

Submission
No 67

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

Organisation: Marrickville Heritage Society Inc

Date Received: 4 October 2019

MARRICKVILLE HERITAGE SOCIETY^{INC.}



DULWICH HILL ENMORE LEWISHAM
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MARRICKVILLE PETERSHAM STANMORE
& PARTS OF CAMPERDOWN & NEWTOWN

**PO BOX 415
MARRICKVILLE NSW 1475**

ABN 75 016 843 096
Formed 1984

October 4, 2019

Portfolio Committee No. 6 - Transport and Customer Service
Sydenham – Bankstown Line Conversion Inquiry
Parliament House
Macquarie Street
Sydney NSW 2000

Dear Portfolio Committee No. 6 - Transport and Customer Service:

Re: Sydenham to Bankstown Line Conversion Inquiry

The Marrickville Heritage Society was established in 1984 to protect and promote the wonderful heritage of the former Marrickville LGA for posterity. We currently have over 400 members that are keenly interested in the protection and promotion of the heritage values of the areas within Marrickville, Sydenham and Dulwich Hill that were proposed for rezoning and redevelopment under the Sydenham to Bankstown Corridor Urban Renewal Corridor Strategy, arising from the Sydenham to Bankstown Line Conversion.

The Society is particularly concerned that even though the Department of Planning's proposed plans for major rezoning of the suburbs around the new Metro train line were eventually revised, and then withdrawn after a strong community backlash, the Department of Planning is still providing high level advice and population density goals that the Councils along the LGAs are compelled to comply with.

The Society is concerned that throughout development of these densification proposals and the community consultation process, there was inadequate consideration of the importance of maintaining the essential character and social cohesiveness of the affected suburbs, that make them stable and desirable residential neighbourhoods. The Department undertook superficial and inadequate heritage studies that failed to identify the true extent of heritage and character areas in these suburbs. The Department also declined to identify what supporting environmental, social and community infrastructure was to be provided to support the proposed extra population. There was no planning allowance for new parklands, schools or hospitals which, if not provided, would ensure that the future residents of our LGA would have a harsh, mean and poor existence.

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The rezoning proposals and residential densification were effectively a new Masterplan for the entire Sydenham and Bankstown Corridor area, and a comprehensive Statement of Environmental and Heritage Impacts should have been undertaken as a baseline document. The Statement should have identified adverse impacts, like overloading of existing infrastructure and razing heritage neighbourhoods, but also determined what mitigating measures the government should have committed to, to prevent a social, urban and heritage disaster.

The Society hopes that the many failings of the Urban Renewal Corridor Strategy associated with the Sydenham to Bankstown Line Conversion can be avoided in future 'residential uplift' zones the government and the Department of Planning are proposing around Sydney's new infrastructure projects.

Yours sincerely,

Yours sincerely,

Dr. Scott MacArthur
President, Marrickville Heritage Society Inc.