

**Submission
No 61**

INQUIRY INTO DEVELOPMENT OF THE TRANSPORT ORIENTED DEVELOPMENT PROGRAM

Name: Cosmas Wong

Date Received: 22 March 2024

Dear Sir/Ms

The current state government's proposal of Transport Oriented Development (TOD) suggests that the development around railway stations overriding long existing heritage listing would decrease property prices by increasing supply implying that this would increase housing and rental affordability. There is NO acceptable evidence for the following reasons:

1. For the last decades, there was no shortage of medium and high density development around railway stations. High rise buildings rapidly appeared at Milsons Point, North Sydney, St Leonards, Chatswood, Burwood and Parramatta. Property prices and rental cost continually increased. Affordability becomes much less. This only attracts people who can afford it clogging up the roads by the extra cars and peoples. In Burwood's case, the speed limit at Railways Parade is permanently 40 Km/h. Increasing density clearly doesn't translate to more affordability.
2. Destroyed heritage characteristics are permanent and irreversible only benefits developers with no benefit to affordability.
3. Housing and rental affordability is not only affecting Sydney. This is world wide in all big cities because income and wages have not been keeping up with costs. The only way to increase housing and rental affordability is for the government to build more public housing. Australia's 4% public housing is clearly inadequate when compared with Europe and Asia particularly Singapore.

Please do not increase density just because of the railway station without complimenting infrastructure.

Most certainly DO NOT destroy heritage areas for the future generations. Once the character of the conserved heritage area is damaged, it is irreversible.

Yours truly

Cosmas Wong