

Submission  
No 12

**INQUIRY INTO DEVELOPMENT OF THE TRANSPORT  
ORIENTED DEVELOPMENT PROGRAM**

**Name:** Name suppressed

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Partially  
Confidential

# *Recommendations for the Advancement of the Transport Oriented Development Program*

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*By an Anonymous Ku-Ring-Gai Development Advocate and Campaigner*

**T**he Government of New South Wales' Transport Development Program, while expected to be an excellent proposal for the future of our city and greater region, has not been well-received in certain communities.

While the eight accelerated precincts in the report have all seen some form of small development in their past, be it a shopping centre, arcade or the like, this program has been treated as a 'Chopping Block' for residents living in many of the 31 TOD SEPP zoned areas.

In interviews with residents who opposed the move in Ku-Ring-Gai, it became clear that the main concerns in the Ku-Ring-Gai LGA were loss of heritage, loss of greenspace, foreign investors and local crowdedness.

People against the move also stated that they would be in support of the move if housing was kept low enough to 'keep sunlight on the street' and if there was minimal construction noise and disruption.

This can be done, with minimal construction disruption being achieved, not by spreading out apartments across 400m in a massive region of apartment buildings, but instead by hyperdensifying (with over six stories) at the station itself, either on top of the existing building, by rebuilding and including an apartment development on top of a station building, creating a central area for a rejuvenated local community to grow around.

In St Leonards, the Forum complex lies on top of the station, and is a public plaza with shops and apartments above. In Chatswood, the Chatswood Interchange development positions a supermarket and dense housing adjacent to the railway station, which is rewarded with a high capacity metro line running through to provide for the development.

Many railway stations in the TOD SEPP area have station car parks taking up large pieces of land and being positioned at street level, such as at Roseville with the Lord Street/Roseville Lane car park and the Larkin Lane car park.

For example, the Lord Street car park could be sunk underground to provide space for development, like an apartment complex which could have a residents/public split of the car park's layout.

Another use of both the Lord Street and Larkin Lane spaces would be for a community hub, with an open space, retail (around the rear of existing shops) and providing a spot away from the Pacific Highway, a major drawback as a result of noise to residents looking to live in the area.

The Transport Oriented Development Program also faces many foreign investors. These investors purchase many apartments, not all to live in, but rather to resell for expensive prices, and profit off young people and families looking desperately for a place to live.

This is an urgent matter and it is locking young people out of the government's plan that is meant to be helping. A solution is needed before all this accelerated development is completed and instantly bought out by these house-mongering investors.

Ideally, social housing would provide a good solution, however in the past this has been seen as ‘ugly’ infrastructure that, if implemented in Ku-Ring-Gai, would bring people who struggle to afford homes into the heart communities that are full of old, expansive and pricey houses. Immersing them in a rich community doesn’t help them make money, it only reminds them that they are poor in comparison.

Overall, while it does seem the government has made a rather insufficient venture into residents’ opinions of development in the Ku-Ring-Gai area, Transport Oriented Development has resulted in the improvement of many local areas in the past. With foreign developers also disturbing the market, social housing must be looked upon and seriously considered so that houses are not snatched up by investors and used as a commodity favouring the wealthy. These recommendations are needed to ensure an effective plan that boosts these areas, not a failing plan that will leave a painful scar on communities.