

John F Cowper – Submission 2

Sydney Metro West

This submission is being prepared following the publication of the Sydney Metro West Environmental Impact Statement and addresses the issues in relation a potential station at Pymont and within the Sydney Central Business District. As will be seen in the table below I remain committed to a station in Pymont and have provided additional benefits as to why I consider a station would prove beneficial to the precinct. I have however changed my preference for a station within the Sydney CBD for the reasons stated. Suggestions for the treatment of the future alignment beyond the CBD are also briefly considered.

The third item covers a ‘wildcard’ consideration as to an alternative route, perhaps recently unexplored, for the metro alignment between my recommended station at Hunter and O’Connell Streets and Central.

1. Pymont and the Sydney Central Business District

Station	Comments/Benefits	Considerations	Recommendation
Pymont	<ul style="list-style-type: none">• Most recent press comment and the EIS has suggested that Pymont may warrant a station.• The primary benefit that it would provide a “quick link” for residents and those working in the area within the CBD.• Residential expansion has seen exponential growth over recent years, and will continue to do so as Sydney grows• This would be helpful for those working/living north of the L1 light rail connection• Metro services to the to the precinct will relieve pressure	<p>(1) The current light rail arrangements have difficulty coping with passenger loads currently – the situation can only get worse in the medium to longer term without an increase in LR traffic on the L1. Capacity then becomes an issue, and will continue to be so.</p> <p>(2) The proximity of Pymont to the City may mitigate against the proposal in terms of speed/capacity of any metro. This however has to be measured against the benefits of such a facility and future above station</p>	Supported

Station	Comments/Benefits	Considerations	Recommendation
	<p>on the current L1 light rail services</p> <ul style="list-style-type: none"> It would also provide a transport link for those attending attractions in the Darling Harbour precinct (ie the Australian National Maritime Museum, the Star, restaurants) 	<p>development (or development in the near vicinity).</p> <p>(3) The positive benefits outlined on the left may out- weigh the negatives above in the longer term.</p> <p>(4) Some have mentioned that the siting of the station may prove a problem.</p> <p>(5) If the latter can be overcome, with modern construction techniques, then the proposal is supported.</p>	
<p>Central Business District:</p> <p>Barangaroo Hunter/O'Connell Martin Place Pitt Street Central</p>	<ul style="list-style-type: none"> Four possibilities present themselves for CBD stations - Martin Place, Wynyard O'Connell Street, Pitt Street and Central - Barangaroo being considered too far from the business district to be a practical destination for customers. Of these the writer originally recommended that Pitt Street become the choice, time and more recent developments, both within the Wynyard precinct and in conjunction with the emerging Martin Place Metro/Sydney 	<p>(1) Logic dictates that Metro West should have as many transport options for passengers within the CBD as possible. This includes buses, light rail, Sydney trains and Metro.</p> <p>(2) Hunter/O'Connell offers these choices, being close to both transport options at Martin Place and Wynyard, and equidistant with light rail stops at both Wynyard and Bridge</p> <p>(3) The location can be linked underground with both Martin Place and Wynyard (and beyond to Barangaroo) thus</p>	<p>Hunter/O'Connell supported</p>

Station	Comments/Benefits	Considerations	Recommendation
	<p>Trains interchange has led me to rethink this initial option.</p> <p><u>It is now recommended that Hunter/O'Connell Street be strongly considered.</u></p>	<p>increasing the station's facility.</p> <p>(4) This area, colloquially known as 'the big end of town' has in over the years become a vital part of the city. From the establishment of boutique hotels in George Street, financial and service hubs including the Stock Exchange to the establishment of Government Offices nearby.</p>	

2. Beyond Sydney CBD

Alternative One			
Paddington Waverley Coogee Maroubra Little Bay	<p>This alternative is favoured as it follows the long abandoned Eastern Suburbs Railway route and directly supports and offers a faster alternative to the proposed L2 and L3 light rail routes</p>	<ul style="list-style-type: none"> (1) Taking a more easterly route provides advantages as it services the beaches and the developing suburbs between Anzac Parade and the coast. (2) Including Paddington would assist the viability of the currently being redeveloped Sydney Football Stadium and the Sydney Cricket Ground offering fast transport from Parramatta and beyond. (3) The route would serve to complement light rail services on the L2 and L3. (4) The decision would honour a long-term promise of completing the Eastern Suburbs Railway 	Alternative one supported
Alternative Two			
Paddington Zetland Rosebery Eastgardens Little Bay	<p>This alternative includes stations in or near locations that are already serviced or will be serviced – Redfern, Green Square, Waterloo.</p> <p>Perhaps a more appropriate supporting mode would be light rail offering local and support services to the already established bus services in the area.</p>	<ul style="list-style-type: none"> (1) With the exception of Paddington and Eastgardens this route favours areas already well served or will soon be served by transport. (2) Eastgardens could perhaps be better served by light rail as a part of the L2, L3 'system'. (3) Zetland/Green Square, too could perhaps be better served by light rail 	Not supported

3. 'Wildcard' Suggestion

The use of the Hunter/O'Connell Street precinct suggests the long dormant Bradfield plan for an "Inner Circle" servicing the area.

This plan utilised the central platforms at St James using the tunnels travelling north and south that serviced them. The northern tunnels after travelling under Macquarie Street turn west under the existing city circle lines to service the (proposed) O'Connell Street and Town Hall stations thence the, never built, western suburbs line. To the south, after leaving St James, the tunnels lie dormant under Hyde Park finishing in the vicinity of Whitlam Square. These tunnels were planned to serve the eastern suburbs.

My **recommendation** therefore would be that the use of these tunnels be considered as a means of bringing the proposed Sydney CBD end of the metro under the eastern side of the city. Thus, complementing the City Circle and the CBD & South West Metro serving the north-south axis of the City

The potential advantages include:

<i>The use of existing infrastructure will be seen as good management.</i>	The use of existing infrastructure would excite Sydneysiders. The use of century old, unused tunnels would show, in the public's collective mind sensible use of resources. Positive public relations would ensue, for Sydney Metro and Transport for New South Wales. Building something and not using it is not generally accepted.
<i>Potential savings that could be used elsewhere. Frugality is generally rewarded.</i>	On paper at least the use of existing infrastructure would be a way of saving money. Money that could be used elsewhere on the project, or on another transport project. This is important, as the Covid-19 crisis has the potential of making us all very 'money conscious'.
<i>The inclusion of St James station as an additional (Sydney) CBD metro destination</i>	St James was seen by its designer, John Bradfield as being a busy station serving both the temporal and spiritual heart of the City. The station's siting strategically between the NSW Parliament Buildings, the centre of Government, St Mary's Cathedral, St James Church and the Law Courts, sends a powerful message as to the central institutions of the state. The excising of the Western and Eastern suburbs lines has seen the full potential of this station diminished. Linking the heart of the City of Parramatta, to the heart of City of Sydney has great appeal
<i>Provision of an additional interchange between Sydney Metro and Sydney Trains.</i>	Events such as Sydney's ANZAC Day, Australia Day, New Year celebrations and Vivid can only grow as the years proceed. An additional interchange between Sydney Metro and Sydney Trains can only be an advantage.

<i>The potential to extend the tunnels to serve Central and the South Eastern Suburbs</i>	Both my alternatives outlined above could be achieved using these tunnels as could additional platforms servicing the line at Central (and at a pinch, preliminaries could be included in the current CBD & South Western works)
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4. In conclusion

Many thanks for the opportunity of contributing the development of this vital piece of infrastructure.

I look forward to reading the results of the engineers', and planners' deliberations.

Sincerely,

A handwritten signature in black ink, appearing to read 'John Cowper', with a stylized flourish underneath.

John Cowper

5 June 2020