



Plans will not ease the squeeze for a while yet

Weekly Snapshot *Andrew Wilson*



Relief from the suburban squeeze in Sydney's burgeoning outer areas is nowhere in sight, despite this week's state government initiatives designed to improve the level and quality of infrastructure.

The long, tedious commute to the city centre is a particular imposition on the people who live in the outer suburban fringe, which now stretches well beyond 50 kilometres from the city.

The much heralded North West Rail Link will now be a privately run "shuttle" between Rouse Hill and Chatswood. Passengers will then

have to change trains for the city.

Although the rail plan has changed from the government's original specifications, the underlying imperative for all stakeholders needs to remain to deliver a practical outcome as soon as possible.

This is required to cater for the relentless demand for housing that is pushing residents to the outer suburban fringe.

And the recent first home buyer incentives to purchase new property can only increase this demand.

The Hills district in the outer

north-west in particular remains a magnet for buyers, with price pressures mounting as a consequence.

The surge of buyers in these areas highlights the need for adequate infrastructure.

With the compromise model for the North West Rail Link not due to be completed until 2019, Sydney's residential squeeze is set to continue unabated.

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