

**Submission
No 98**

INQUIRY INTO DEVELOPMENT OF THE TRANSPORT ORIENTED DEVELOPMENT PROGRAM

Name: Mr John Broadbent

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This submission argues that the state government's proposed changes to the planning rules around train stations are not fit-for-purpose and should be shelved. The Transport Oriented Developments listed on the North Shore line – Roseville, Lindfield, Killara & Gordon – all contain heritage and environmental characteristics that are unique and should be retained for all to enjoy. Each area is blessed with a rare blend of fine domestic architecture set within a landscape of indigenous forests and established gardens. The effect of the TOD program would over-ride local planning rules and ensure the essential character of those “garden suburbs” are erased.

The consequences will be devastating for local communities. But the deleterious effects of the TOD program will be felt much more widely. It will have cascading negative consequences for the rest of Sydney - including biodiversity extinction, poorer air quality, increased carbon emissions, heat stress and an irreplaceable loss of heritage.

Local councils generally know best about what their community needs. They have systems in place to ensure development is measured and in keeping with the area. They are designed so as not to detract from the reasons as to why residents actually choose to live in an area. The TOD program - a plan of forcing a “one size fits all” near some railway stations - does not benefit the general community. It makes us all poorer for it. The state government needs to consult with communities to devise a sensible strategy to effect its wish of increasing density near transport infrastructure.

John Broadbent

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