

The below answer sheet is for your own self-assessment. Please keep your completed questionnaires and answers on file for your record. Sustainability Summit will send you a Refuel certificate once your questionnaire has been submitted.

Are We Truly Ready To Pivot To Transport-Oriented Development?

1. What are the key challenges and potential barriers to successfully implementing medium-density development near Sydney's transport hubs, particularly in terms of community opposition and heritage preservation?

- Community resistance to densification and concerns over heritage preservation.
- Potential strain on infrastructure and environmental sustainability.
- Challenges in delivering affordable housing amid a dependence on private sector cooperation.
- The need for streamlined planning and zoning reforms to support efficient land use and enhanced public transport connectivity.
- Balancing economic growth with the risk of inequitable development.

2. How can urban planners and policymakers balance the need for increased density with the preservation of Sydney's unique suburban character and heritage?

Instead of densifying urban centers, the government could expand the green belt around Sydney, encouraging urban agriculture and sustainable farming practices. This would limit urban sprawl but ensure food security and a greener environment.

3. What strategies can be employed to gain public support for transport-oriented development, and how can concerns about overdevelopment and loss of local identity be addressed?

- Mixed Land-Use Policies
- High-Speed Rail Connections
- Expanded Light Rail and Bus Rapid Transit (BRT)
- Promotion of Granny Flats and Secondary Units
- Standardized Building Codes for ADUs

Establishing new, self-contained cities on Sydney's outskirts can distribute population growth more evenly. These communities can blend residential, commercial, and green spaces with efficient transport links, fostering a balanced lifestyle without overwhelming the city.

4. What lessons can Sydney learn from other global cities that have successfully adopted transport-oriented development, and how can these be applied to the local context?

Instead of concentrating development within Sydney for example, the government could invest in regional cities (e.g., Newcastle, Wollongong, and Central Coast) to encourage people to live and work outside the capital. This approach would alleviate pressure on Sydney's infrastructure while stimulating growth in other areas.