

Submission  
No 115

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

**Name:** Name suppressed

**Date Received:** 27 March 2024

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Partially  
Confidential

Attention: Members of the Committee into the Development of the Transport Oriented Development Program, NSW Parliament

Submission date: 27/03/2024

This submission relates to the NSW rezoning plans announced on 7 Dec 2023:

<https://www.planning.nsw.gov.au/news/a-shared-responsibility-the-plan-to-begin-addressing-the-housing-crisis-in-nsw>

The specific focus of my submission is in relation to "the 31 Transport Oriented Development Program precincts where the Transport Oriented Development Program State Environmental Planning Policy (SEPP) applies", noted as Tier Two rezonings in the media release titled "A Shared Responsibility: The plan to begin addressing the housing crisis in NSW" from 7 Dec 2023.

Key Issues:

- The blanket re-zonings (and non-refusal standards) do not consider local topography, flight paths and aircraft noise
- Areas to the north and west, but within 400m, of Rockdale station include flight paths on approach and departure from Sydney (Kingsford Smith) Airport east-west runway (07/25)
- Combining the local topography and flight paths in this region, it would be unreasonable to rezone to high density and develop multi-story apartment buildings in this area (areas to the north and west of Rockdale station that are impacted by flight paths)

I believe there was no consideration of flight paths due to the inclusion of Rockdale station in the Transport Oriented Development Program, together with the lack of mention of impact on flight paths in the publicly released information to date.

With regards to the Committee's Terms of Reference, I believe the lack of consideration of the impact of flight paths, aircraft noise and local topography on the proposed Development Program could be considered under the following categories:

1. (a) the analysis, identification or selection undertaken by the Government, the Premier's Department, The Cabinet Office or the Department of Planning, Housing and Infrastructure (Department) into:
  - (ii) the 31 Transport Oriented Development Program precincts where the Transport Oriented Development Program State Environmental Planning Policy (SEPP) applies
1. (c) the development of the Transport Oriented Development Program policy approach by the Government

1. (k) the impact on localised environment and amenity values caused by the Transport Oriented Development Program
1. (o) the impacts of the proposed Diverse and Well-Located Homes process and program
1. (r) any other related matters.

Footage of aircraft on approach to Sydney (Kingsford Smith) Airport, taken from ground level within 400m of Rockdale station is available for the Committee's review here. Roofs shown are all single story (low density) dwellings:

- <https://youtu.be/hsyCVFERTSs> (24<sup>th</sup> February 2024)
- [https://youtu.be/kCaU5OW-m\\_8](https://youtu.be/kCaU5OW-m_8) (15<sup>th</sup> March 2024)
- <https://youtu.be/ihRbrnEHXeg> (16<sup>th</sup> March 2024)
- <https://youtu.be/dhx7sY2ex6Y> (23<sup>rd</sup> March 2024)

Flight path information has been obtained from Airservices Australia with Rockdale station marked as approximate location in Figures 1 and 2, available from <https://aircraftnoise.airservicesaustralia.com/2020/04/30/sydney-airport-flight-paths/> . These areas are also subjected to aircraft noise, as outlined by Sydney Airport ANEF 2039 (Figure 3), available at: <https://www.airservicesaustralia.com/wp-content/uploads/Sydney-Airport-ANEF-2039.pdf>

The proposed blanket rezonings of the 31 Transport Oriented Development Program and non-refusal standards do not appear to take flight paths, aircraft noise and local topography into account. The following Figures provide information related to aircraft movements to the north and west of Rockdale Station on approach and departure from Sydney (Kingsford Smith) Airport, obtained from Airservices Australia.

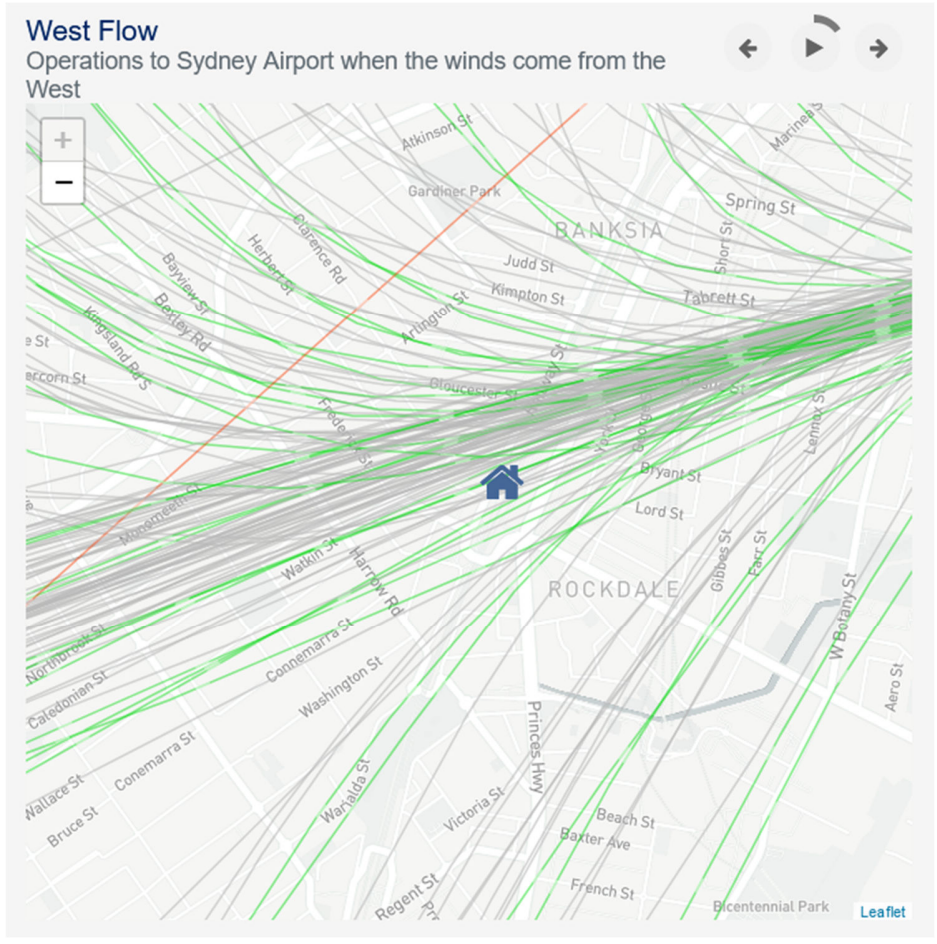


Figure 1 – West Flow from Sydney Airport over area close to Rockdale station (approximate location marked). Flights on departure from Kingsford Smith (SYD). Source: Airservices Australia <https://aircraftnoise.airservicesaustralia.com/2020/04/30/sydney-airport-flight-paths/> (Accessed 18/02/2024)

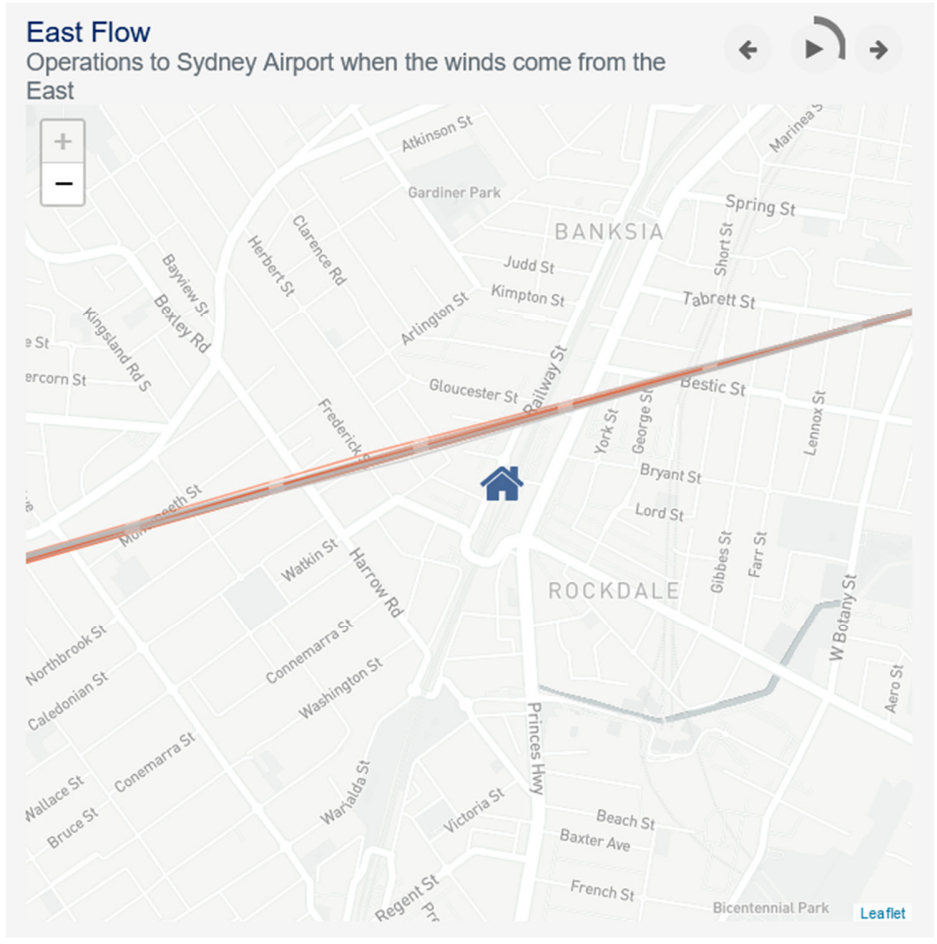


Figure 2 – East Flow from Sydney Airport over area close to Rockdale station (approximate location marked). Flights on approach to Kingsford Smith (SYD). Source: Airservices Australia <https://aircraftnoise.airservicesaustralia.com/2020/04/30/sydney-airport-flight-paths/> (Accessed 18/02/2024)

