

Submission for the **Chatswood to Sydenham Metro Line**

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The purpose of this submission is to oppose the The Chatswood to Sydenham Metro, in particular that part of the line which is proposed to go from Central to Sydenham. The objection is based on the Sydenham to Chatswood Line's relationship to the proposed Sydenham to Bankstown Metro Line. Effectively, the Chatswood to Sydenham leg is a precursor to the Sydenham to Bankstown leg. If the former is built to Sydenham then the latter will be a fait accompli.

While there is great merit in building new city stations as part of the Metro Project the failure to continue building new stations in Sydney's suburban catchments stands in stark contrast. The Sydney Metro Project provides a once in a generation opportunity for not only improving but expanding Sydney's rail system. A Metro Project that merely duplicates the existing catchment will squander that opportunity. Unfortunately, the proposed Metro Line between Sydenham and Bankstown does just that.

Previously Proposal New Catchment

Previous State Governments have proposed rail projects that open up new catchments. In 2009 the then State Government proposed a Metro line through suburbs to the North of Parramatta Road (fig 1). If constructed this new line and its adjoining catchment

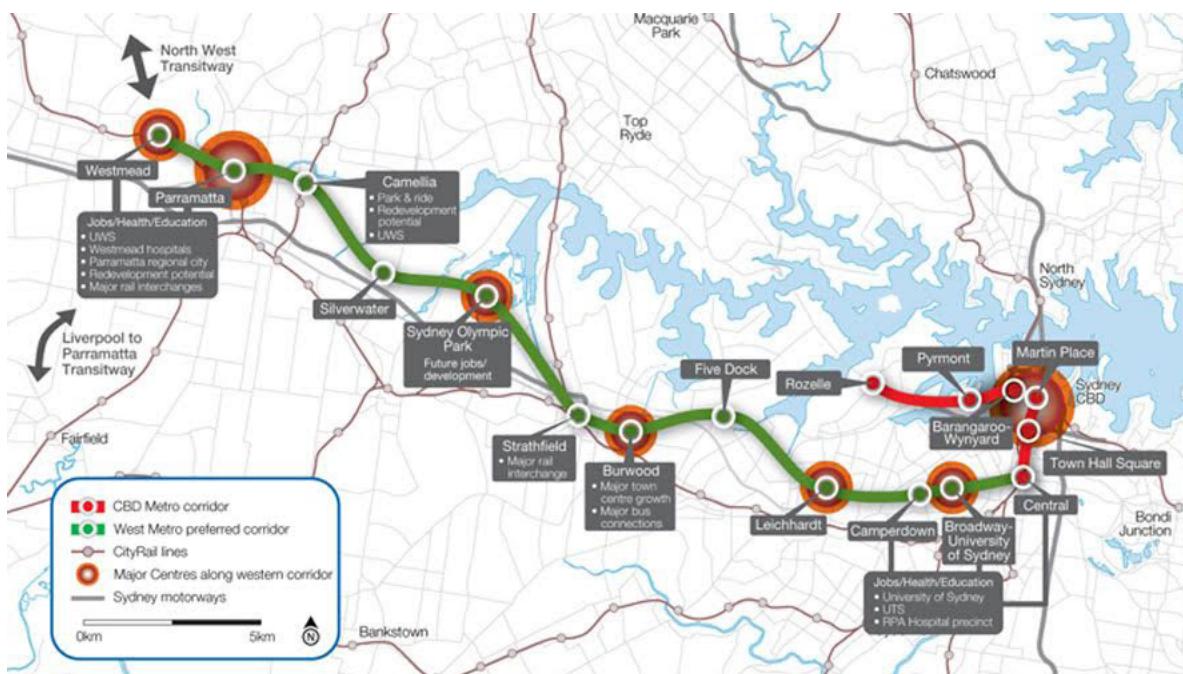


Fig 1. The 2009 proposal for the Central to Parramatta Metro

would have provided many thousands of car and bus users the opportunity to travel quickly and efficiently by rail to their places of work, home and leisure. Political factors rather than the transport planning merit or the importance of opening up new rail catchments

meant this project didn't go ahead. By not opening up new rail catchments as part of the Metro Line project the State Government is denying hundreds of thousands of existing Sydneysiders the facilities of a 21st century city: walkable access to a train line.

Density Already Planned

In conjunction with the Sydenham to Bankstown Metro Line the State Government has delivered broad-brush, preliminary up-zonings within 800m of existing stations. The Government has argued like that this increased density is essential for the success of the Metro, and Sydney's future. However, the reality is that significant density is already being delivered around the Sydenham to Marrickville line Stations (fig 2). In Marrickville's case this density was delivered under its recent LEP Review. This Review was driven by the previous Government's Metropolitan Strategy and set targets for Sydney's growth until 2031.

Buildings Already Being Built

Both Dulwich Hill and Canterbury are already being developed with high density buildings (fig.3). Further arbitrary increases in density are not needed to underwrite the viability of the Metro Line or to increase density around the line. The Metro cannot plausibly be used as a driver for sustainable densification. At best it will merely smash nuance and cogency from the existing planned densification.



Fig 3 These artist's renderings have already been built at Canterbury Station



Marrickville Local Environmental Plan 2011

Height of Buildings Map
Sheet HOB_004

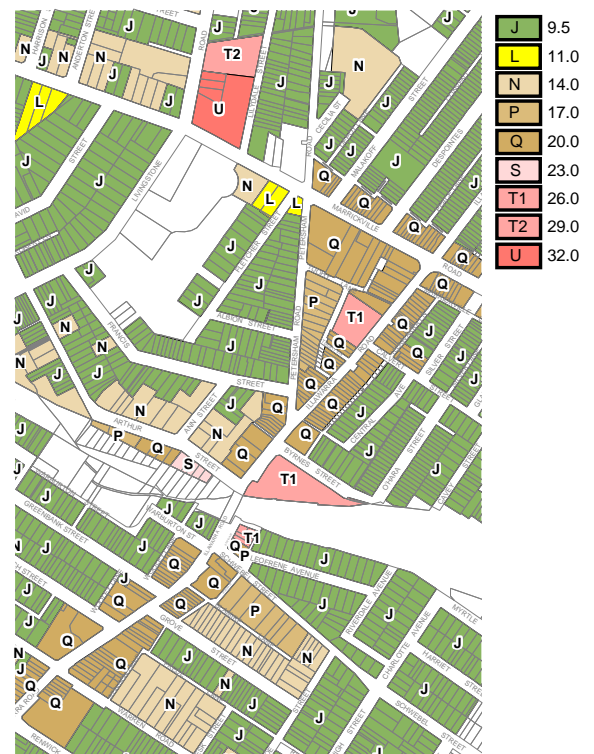


Fig 2 Density already provided by Marrickville LEP 2011

Indicative Metro Lines opening New Catchment

As already seen the idea of a new Metro Line opening up new catchment has been planned before (fig.1). But the 2009 Central to Parramatta is not be the only option. The image below (fig. 4) shows a range of options for indicative purposes. Each option would open up new catchment to the sydney rail network and be a genuine part of solving Sydney's transport problem.

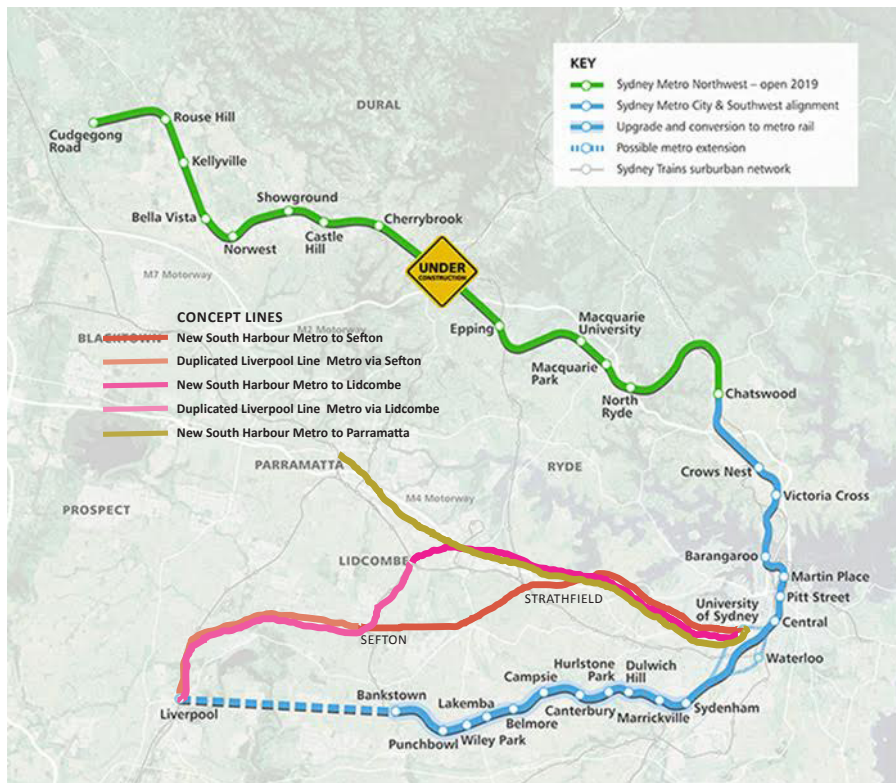


Fig 4 Density already provided by Marrickville LEP 2011

Reasons to Build the Metro Line in New Catchments

A Metro that duplicates the Sydenham to Bankstown Line will:

- Not increase the rail network catchment to existing residents
- Cause significant delay and disruption on the Bankstown Line during construction
- Require significant retro-fitting of existing infrastructure
- Duplicate densification already projected under Reviewed LEP's
- Require further significant new construction to connect with Liverpool

A new line that runs underground from Sydney University to South Strathfield then above ground to Sefton and on to Liverpool has the potential to:

- Open up new rail catchment between Sydney and Sefton, Clyde or Parramatta
- Avoid disruption to the Bankstown line
- Provide a more direct, quicker route from Liverpool to the City
- Take pressure off the existing Bankstown and Inner West Lines
- Deliver the City/Liverpool link in one project
- Ensure the existing line from Liverpool to Sefton remains vital
- Revitalise the a rail network hub at Birrong/Sefton/Regents Park