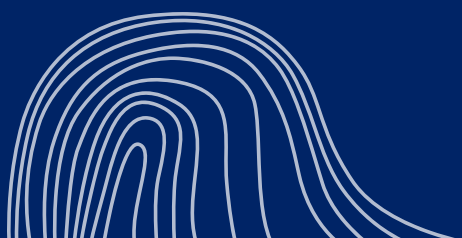
That the NSW Government refer the potential settings of a viable model for e-mobility insurance and government position on the issue to Portfolio Committee No. 6 - Transport and the Arts for further public consultation.

Response: Not supported

Referral of potential settings of a viable model for e-mobility insurance to the Committee is premature.

The NSW Government will first determine the appropriateness and effectiveness of current insurance settings for e-micromobility devices, in line with Recommendation 33.

The NSW Government will then consider the most appropriate avenue for further public consultation or stakeholder engagement.



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8 CONFIDENTIAL REPORTS

City Planning & Environment Committee

2/07/2025

Item No	CPE25.019
Subject	CONFIDENTIAL - Draft Rockdale Centre Masterplan
Report by	Peter Barber, Director City Futures
File	SF23/1899

Confidential

It is proposed that this report be considered in closed meeting, with the press and public excluded, for the following reason:

In accordance with section 10A (2) (c) and (e) of the Local Government Act 1993, the matters dealt with in this report relate to information that would, if disclosed, confer a commercial advantage on a person with whom the Council is conducting (or proposes to conduct) business. It is considered that if the matter were discussed in an open meeting it would, on balance, be contrary to the public interest due to the issue it deals with and information that would, if disclosed, prejudice the maintenance of law. It is considered that if the matter were discussed in an open meeting it would, on balance, be contrary to the public interest due to the issue it deals with.