INQUIRY INTO DEVELOPMENT OF THE TRANSPORT ORIENTED DEVELOPMENT PROGRAM

Name:Name suppressedDate Received:27 March 2024

Partially Confidential



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Transport Orientated Development Program - Conflict of Interest Minister for Housing Rose Jackson

🚡 The Transport Orientated Development Program (Tier 2 - Rezonings) include North Strathfield metro station as part 🚡 🚔 of 400m rezoning radius and Homebush Station (Tier 1 - Accelerated Precincts) as part of a 1200m rezoning radius. Minister for Housing Rose Jackson co-owns a property , North Strathfield. at **i**n 🕱 For the Minister for Housing (whom also is the Minister for Youth) to cite the needs of young people accessing the 🚎

mousing market as a defence of the Transport Orientated Development Program that will deliver personal financial benefit to the Minister is simply using young people as political pawns. A

🕋 The NSW Cabinet Office has not confirmed whether any conflict of interest declarations were made by Minister 🚠 Jackson or Minister Haylen in regard to the Transport Orientated Development Program.

🏝 The Transport Orientated Development Program appears to be a get-rich scheme for NSW Government decision 🞬 makers as opposed to being a genuine strategy to increase housing affordability.

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Transport Orientated Development Program - Conflict of Interest Minister for Transport Jo Haylen

🚡 The Transport Orientated Development Program (Tier 2 - Rezonings) include Dulwich Hill (future metro) station as 🚡 part of 400m rezoning radius.

Minister for Transport Jo Haylen co-owns a property 🛍 at . Marrickville

🚔 For the Minister for Transport (whom is also the Summer Hill MP) to have made a submission to the previous NSW 🕋 Parliament Inquiry into Sydenham - Bankstown line conversion (2019) that "Metro Southwest is nothing more than at Trojan Horse for development along the line", but now to support the Sydney Metro Southwest project following the conduct of a less than transparent Sydney Metro Review raises significant probity issues.

📲 It appears the Sydney Metro Review chairperson Mike Mrdak has an undeclared conflict of interest in recommending the continuation of the Sydney Metro Southwest project as a patron of the Western Sydney Leadership Dialogue, which has lobbied for Sydney Metro and housing development along the rail corridor. R

🕋 Without Sydney Metro Southwest (Sydenham to Bankstown), it is questionable whether Dulwich Hill could support Transport Orientated Development. And even with Sydney Metro Southwest, it remains questionable whether other 🗊 menabling infrastructure such as health, education, open space, energy, and other utilities have capacity to accommodate the increased densities.

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