

**Submission
No 222**

INQUIRY INTO DEVELOPMENT OF THE TRANSPORT ORIENTED DEVELOPMENT PROGRAM

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To Whom It May Concern:

Re: Development of the Transport Oriented Development Program

I am a passionate Bachelor of Planning graduates from Macquarie University. I have done many research on this topic during my study and have contributed an article to PIA about Transit-Oriented Development (TOD). TOD is an effective solution to address the housing crisis which increases building density around Transport hub. It is common in many world cities such as Taipei, Singapore and Hong Kong which I will use Hong Kong as an international example. However, some urban renewal programs fail to tackle the existing community problems including Lidcombe and Canterbury. TOD program should aim to tackle existing community problems as well as enhancing apartment housing diversity and we should undertake it in place base solution which will be discuss in this submission.

Issues and recommendations

The analysis, identification or selection of TOD precincts and the enabling infrastructure capacity for every station selected or considered as part of the Transport Oriented Development Program

Macquarie Park station precinct should not be identified as a residential area. It should focus on commercial development and design as a whole of Macquarie Park and North Ryde precinct. Residential land use should be located around the Macquarie University station and North Ryde station area. The existing social infrastructure, shops and green space are located around Macquarie University and North Ryde station as a way to utilise existing infrastructure effectively.

The impact on localised environment and amenity values caused by the Transport Oriented Development Program

One major principle of this project should be tackling existing urban problems such as improving walkability as a way to gain community support. Community should be benefitted from this program so as to increase their support. However, the previous government fails to improve the pedestrian, bicycle and Cooks River connection in Canterbury during the new apartment block project.

Take Lidcombe as another example, additional bike path and vegetation should be delivered as a part of the TOD programme. There is insufficient pedestrian and bicycle connection between the neighbouring suburbs and the town centre. The government should make use of the chance of population increase and rezoning to tackle this problem.

Property disclosure requirements and management

Developers should be required to deliver a particular portion of Three-Four bedroom units as a part of the TOD project. Three-four-bedroom apartments are increasing popular in Greater Sydney area with more families exploring the feasibility of staying in an apartment.

The development of Transit-Oriented Development policy in other international jurisdiction

I would like to share Hong Kong as an example of undertaking Transit-Oriented development. Hong Kong, with its world-renowned railway system, has the highest public transport ridership in the world. This city's Mass Transit Railway (MTR) has been operating with substantial profits through Railway + Property model which gains revenue from property development to finance the railway operation and construction cost. For example, MTR make use of property revenues generated from R+P model to finance the construction and operation Tseung Kwan O Line. ^[iii]It serves a new town which accommodates 400000 residents which saves government's infrastructure expenditure. In this new town, MTR makes use of the land adjacent/above the stations to develop a local centre with apartments, shopping malls, daily necessities and public space. Other than private development, the government also construct public/subsidises housing along the existing railway corridor which becomes a main housing supply source in Hong Kong. Therefore, 42% of the households, 75% of the commercial/office floor areas are located within a 500-meter radius of a train station^[iii].



There is a local centre in each station

Conclusion

Introducing TOD SEPP is a positive way to improve housing delivery in an efficient way. I hopes that these recommendations will be taken up in order to facilitate positive change.

Best regards,
Harrison Lo

Reference

^[ii] <https://www.mckinsey.com/capabilities/operations/our-insights/the-rail-plus-property-model>

^[iii] Charlie Qiuli Xue, Cong Sun, How much development can a rail station lead? A case study of Hong Kong, International Journal of High-rise Buildings, Volume 7, Number 2