

Major Projects Assessment  
Department of Planning and the Environment  
GPO Box 39  
Sydney NSW 2001

Jane Peterson  
2/2-6 Schwebel Street  
Marrickville NSW 2204

8 November 2017

Dear Director, Infrastructure Projects

**Subject: The New Marrickville Station (Major Project Application Number SSI 17\_8256)**

I object to the proposal of the New Marrickville Station because it is overdevelops my suburb, Marrickville, at the cost of infrastructure, services, amenity and social cohesion that holds my community together.

The housing density proposed in the Sydenham to Bankstown Urban Renewal Corridor and in proposed housing developments such as those on Carrington Road, Marrickville, are too high and reach too far into our suburbs. It will destroy the light industrial and creative industries in Carrington Road that employ 8000 people. There will be a loss of local work and a rise in unemployment as factories make way for high rise apartments. The proposed zoning only allows for residential, commercial and retail space.

There is no affordable housing for people employed in essential industries such as the police, teachers, nurses and firefighters. There is no meaningful open and recreational space such as large parks in the neighbourhood for families to play sport, recreate or relax in. There are no additional funds for schools, child care or hospitals.

There will a major impact heritage on Marrickville Station. The old heritage buildings will be replaced by two new buildings on the station.

The metro also encourages over-development along the Sydenham to Bankstown, leading to widespread heritage destruction of Victorian homes, terrace homes and Federation homes in Marrickville South which provide low cost housing for long term residents of Marrickville. Up to 4000 houses with heritage character could be demolished to make way for costly new apartments and town houses. The permanent residents could not afford to stay in their suburb and would have to move away from their community. This will destroy social cohesion in the suburb of Marrickville.

Buildings from 2 to 12 Station Street Marrickville will be demolished and used as a works compound. Station Street itself will also be used. There will be many other works compounds along the corridor.

Construction vehicle rates will explode around Marrickville Station. On parts of Illawarra Road, estimates are for 330 trucks a day. On Schwebel Street, Carrington Street north and Warren Road there would be 220 trucks a day. Schwebel Street is a one lane, two way street, which provides a major route between Marrickville South, the inner west and the Eastern suburbs. It will become a congested road which will be unable to cope with the predicted traffic flow.

During the Bankstown line shutdowns, up to 1,500 replacement commuter buses a day will be forced onto local roads around Marrickville Station and other stations on the Bankstown line. This one bus every 40 seconds and would cause traffic gridlock.

There would be noisy and intensive 24/7 construction works carried out while the Bankstown line is shutdown. Thousands of residents are at risk of sleep disturbance, while hundreds of homes are predicted to have excessive vibration levels.

The Sydenham to Bankstown Urban Renewal Corridor is a plan for mass rezoning for high rise residential apartments with no school, hospital or road infrastructure and dubious open spaces (e.g. a drainage canal being called a linear park). It does not retain the heritage and character of Marrickville or add to its social cohesion. There will be a loss of local employment as it makes way for 25 storey Mirvac apartment towers.

Yours sincerely

Jane Peterson

[jpg Peterson1@tpg.com.au](mailto:jpg Peterson1@tpg.com.au)

Jane Peterson  
2/2-6 Schwebel Street  
Marrickville NSW 2204

8 November 2017

Dear Sir/Madam

**Subject: The New Marrickville Station (Major Project Application Number SSI 17\_8256)**

I object to the proposal of the New Marrickville Station because it is overdevelops my suburb, Marrickville, at the cost of infrastructure, services, amenity and social cohesion that holds my community together.

The housing density proposed in the Sydenham to Bankstown Urban Renewal Corridor and in proposed housing developments such as those on Carrington Road, Marrickville, are too high and reach too far into our suburbs. It will destroy the light industrial and creative industries in Carrington Road that employ 8000 people. There will be a loss of local work and a rise in unemployment as factories make way for high rise apartments. The proposed zoning only allows for residential, commercial and retail space.

There is no affordable housing for people employed in essential industries such as the police, teachers, nurses and firefighters. There is no meaningful open and recreational space such as large parks in the neighbourhood for families to play sport, recreate or relax in. There are no additional funds for schools, child care or hospitals.

There will a major impact heritage on Marrickville Station. The old heritage buildings will be replaced by two new buildings on the station.

The metro also encourages over-development along the Sydenham to Bankstown, leading to widespread heritage destruction of Victorian homes, terrace homes and Federation homes in Marrickville South which provide low cost housing for long term residents of Marrickville. Up to 4000 houses with heritage character could be demolished to make way for costly new apartments and town houses. The permanent residents could not afford to stay in their suburb and would have to move away from their community. This will destroy social cohesion in the suburb of Marrickville.

Buildings from 2 to 12 Station Street Marrickville will be demolished and used as a works compound. Station Street itself will also be used. There will be many other works compounds along the corridor.

Construction vehicle rates will explode around Marrickville Station. On parts of Illawarra Road, estimates are for 330 trucks a day. On Schwebel Street, Carrington Street north and Warren Road there would be 220 trucks a day. Schwebel Street is a one lane, two way street, which provides a major route between Marrickville South, the inner west and the Eastern suburbs. It will become a congested road which will be unable to cope with the predicted traffic flow.

During the Bankstown line shutdowns, up to 1,500 replacement commuter buses a day will be forced onto local roads around Marrickville Station and other stations on the Bankstown line. This one bus every 40 seconds and would cause traffic gridlock.

There would be noisy and intensive 24/7 construction works carried out while the Bankstown line is shutdown. Thousands of residents are at risk of sleep disturbance, while hundreds of homes are predicted to have excessive vibration levels.

The Sydenham to Bankstown Urban Renewal Corridor is a plan for mass rezoning for high rise residential apartments with no school, hospital or road infrastructure and dubious open spaces (e.g. a drainage canal being called a linear park). It does not retain the heritage and character of Marrickville or add to its social cohesion. There will be a loss of local employment as it makes way for 25 storey Mirvac apartment towers.

Yours sincerely

Jane Peterson

[jpeterston1@tpg.com.au](mailto:jpeterston1@tpg.com.au)



57 Crinan Street  
 HURLSTONE PARK NSW 2193  
 Saturday 28 October 2017

Major Projects – Metro EIS Submission  
 DPE  
 GPO Box 39  
 SYDNEY NSW 2001



Hello,

I am writing to object to the proposal for constructing, privatising and installing driverless trains for the Bankstown to Sydenham (Metro) line.

On a personal note, contrary to what the State Government is promising, the proposal is going to make my commute to and from work more circuitous and longer at peak hour. Currently I catch the train at Hurlstone Park directly to Museum and back. The new proposal would have me change trains at Sydenham Station and either take the stairs or stand in line for a lift to go to another platform and wait for a train to the city where I can either get off at Pitt Street and walk 450 metres to my workplace or get off later at Martin Place and walk 350 metres to my workplace. That will take much longer than the current 20 minutes it takes me now. Moreover, I do not know whether trains from Sydenham will be empty or full of commuters from other areas, and if full, there will probably be standing room only? For me, as it will be for others like me, there is only disadvantage.

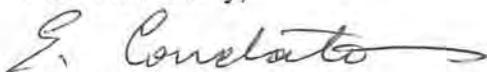
Additionally, the inconvenience of having to take buses to the city on already congested roads for an indefinite period while the rail lines and station buildings are replaced, not to mention likely escalating costs, will exacerbate commuters' levels of stress.

Our taxes would be better spent on publicly funded work to upgrade/improve existing infrastructure. Yes, by all means upgrade Hurlstone Park and Dulwich Hill stations by installing lifts, but not by demolishing heritage buildings to fit in with a privatised rail service requiring new construction. What for? Who really benefits from the proposal? Not us.

There will be massive inconvenience and disruption during construction to commuters and residents alike.

I endorse the comments of the Hurlstone Park Association, that the privatisation and construction of that section of the railway line is not in the public interest but is enabling the over development of the Bankstown to Sydenham corridor, and I strongly object to it.

Yours sincerely,

  
 Evelyn Cordatos

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: VASILIOS KANALLOTIS  
Address: 15 CAMERON STREET  
HURLSTONE PARK 2193

Application number: SSI 17\_8256

- I consent to my name being published  
 I do not consent to my name being published  
 I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

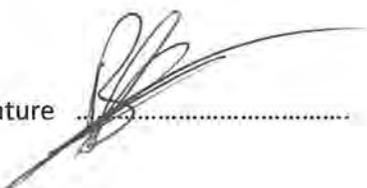
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

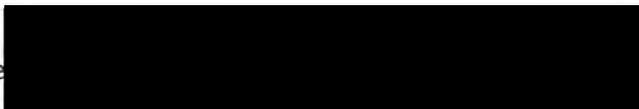
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature

A large black rectangular redaction box covering the signature area.

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: *Jo Boag*

Address: *30 Acton St Hurlstone Park 2193*

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature .....

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: *Maroun El-Kalaany*  
Address: *2/1-5 Myra Road, Dulwich Hill NSW 2203*

Application number: SSI 17\_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

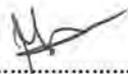
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature  .....

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: *Nicole Masannak*  
Address: *2/1-5 Myra Road, Dulwich Hill, NSW 2203*

Application number: SSI 17\_8256

- I consent to my name being published  
 I do not consent to my name being published  
 I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

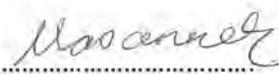
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature ..... 

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: *Ryan Justice*

Address: *13/96 Punt Road, Hurlstone Park  
2193*

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

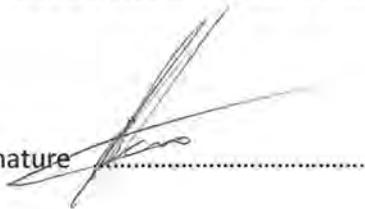
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature .....



**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: **IAN PAYNE**

Address: **18 RAILWAY ST  
HURLSTONE PARK 2193**

Application number: SSI 17\_8256

- I consent to my name being published ✓
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

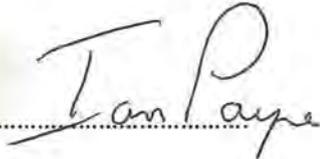
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature ..... 

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: CHRISTINE LINARDON

Address: 18 ~~RAE~~ RAILWAY ST, HURLSTONE PARK

Application number: SSI 17\_8256

2193

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

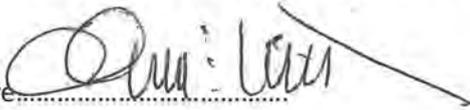
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

A handwritten signature in black ink, appearing to be 'Omar W. W. W.', written over a dotted line. The signature is stylized and includes a long horizontal stroke extending to the right.

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: *Diana Kandilioti*  
Address: *15 Canterbury street  
Hurlstone Park NSW 2193*

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: SANDRA MCKAY

Address: ~~49~~ 49 ACTON ST, HURLSTONE PARK 2193

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

*Sandra McKay*

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: Tim Jurd

Address: 49 Acton St Hurlstone Park

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

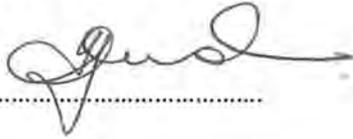
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

A handwritten signature in black ink, appearing to be 'Paul', written over a dotted line.

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: CATHERINE BUSIA

Address: 187 Queen St Ashfield 2131

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

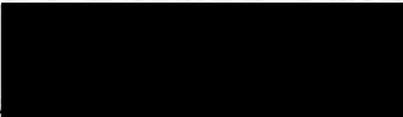
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature. 

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: Graeme Prince

Address: 56 Acton St, Hurlstone Park NSW 2193

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

A handwritten signature in black ink, appearing to be 'AP', written over a dotted line.

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: Kate Lumley

Address: 56 Acton St, Hurlstone Park 2193

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

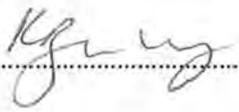
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.

A large black rectangular redaction box covering the signature area.

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: Janet Stankiewicz

Address: 35 Melford Street Hurlstone Park 2193

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....*J. Stankiewicz*.....

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

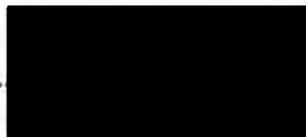
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature..



**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: *Ryan Ivusic*

Address: *13/96 Puntroon St, Hurlstone Park 2193.*

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

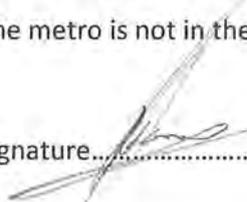
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

 21/10/18

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17\_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature..........

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.



**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: Michelle Bonner

Address: 12 Starkey St Hurlstone Park NSW 2193

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: *LINDA SPENCE*

Address: *1 SHORT STREET HURLSTONE PARK 2193*

Application number: SSI 17\_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature..... 

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: ASHLEY COOPER

Address: 6 WATKIN ST  
HURLSTONE PARK 2193

Application number: SSI 17\_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

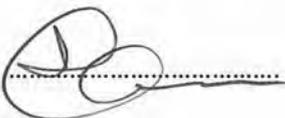
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001

Name: **Laura Paton**

Address: **6 Watkin St, Hurlstone Park**

Application number: SSI 17\_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature .....

*A. Peterson*

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name:



Address:



Application number: SSI 17\_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature



**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Mail to :

**Major Projects – Metro EIS Submission  
DPE  
GPO Box 39  
Sydney, NSW, 2001**

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17\_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature





By 8 November 2017, mail to:  
 Attn: Director, Infrastructure Projects  
 Major Projects Assessment  
 Dept Planning and Environment  
 GPO Box 39  
 SYDNEY, NSW 2001

Or scan and lodge at <http://majorprojects.planning.nsw.gov.au/>

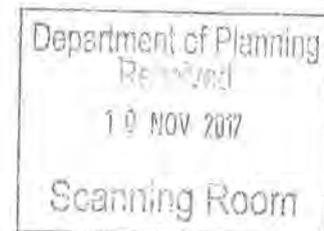
**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: PHILIP BRODSKY

Address: 3 HAYDEN ST, HURLSTONE PARK 2193

Application number: SSI 17\_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose



I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

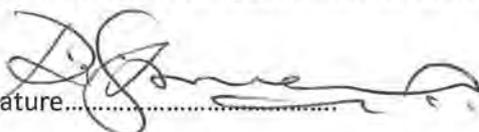
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

7. 11. 2017

By 8 November 2017, mail to:  
 Attn: Director, Infrastructure Projects  
 Major Projects Assessment  
 Dept Planning and Environment  
 GPO Box 39  
 SYDNEY, NSW 2001

Or scan and lodge at <http://majorprojects.planning.nsw.gov.au/>

**Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

Name: *Korelle O'Brien*  
 Address: *3 Hampden St Hurlstone Park 2143.*

Application number: SSI 17\_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

*Kobze*  
*2/11/2017*

\_\_\_\_\_

**DPESYDMET Scanned**

---

**From:** [REDACTED]  
**Sent:** Monday, 6 November 2017 2:31 PM  
**To:** DPESYDMET Scanned  
**Subject:** FW: Submission Details for company Ms (org\_object)  
**Attachments:** 230611\_MRAG EIS Response\_2017Nov06\_1429.pdf

---

**From:** system@accelo.com On Behalf Of Heather Davie  
**Sent:** 06 November 2017 14:30:19 (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for company Ms (org\_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Heather Davie  
Organisation: Ms (2204)  
Govt. Agency: No  
[REDACTED]

Address:  
[REDACTED]

Marrickville, NSW  
2204

Content:  
Please find attached MRAG Marrickville Residents Action Group submission

[REDACTED]  
Submission: Online Submission from company Ms (org\_object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=230611](https://majorprojects.accelo.com/?action=view_activity&id=230611)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)



Contact: Heather Davie - [heather.davie@gmail.com](mailto:heather.davie@gmail.com)

3/11/17

**The Marrickville Residents Action Group (MRAG) was formed in March 2016 to fight against the conversion of the Sydenham to Bankstown rail line to a Metro line and the associated proposed overdevelopment of the Sydenham to Bankstown Urban Renewal Corridor (SBURC)**

## **Submission for Sydenham to Bankstown Metro EIS**

### **Summary**

**During construction of the Metro there will be significant disruption in Marrickville. This will be caused by rail possessions, full and partial road closures, increased traffic from replacement buses, project related haulage, works compounds and infrastructure reconfiguration. This disruption will be amplified by the commencement and completion of residential construction works, related to the Urban Renewal Corridor, between 2019 and 2024.**

**The Metro Project will result in the extensive loss of heritage and other infrastructure. The Loss of the Illawarra Road Overbridge and two thirds of the Marrickville Station platforms are of particular concern.**

**There is no confidence that the 2024 deadline will be met. This concern is justified given the delays on the City to Eastern Suburbs Light Rail and WestConnex and the complexity of the conversion works. There are similar concerns regarding the project's ability to meet its forecast budget.**

### **MRAG Position**

**MRAG opposes the conversion of the Sydenham to Bankstown rail line. There are many reasons for this opposition. For the purposes of this submission the environmental impacts as outlined in the Environmental Impact Statement (EIS) form the backbone of our opposition. MRAG's analysis can be found below under 'Environmental Impact Details'.**

**To this can be added, the lost opportunity to extend Sydney's rail network to parts of Sydney that don't currently have a rail service, the decoupling of the Sydenham to Bankstown line from the Sydney heavy rail network, the reduction in seating per train from 896 to 378, the rail service being**

leased to a private operator and reducing the public interest, and the residential over development associated with the introduction of the Metro line.

In September this year NSW Labor Opposition Leader, Luke Foley said of the Sydenham to Bankstown Metro,

***“People don’t get a new rail line. Residents get their existing rail line shut for 16 months and 100,000 new residents. The point of rail upgrades should be to add to the rail network”.***

MRAG agrees with Luke Foley.

In response to the Metro EIS Greens NSW Transport Spokesperson, Mehreen Faruqi said,

***“People living on the Bankstown line should not be subjected to daily chaos while the Liberal-National Government spends billions on a privately-run Metro that they cannot show offers any benefit to the people of Sydney. The Government should go back to the drawing board and invest in expanding the public transport network, not handing it over to corporations.”***

MRAG agrees with Mehreen Faruqi.

## **Recommendations**

That:

- The Sydenham to Bankstown rail service not be converted to a Metro service
- Any extension the Metro line beyond Sydenham be to suburbs not currently serviced by rail
- Station upgrades and other necessary works be carried out as part of the works schedule for City Rail

That should the Metro construction between Sydenham to Bankstown proceed:

- An embargo be placed on planning “upzonings” in the Sydenham to Bankstown Urban Renewal Corridor (SBURC) until after the proposed completion of the of the Metro Line
- The Flood Retention Basin at McNeilly Park is cancelled as the current situation provides “an acceptable level of compliance”.
- The brick walls on the Illawarra Rd Overbridge are retained
- The platforms East of Marrickville Station buildings should be retained
- Any residents affected by vibration, noise, light and dust during the construction period be appropriately compensated and facilities made available to ensure they can maintain healthy lives
- Dilapidation reports should be done for all properties possibly affected by construction works

## Environmental Impact Details

### Rail 'Possessions'

**Residents in Marrickville will be severely inconvenienced due to rail line 'possessions'.** Assuming there is no variation from the possessions assumed by the EIS, the Sydenham to Bankstown line will not operate for up to 71 weeks during the 5 year construction period. However, the EIS acknowledges that, "the timescales of many of these (cumulative construction impacts) are unknown at this time, and the overall duration of the project construction is such that there are many interdependencies and opportunities that would require management as the program evolves.<sup>1</sup> Given this the community can have no confidence that possessions will be limited to 71 weeks.

The proposed possession periods can be summarised as follows:

- Standard possession - possession on the line on weekends on four occasions over the year
- Additional possession – additional weekend possessions as required, over and above the standard periods
- School holiday possessions – planned during each December and January school holiday period, including public holidays between 2019 and 2024. Further 2 week school holiday possessions in July each year
- Final possession – between 3 to 6 months possession at the end of the construction phase.<sup>2</sup>

### Bridge Works

**Residents in Marrickville will be severely inconvenienced due to bridge works.** At least 23 overbridges and underbridges along the rail line need to be altered during the conversion of the Sydenham to Bankstown line; and some completely rebuilt.<sup>3</sup>

For Marrickville residents the most important bridge works will be on the Illawarra Road Overbridge, Livingstone Road Overbridge and the Charlotte Ave Underbridge, Marrickville.

The Illawarra Road Overbridge will be replaced<sup>4</sup>. There will 28 days of half lane closure and two days 2 days full closure<sup>5</sup>. The disruption to traffic on Illawarra Rd will be considerable as the Illawarra Rd Bridge has an Average Daily Traffic (ADT) of 11,900. The Illawarra Road Bridge will have an expected 220 Heavy Vehicles per day during construction.

<sup>1</sup>[https://majorprojects.accelo.com/public/ba93620c7493622c7a43f2cc295452a1/24\\_%20S2B%20EIS%20Vol%20%20Technical%20paper%201\\_%20Traffic%20transport%20and%20access%20assessment\\_pt%20p309-10](https://majorprojects.accelo.com/public/ba93620c7493622c7a43f2cc295452a1/24_%20S2B%20EIS%20Vol%20%20Technical%20paper%201_%20Traffic%20transport%20and%20access%20assessment_pt%20p309-10)

<sup>2</sup>[https://majorprojects.accelo.com/public/93b2daca477ea56289f83d1964a7db3e/22\\_%20S2B%20EIS%20Vol%20%20Technical%20paper%201\\_%20Traffic%20transport%20and%20access%20assessment\\_pt%203.P98](https://majorprojects.accelo.com/public/93b2daca477ea56289f83d1964a7db3e/22_%20S2B%20EIS%20Vol%20%20Technical%20paper%201_%20Traffic%20transport%20and%20access%20assessment_pt%203.P98)

<sup>3</sup>[https://majorprojects.accelo.com/public/21600a9c33e8df5261fa9ad935e28a3a/23\\_%20S2B%20EIS%20Vol%20%20Technical%20paper%201\\_%20Traffic%20transport%20and%20access%20assessment\\_pt%204.pdf](https://majorprojects.accelo.com/public/21600a9c33e8df5261fa9ad935e28a3a/23_%20S2B%20EIS%20Vol%20%20Technical%20paper%201_%20Traffic%20transport%20and%20access%20assessment_pt%204.pdf) P227

<sup>4</sup> Sydney Metro - City and Southwest EIS Overview. p45

<sup>5</sup> Ibid <https://majorprojects.accelo.com/public/p227>

The Charlotte Road Underbridge will have 14 weeks of half-lane closure and 3 days of full closure. It currently has an ADT of 7,900 with an expected increase of 110 Heavy Vehicles per day during construction.

The Livingstone Road Overbridge will be reduced to 'Narrow lanes' during weekends and night time for 8 months. It has an ADT of 12,200 with an expected increase of 40 Heavy Vehicles per day during construction.

The Arbermarle St Overbridge will have a full closure for 1 month and partial closure during weekends & night time work over a 7 month period.

Congestion during bridge closures will exacerbate the poor traffic flow situation in the area, especially along Illawarra Rd and Carrington Rd, Marrickville. Illawarra Road is narrow but serves as a significant thoroughfare, during peak hour. The proposed half-lane closures for 4 and 14 weeks, respectively is certain to cause gridlock in the area.

Further, according to the EIS, bridge works between Belmore and Sydenham "would occur during ARTC shut down periods, where a possession is required to complete the works and therefore would not occur during school holiday periods".<sup>6</sup>

The different timing of the ARTC and City Rail possessions means that Marrickville residents will lurch from the closure of the rail line to the constriction of roads leading to the Illawarra, Livingstone Rd and Charlotte St road bridges.

Construction traffic noise levels would exceed the relevant criteria on some roads in Marrickville, with majority of exceedances occurring during the night, due to temporary bus services during possession periods.

Paradoxically and despite the inconvenience of the bridge works, the Sydney Metro does not seek to achieve full compliance with the standard for the bridges, as this is considered impractical. Sydney Metro only seeks to "provide an acceptable level of compliance".<sup>7</sup>

## **Heritage and Infrastructure destruction**

**Residents in Marrickville may be shocked to find that heritage infrastructure is being wilfully neglected.** The heritage Illawarra Road Overbridge will be removed and replaced and the Marrickville Station platforms east of the Station buildings will be demolished<sup>8</sup>. This demolition is a waste of established infrastructure that will reduce the heritage significance of the station precinct.

---

<sup>6</sup> Ibid

<sup>7</sup> [https://majorprojects.accelo.com/public/93b2daca477ea56289f83d1964a7db3e/22\\_%20S2B%20EIS%20Vol%202%20Technical%20paper%201\\_%20Traffic%20transport%20and%20access%20assessment\\_pt%203\\_P102](https://majorprojects.accelo.com/public/93b2daca477ea56289f83d1964a7db3e/22_%20S2B%20EIS%20Vol%202%20Technical%20paper%201_%20Traffic%20transport%20and%20access%20assessment_pt%203_P102)

<sup>8</sup> Sydenham to Bankstown Metro Environmental Impact Statement and Overview p44

## Congestion

**Residents in Marrickville will be severely inconvenienced due to congestion.** During construction there will be significant traffic impacts. These will arise from construction haulage vehicles (light and heavy trucks), rail replacement bus services and light vehicles (cars and utility vehicles) entering the surrounding road network throughout Marrickville. These construction haulage vehicle movements will increase traffic congestion and impact on intersection performance, the existing bus services, pedestrians and cyclists.

### Additional Buses

Marrickville's quiet suburban roads will be gridlocked and subject to additional traffic noise due to the extraordinary number of replacement buses required to move 100,000 people a day when the line is shut down for construction. All busses will go to and from Sydenham Station and need to pass through Marrickville.

Marrickville Rd between Illawarra Rd and Silver St, Marrickville will be the worst affected, with a minimum of 825 buses and maximum of 1,515 replacement commuter buses forced on to the road between 7am to 10pm. That's potentially one bus every 40 seconds for 15 hours.<sup>9</sup>

These commuter buses, along with construction vehicles, will cause traffic gridlock.

### Construction Related Haulage

Illawarra Rd, Warren Rd, Myrtle St, Carrington Rd and Marrickville Rd will all have increased levels of heavy and light vehicles as a result of construction. Most roads will have daily increases of 110 heavy vehicles with Illawarra Rd expected to have 220 per day.<sup>10</sup>

### Intersections

The introduction of Temporary Transport Strategy (TTS) is anticipated to result in significant impacts to intersection performance in and around Marrickville.

## Works Compound

**Residents in Marrickville will be severely inconvenienced due to the works compound.** Buildings from 2 to 12 Station Street and 1 Leofrene Street, Marrickville will be demolished and used as a long term compound for the Metro construction<sup>11</sup>. Long term use means between 18 months and the entire construction period.<sup>12</sup> The works compound will also include Station Street.

The Marrickville Station works compound will severely impact on the amenity of the station area. Traditionally, it has been the main exit for outbound trains. The recent upgrade of Marrickville

<sup>9</sup> See pages 210-214 of [Technical Paper 2 – Noise and Vibration Assessment](#)

<sup>10</sup>

[https://majorprojects.accelo.com/public/f4075990f3c066983cff071379ae5220/25\\_%20S2B%20EIS%20Vol%202%20Technical%20paper%201\\_%20Traffic%20transport%20and%20access\\_pt%206\\_Appendice Appendix C](https://majorprojects.accelo.com/public/f4075990f3c066983cff071379ae5220/25_%20S2B%20EIS%20Vol%202%20Technical%20paper%201_%20Traffic%20transport%20and%20access_pt%206_Appendice%20Appendix%20C)

<sup>11</sup> [https://majorprojects.accelo.com/public/1856cd308c071e7f62fe6e1a1d3b2da9/09\\_%20S2B%20EIS%20Vol%201B%20Chapters%2016%20to%20Table%2016.3](https://majorprojects.accelo.com/public/1856cd308c071e7f62fe6e1a1d3b2da9/09_%20S2B%20EIS%20Vol%201B%20Chapters%2016%20to%20Table%2016.3)

<sup>12</sup> [https://majorprojects.accelo.com/public/c0537b7cf81532d35ba781ceb59144db/05\\_%20S2B%20EIS%20Vol%201A%20Chapters%208%20to%209.pd](https://majorprojects.accelo.com/public/c0537b7cf81532d35ba781ceb59144db/05_%20S2B%20EIS%20Vol%201A%20Chapters%208%20to%209.pd) Table 9.3

Station has provided it with appropriate alternative outbound entry and exit options. However, the recent Station upgrade took 2 years to complete and the proposed works compound will mean that this area could be severely disrupted for 7 years out of 8. Further, once the proposed Metro has been completed the works compound site will be redeveloped under the Sydenham to Bankstown Urban Renewal Corridor (SBURC). This will add further to the time the area is disrupted by construction.

## **Noise & Vibration**

**Residents in Marrickville will be severely inconvenienced due noise and vibration.** Residents around Marrickville Station would suffer from impact of noise and vibration over long periods of time.

The EIS says, "Highest noise levels were generally found to result from activities which require the use of noise intensive plant such as a hydraulic breaker, rock saw and ballast tamper." This includes the following activities around the station: earthworks with hydraulic breaker, corridor works-ground & track earthworks with hydraulic tamper & track form with ballast tamper, station works with hydraulic breaker and rock saw and Illawarra Rd Overbridge needing demolition with hydraulic breaker and rock saw.

Marrickville would have 998 Sleep disturbance exceedances, 684 Earthworks sleep disturbance noise impacts over 30 weeks with 40 buildings at risk of excessive vibration impacts. 3 heritage buildings are at risk of excessive vibration and the 'Vesbar' Café at Warburton St would experience sensitive receivers 20 decibels over the noise management level.

24 hour works would at times be required and could include use of heavy noise intensive equipment such as rock breakers

## **Flood Retention Basin**

**Residents in Marrickville will be severely inconvenienced due to loss of open space during the construction of the flood retention basin.** An 8000m<sup>3</sup> retention basin is proposed for McNeilly Park, Marrickville<sup>13</sup>. The western end of the park will be the location for the retention basin. McNeilly Park is one of the few significant pieces of open space between The Cooks River and Jarvie Park, Marrickville. Its partial closure will prove to be a loss of significant amenity to the community. Sydney Metro should defer construction of the retention as the current situation provides "an acceptable level of compliance".

---

<sup>13</sup>[https://majorprojects.accelo.com/public/ba93620c7493622c7a43f2cc295452a1/24\\_%20S2B%20EIS%20Vol%202%20Technical%20paper%201\\_%20Traffic%20transport%20and%20access%20assessment\\_pt%20516.15](https://majorprojects.accelo.com/public/ba93620c7493622c7a43f2cc295452a1/24_%20S2B%20EIS%20Vol%202%20Technical%20paper%201_%20Traffic%20transport%20and%20access%20assessment_pt%20516.15)

### **Signalised crossing**

**Residents in Marrickville may be bewildered by the waste associated with the removal of recently completed infrastructure.** The signalised crossing for pedestrians on Illawarra Road Overbridge is to be removed and replaced with a fully signalised intersection at Illawarra Road and Schwebel/Warburton Streets. A zebra crossing will be marked at Arthur Street/Illawarra Road.<sup>14</sup> The traffic lights on the Illawarra Rd overbridge have only recently been installed as part of the Marrickville Station upgrade. It is extraordinary that infrastructure so recently built is to be redone.

### **Bike Parking**

**Residents in Marrickville may be insulted that bike racks are being used as part of the sales pitch for the Metro.** The promise to upgrade bike facilities is hollow as approximately 19 parking spots were provided in the recent station upgrade.

### **Conclusion**

Public infrastructure is a good thing that should be encouraged and sustained. Generally, the community is supportive even when there will be significant imposts. However, the proposed Metro line is not such a case. The Metro will not be a new rail line. Rather it is the conversion of an existing world class service that will miss the opportunity to extend Sydney's rail network. This conversion will come at a price. That price includes disruption, chaos and loss due the nature and impact of the works, from road bridge removal and congested streets to rail line possessions to loss of built heritage. Coupled with the massive proposed overdevelopment promoted by the SBURC it is no wonder that that many residents along the Sydenham to Bankstown Corridor do not think that the pain of this project is worth the gain to the community. There are better places to build rail lines!

---

<sup>14</sup> [https://majorprojects.accelo.com/public/ba93620c7493622c7a43f2cc295452a1/24\\_%20S2B%20EIS%20Vol%20%20Technical%20paper%201\\_%20Traffic%20transport%20and%20access%20assessment\\_pt%205\\_p324](https://majorprojects.accelo.com/public/ba93620c7493622c7a43f2cc295452a1/24_%20S2B%20EIS%20Vol%20%20Technical%20paper%201_%20Traffic%20transport%20and%20access%20assessment_pt%205_p324)

**DPESYDMET Email**

---

**From:** [REDACTED]  
**Sent:** Wednesday, 8 November 2017 9:29 PM  
**To:** DPESYDMET Email  
**Subject:** FW: Submission Details for Jessica D'Arienzo (object)

---

**From:** system@acelo.com On Behalf Of Jessica D'Arienzo  
**Sent:** 08 November 2017 21:29:14 (UTC+10:00) Canberra, Melbourne, Sydney  
**To:** [REDACTED]  
**Subject:** Submission Details for Jessica D'Arienzo (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jessica D'Arienzo  
 [REDACTED]

Address:  
 [REDACTED]

Dulwich Hill, NSW  
 2203

Content:

I strongly object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards because the project is unnecessary and will have incredibly destructive impacts on Dulwich Hill and its residents during the long five-year construction phase. A proposal of this nature is better suited to areas in Sydney currently not serviced by public transport.

The improvements brought through the Metro line - such as increased service regularity and disabled access to Dulwich Hill station - can be delivered by upgrades to the existing Sydney Trains network.

In effect, the main benefit of the Metro line is that it frees up capacity in the City Circle for other train services across the rest of the city.

This means that Dulwich Hill and other stations on the Sydenham to Bankstown corridor are being forced to sacrifice for the rest of Sydney.

There is a complete lack of justification for this project.

The Metro conversion of this line is not justified because:

- \* We already have a train service in this corridor, which could be improved by alternative means including signalling and timetable upgrades, bringing in modern rolling stock and installing disabled access to stations.
- \* It is bringing unwanted and destructive urban renewal to our community.
- \* The Government has not adequately considered alternative infrastructure options.
- \* It is a waste of billions of government dollars.
- \* Aspects of the Metro will bring reduced services, including the comparative lack of seating compared to existing Waratah Trains and the fact we will lose access to a number of important stops currently on our route, including CBD stops.

\* The requirement to shut down the Bankstown line for 46 weeks during the construction period will make commuting a living hell.

Impacts of construction:

The five-year construction process will be enormously disruptive to the residents of Dulwich Hill.

This is largely because of the extraordinary complications of trying to build a new railway line in place of an existing operational line. This will require intensive and noisy works to take place at night or weekends (in other words the most sensitive time for the community) or force unwanted and highly inconvenient shutdown periods.

It is arguable this has never before been attempted in the history of NSW - and for good reason. It simply doesn't make sense to rip up our existing railway line to build a new one.

Severe impacts on Dulwich Hill:

Impacts on Dulwich Hill include:

\* A total of 1,221 properties will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the construction period from 2019 to 2024.

\* This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.

\* Dulwich Hill is the worst affected suburb in the corridor for sleep disturbance in the Sydenham to Bankstown Corridor.

\* Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.

\* New Canterbury Rd at Dulwich Hill will be packed with up to 1,020 buses a day during rail shutdown periods (eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).

\* Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), Bayley St (495 buses), Beauchamp St (495 buses), Ewart St (495 buses).

\* Destruction of historic wooden railway station ticket office, which EIS reports state may be State significant.

\* A total of 27 commuter parking spots lost from the carpark to the south of the station, and nine out of the 17 parking spots in Bedford Crescent removed, during the construction period.

\* Up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times.

\* During rail shutdown periods, even after mitigation measures, the average vehicle delay for the intersection of Wardell Rd and Ewart St will increase from 32 seconds to 55 seconds.

\* Residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

Based on the above, it is clear that the pain is not worth the gain.  
Avoiding or mitigating these impacts.

I oppose the Metro but ask that if it is approved that:

\* No works are undertaken after 10pm or before 7am or after hours on weekends

\* Pre-dilapidation surveys are provided to the 74 Dulwich Hill homes potentially affected by vibration and funds are set aside to repair these homes if monitoring shows that damage is happening

\* Noise attenuation works (such as those offered to homes under the flight path) are offered to properties set to suffer severe noise exceedances.

\* Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria

\* The Sydenham to Bankstown urban renewal strategy is abandoned to reduce the cumulative construction impacts in the corridor - the impact of railway and housing construction at the same time is not adequately addressed in the submission and a disaster waiting to happen.

\* Councils are provided funds to hire additional rangers to monitor construction worker parking and to set up residential parking schemes.

#### Community consultation:

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

#### Heritage:

The planned heritage destruction and diminution along the line is reckless:

\* the demolition of rare, exceptional and high-value heritage-listed items (such as the destruction of the historic wooden station building at Dulwich Hill) is wasteful

\* station designs do not represent local character and reflect a branding exercise by the NSW Government

#### Conclusion

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Submission: Online Submission from Jessica D'Arienzo (object)

[https://majorprojects.accelo.com/?action=view\\_activity&id=231162](https://majorprojects.accelo.com/?action=view_activity&id=231162)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown

[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)

[REDACTED]

---

**From:** system@accelo.com on behalf of [REDACTED]  
**Sent:** Wednesday, 8 November 2017 11:43 AM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details  
**Attachments:** 231036\_METROS\_2017Nov08\_1142.pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:  
METRO

IP Address: [REDACTED]  
Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=231036](https://majorprojects.accelo.com/?action=view_activity&id=231036)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)

**ENVIRONMENTAL IMPACT STATEMENT (EIS) SYDNEY METRO SYDENHAM TO BANKSTOWN UPGRADE - SUBMISSION**

•

•

•

•

•

•

•

•

•

0 0

0 0

•

0 0

•

0

•

0 0

•

•

0

•

•

0 0

•

00

0

00

[REDACTED]

---

**From:** system@acelo.com on behalf of [REDACTED]  
**Sent:** Wednesday, 8 November 2017 11:41 AM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details  
**Attachments:** 231034\_METROC\_2017Nov08\_1140.pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:  
PLEASE SEE DOCUMENT

IP Address: [REDACTED] (object)

[https://majorprojects.acelo.com/?action=view\\_activity&id=231034](https://majorprojects.acelo.com/?action=view_activity&id=231034)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

[https://majorprojects.acelo.com/?action=view\\_job&id=8256](https://majorprojects.acelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown

[https://majorprojects.acelo.com/?action=view\\_site&id=3501](https://majorprojects.acelo.com/?action=view_site&id=3501)

## **ENVIRONMENTAL IMPACT STATEMENT (EIS) SYDNEY METRO SYDENHAM TO BANKSTOWN UPGRADE - SUBMISSION**

I am a long term resident of Hurlstone Park and I strongly object to the proposed Metro conversion for the Sydenham to Bankstown railway line for the following reasons.

The Metro conversion of this line is not justified because capacity and congestion issues are overstated and could be resolved by alternative means including signaling and timetable upgrades, tunneling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro. Hurlstone Park only needs 2 lifts, not the 4 proposed.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government
- Many sections of the documentation are inaccurate.
- The station closures and prolonged inconvenience to both residents and commuters will have a great strain on the community.

- My home in Duntroon Street has been listed as a public domain, even though I have been assured by Metro staff and contractors that there is no intention to acquire my home.
- My home has been incorrectly listed as a commercial building when it is in fact residential. It is clear that the reports provided are desktop studies and have not been effectively researched therefore providing inaccurate information.
- The vibration and noise impacts will be particularly detrimental for my family. We are in extremely close proximity to the works area and there are significant concerns regarding the noise impacts (and resultant health effects) with works at all hours of the day and for prolonged periods. A family member works various shifts and there is serious concern regarding how these disturbances will affect his ability to work. I work from home and the noise and vibration impacts will affect my ability to earn an income. Should the Metro conversion of our station go ahead noise mitigation measures must be undertaken. Most of the houses surrounding Hurlstone Park station were built during or before 1921. There is no double glazing on the windows of these homes and there is concern about the integrity of old mortar.
- Due to the close proximity of the proposed works to our building, it is likely to suffer cosmetic damage (significant – according to diagrams in noise and vibration impact). Should the Metro conversion of our station go ahead – detailed dilapidation reports must be undertaken and as most of the houses surrounding Hurlstone Park station were built during or before 1921 protections must be put in place to protect the integrity of old mortar.
- Hurlstone Park has the least patronage (and will have the least amount of development under the urban renewal strategy) yet we are to be given 4 lifts. This makes no sense. One lift to each platform will be sufficient to meet the needs of the projected population.
- The concourse size is too large and should be scaled down so that it is not in close proximity to the building at 101-105 Duntroon Street. This home will be severely affected by overlooking into their living areas and bedrooms from the concourse area.
- The location of the proposed new pedestrian crossing on Duntroon street (south) is inappropriate. If a crossing must be placed on this side of the street it should follow the line of the current island straight to the front of the station/entry (on the bridge). Placing the crossing from 118 Duntroon street to 101 -105 Duntroon street, as in your proposed diagrams will result in a greater distance to the station entry, privacy, noise and security impacts to the residence at 101 -105 Duntroon Street. Any crossing should facilitate access to the B2 zone so that people coming off the train can access the shops (what you are proposing is contrary to this).
- The proposed overhead building should be significantly scaled down in size and the concourse should not be elevated above the current level. We do not want the railway station to be the focus of our suburb, but rather would like it to fit in with the character of the area which is heritage conservation. This would also result in minimising impacts to the residence at 101 – 105 Duntroon Street.

- The artist's impression of the proposed overhead building needs to be drastically changed. Maybe an experienced heritage architect would be best employed to create something in keeping with the character of the area.
- The telephone booth on Duntroon street (outside 101) should be moved to the entrance of the station (bridge). Many evenings over the weekend undesirables congregate there proving to be a nuisance and security issue for the residents at 101 -105 Duntroon Street. This is a residential street. Phone booths should be in commercial areas not outside homes.
- No additional accessible car parking space in Duntroon Street to the south. We already have 3 accessible spaces, 2 on floss street and 1 on Duntroon street north (outside Legend's Barber shop). We do not need a fourth, and one particularly outside a residence that does not have off street parking.
- NO LOSS OF CARPARKING SPACES IN DUNTROON STREET (SOUTH). Parking in this section of the street is quite a sensitive subject as each one of these homes had rear lane access up until the early 1980s. Overnight a deal was struck with the owner of the battle axe block in Commons street (unsure whether it was a state government department or local council) and we all lost our parking overnight. Most of the property owners at the time were from non English speaking backgrounds and did not have the ability to fight this. The residents were discriminated against because of the fact they could not speak English. To remove street parking spaces from outside their homes is extremely inappropriate and adds insult to injury. Residents will not back down on this issue. My neighbor and I had knocked down the boundary fence between our two properties so that we could park our cars there when there was no parking available on the street. The front door to my residence is down my driveway if both cars are parked there we cannot get to the entrance of our home. In any event, we will be reinstalling the boundary fence as there have had security threats with people trespassing onto or property at night, something we wish to stop.
- We would like to retain our platform buildings and the proposed overhead ribbon canopies should be more "heritage" in appearance.
- Widening of the kerb outside 101-105 Duntroon street and the loss of parking we strongly object to. We do not want people congregating outside of our building putting our family and home at risk . Any proposed areas for meeting and gathering should be in the B2 zone, or better still on the overhead bridge outside the station, not outside residences.
- Should the project go ahead, provisions must be made to protect the adjoining properties from vandals spraying graffiti on the walls.

The metro has caused much angst to all members of my family and I am seriously concerned about the cumulative impacts the noise, vibration, closedown period, operation and privatization will have on my home.

With the announcement of this project we lost access to the side wall of our home which is in close proximity to the rail corridor. For approximately 2 years now we have not been able to clean windows and maintain our building (which is almost 100 years old). After repeated attempts

to gain access the rail authority have refused to give us access to our wall, unless we adhere to ridiculous requests such as the payment of excessive application fees and conditions, siting safety issues.

We have been accessing our wall for almost 50 years without an issue, why is it that it has only become a problem with the announcement of the metro?

Our wall has been sprayed over with brown paint by the rail authority deteriorating the mortar of the building, despite repeated requests that our wall not be sprayed. We have requested on many occasions that the paint be removed, or we be given access to remove this ourselves but neither of these have taken place.

Should the Metro project go ahead we request that the slope on the ledge adjacent to our building be levelled and returned to its original state (a 1 to 1.5 mt level area which dropped off to the rail corridor) so that we can safely access our building and undertake any repairs our home requires. This level area was removed in approximately 2002 so that weed matting could be placed on the slope.

In reality the proposal to upgrade Sydenham to Bankstown to a metro system seems to be too much destruction and inconvenience for very little, if any, benefit. The plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

A Metro type corridor is a great idea, but more so for shorter distances as it is in other capital cities. If there is to be a conversion to Metro, the city circle would be the best choice in terms of an untimed rail system.

Please stop the Metro at Sydenham.

[REDACTED]

---

**From:** system@accelo.com on behalf of [REDACTED]  
**Sent:** Wednesday, 8 November 2017 11:40 AM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details  
**Attachments:** 231032\_METROP\_2017Nov08\_1139.pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:  
SUBMISSION ATTACHED

IP Address: [REDACTED]  
Submission: [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=231032](https://majorprojects.accelo.com/?action=view_activity&id=231032)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)

## **ENVIRONMENTAL IMPACT STATEMENT (EIS) SYDNEY METRO SYDENHAM TO BANKSTOWN UPGRADE - SUBMISSION**

I am a long term resident of Hurlstone Park and I strongly object to the proposed Metro conversion for the Sydenham to Bankstown railway line for the following reasons.

1. Many sections of the documentation are inaccurate, and with such a huge project that will affect so many, mistakes cannot be made.
2. The station closures and prolonged inconvenience to both residents and commuters will have a great strain on the community taking people much longer to get to work than usual. The issue is the length of time that the rail line will take to build. It's not a matter of a couple of weeks, it is years.
3. My home in Duntroon Street has been listed as a public domain, even though I have been assured by Metro staff and contractors that there is no intention to acquire my home.
4. My home has been incorrectly listed as a commercial building when it is in fact residential. It is clear that the reports provided are desktop studies and have not been effectively researched therefore providing inaccurate information.
5. The vibration and noise impacts will be particularly detrimental for my family. We are in extremely close proximity to the works area and there are significant concerns regarding the noise impacts (and resultant health effects) with works at all hours of the day and for prolonged periods. . A family member works various shifts and there is serious concern regarding how these disturbances will affect his ability to work. I work from home and the noise and vibration impacts will affect my ability to earn an income. Should the Metro conversion of our station go ahead noise mitigation measures must be undertaken. Most of the houses surrounding Hurlstone Park station were built during or before 1921. There is no double glazing on the windows of these homes and there is concern about the integrity of old mortar.
6. Due to the close proximity of the proposed works to our building, it is likely to suffer cosmetic damage (significant – according to diagrams in noise and vibration impact). Should the Metro conversion of our station go ahead – detailed dilapidation reports must be undertaken and as most of the houses surrounding Hurlstone Park station were built during or before 1921 protections must be put in place to protect the integrity of old mortar.
7. Hurlstone Park has the least patronage (and will have the least amount of development under the urban renewal strategy) yet we are to be given 4 lifts. This makes no sense. One lift to each platform will be sufficient to meet the needs of the projected population.

8. The concourse size is too large and should be scaled down so that it is not in close proximity to the building at 101-105 Duntroon Street. This home will be severely affected by overlooking into their living areas and bedrooms from the concourse area.
9. The location of the proposed new pedestrian crossing on Duntroon street (south) is inappropriate. If a crossing must be placed on this side of the street it should follow the line of the current island straight to the front of the station/entry (on the bridge). Placing the crossing from 118 Duntroon street to 101 -105 Duntroon street, as in your proposed diagrams will result in a greater distance to the station entry, privacy, noise and security impacts to the residence at 101 -105 Duntroon Street. Any crossing should facilitate access to the B2 zone so that people coming off the train can access the shops (what you are proposing is contrary to this).
10. The proposed overhead building should be significantly scaled down in size and the concourse should not be elevated above the current level. We do not want the railway station to be the focus of our suburb, but rather would like it to fit in with the character of the area which is heritage conservation. This would also result in minimising impacts to the residence at 101 – 105 Duntroon Street.
11. The artist's impression of the proposed overhead building needs to be drastically changed. Maybe an experienced heritage architect would be best employed to create something in keeping with the character of the area.
12. The telephone booth on Duntroon street (outside 101) should be moved to the entrance of the station (bridge). Many evenings over the weekend undesirables congregate there proving to be a nuisance and security issue for the residents at 101 -105 Duntroon Street. This is a residential street. Phone booths should be in commercial areas not outside homes.
13. No additional accessible car parking space in Duntroon Street to the south. We already have 3 accessible spaces, 2 on floss street and 1 on Duntroon street north (outside Legend's Barber shop). We do not need a fourth, and one particularly outside a residence that does not have off street parking.
14. NO LOSS OF CARPARKING SPACES IN DUNTROON STREET (SOUTH). Parking in this section of the street is quite a sensitive subject as each one of these homes had rear lane access up until the early 1980s. Overnight a deal was struck with the owner of the battle axe block in Commons street (unsure whether it was a state government department or local council) and we all lost our parking overnight. Most of the property owners at the time were from non English speaking backgrounds and did not have the ability to fight this. The residents were discriminated against because of the fact they could not speak English. To remove street parking spaces from outside their homes is extremely inappropriate and adds insult to injury. Residents will not back down on this issue. My neighbor and I had knocked down the boundary fence between our two properties so that we could park our

cars there when there was no parking available on the street. The front door to my residence is down my driveway if both cars are parked there we cannot get to the entrance of our home. In any event, we will be reinstalling the boundary fence as there have had security threats with people trespassing onto or property at night, something we wish to stop.

15. We would like to retain our platform buildings and the proposed overhead ribbon canopies should be more "heritage" in appearance.
16. Widening of the kerb outside 101-105 Duntroon street and the loss of parking we strongly object to. We do not want people congregating outside of our building putting our family and home at risk . Any proposed areas for meeting and gathering should be in the B2 zone, or better still on the overhead bridge outside the station, not outside residences.
17. Should the project go ahead, provisions must be made to protect the adjoining properties from vandals spraying graffiti on the walls.

The metro has caused much angst to all members of my family and I am seriously concerned about the cumulative impacts the noise, vibration, closedown period, operation and privatization will have on my home.

With the announcement of this project we lost access to the side wall of our home which is in close proximity to the rail corridor. For approximately 2 years now we have not been able to clean windows and maintain our building (which is almost 100 years old). After repeated attempts to gain access the rail authority have refused to give us access to our wall, unless we adhere to ridiculous requests such as the payment of excessive application fees and conditions, siting safety issues.

We have been accessing our wall for almost 50 years without an issue, why is it that it has only become a problem with the announcement of the metro?

Our wall has been sprayed over with brown paint by the rail authority deteriorating the mortar of the building, despite repeated requests that our wall not be sprayed. We have requested on many occasions that the paint be removed, or we be given access to remove this ourselves but neither of these have taken place.

Should the Metro project go ahead we request that the slope on the ledge adjacent to our building be levelled and returned to its original state (a 1 to 1.5 mt level area which dropped off to the rail corridor) so that we can safely access our building and undertake any repairs our home requires. This level area was removed in approximately 2002 so that weed matting could be placed on the slope.

In reality the proposal to upgrade Sydenham to Bankstown to a metro system seems to be too much destruction and inconvenience for very little, if any, benefit. If lifts were added to stations so that they are all accessible (only 1 to each platform in Hurlstone Park rather than

the 4 proposed lifts) and if we increase the frequency of the current trains and update signaling along the line, this will be sufficient for the projected population at a significantly lower cost to the taxpayer.

The plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor

A Metro type corridor is a great idea, but more so for shorter distances as it is in other capital cities. If there is to be a conversion to Metro, the city circle would be the best choice in terms of an untimed rail system.

Please stop the Metro at Sydenham.

[REDACTED]

---

**From:** system@accelo.com on behalf of [REDACTED]  
**Sent:** Wednesday, 8 November 2017 8:27 AM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details  
**Attachments:** 230970\_Metro\_2017Nov08\_0826.pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

[REDACTED]

[REDACTED]

[REDACTED]

Content:  
SEE SUBMISSION ATTACHED

IP Address: [REDACTED]  
Submission: [REDACTED] (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=230970](https://majorprojects.accelo.com/?action=view_activity&id=230970)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)

## **Submission regarding the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade**

I do not agree to my personal details being published and I have no reportable donations to disclose.

I object to the proposed change of the Sydenham to Bankstown train line to a Metro. Capacity and congestion issues are overstated and could be resolved by alternative means including signaling and timetable upgrades.

There are many concerning issues in the EIS. It seems most convenient to go through the documents included in the EIS and point out objections and inconsistencies.

## **VOLUME 1A – MAIN VOLUME – PARTS A & B**

### ***Page xxxi “Hurlstone Park – provision of an enlarged station forecourt for safer gathering and interaction, and new pedestrian crossings to facilitate access to surrounding areas”***

The one of the surrounding areas of Hurlstone Park station is Duntroon St to the south. This street is made up of residential homes. Although some of the buildings were originally built as shop with residence, many of these have been rezoned as residential dwellings and the whole buildings are used for residential purposes. Encouraging interaction around a station forecourt which is in close proximity to residential homes is extremely inappropriate as it will place the safety of residents, their homes and vehicles at risk by inebriated youth coming off the trains in the evenings, particularly on weekends. As I live in close proximity to the station, I can confirm that this happens on occasion now – making the areas surrounding the station more attractive for social interaction will increase this problem.

### **Page 7.16 Table 7.3 Overview of heritage based design changes.**

***Integration of the new entry with surrounding streets and town centre improves connectivity throughout the precinct. This limits the space available to provide a safe platform width and requires removal of Platform Building 1.”***

The Hurlstone Park railway station is between two proposed heritage conservation areas (Crinan Street and Duntroon Street South/Floss St). The heritage buildings should be retained.

**Page 7.17 Table 7.4 Examples of community enhancements and positive contributions to place making “Provision of an enlarged station forecourt for safer gathering and interaction, and new pedestrian crossings to facilitate access to surrounding areas”.**

As mentioned above this is inappropriate and would in fact diminish safety for the surrounding homes.

### **Page 7.25 Table 7.9 Key design outcomes**

#### ***“Local public domain***

- ***Widened approaches to new concourse***
- ***Kerb extension at road overbridge crossing would improve sightlines***
- ***New crossings on Duntroon Street (south) and Crinan Street (north)***

### **Connectivity and access**

- ***Accessible approach on southern side of station***
- ***Potential active transport connection in corridor east of the station and on-road south and west of the station Catalyst***
- ***Broad public connections to new station entries***
- ***Improved public domain has the potential to generate wider streetscape improvements in the retail village and proposed heritage conservation areas Interchange/ accessibility***
- ***At-grade accessible connection between Crinian/Duntroon Street interchange area and station concourse***
- ***Accessible path to bus stops from southern entry***
- ***Bike parking in Floss Street (north)."***

### **Local Public Domain.**

I object to widened approaches from Duntroon Street South to the concourse. This would likely affect the parking for residents on Duntroon St as they do not have off street parking.

I object to the new crossing on Duntroon Street, outside residential zoned buildings. Any new crossings should be located so that they facilitate use of shops (commercial zoning) for people coming of the train.

### **Connectivity and access**

Any accessible approach on the southern side of the station should be outside commercial zoned properties, not outside residential homes. The residences in this street have no official off street parking and it is already difficult to find parking during normal business hours. Many of our residents are older, have very young children or have accessibility issues. To expect them to park 2 to 3 blocks away from their homes is inappropriate and extremely unfair.

Removing parking spaces outside homes for an "active transport corridor" is again inappropriate. Up until the early 1980s the homes on Duntroon St (No 101 to 117) had rear lane access and off street parking until one day a government department (not sure if it was the rail authority or local government) sold the lane off to the owner of the battle axe block at the rear of these properties without any consultation or notice. We all lost our parking overnight (many homes had garages) and as many of the residents were from non English speaking backgrounds they were discriminated against because they didn't have the language skills to stand up for their rights. Cyclists can use the road and pedestrians can use the footpath which are both wide enough to serve their purposes as is.

### **Page 8.14 Table 8.4 Hurlstone Park Station key design elements Feature Description Station works "Station entry/exit**

- ***The existing station entrance on the overbridge would be upgraded.***
- ***A new enlarged, elevated station concourse would be provided in the same location to provide an enlarged station forecourt area and entry set back from the road.***

### **Platform details**

- *Heritage listed platforms would be rebuilt, straightened, and extended to the south-west along the rail corridor, generally in their existing locations.*

#### **Station buildings**

- *New station buildings would be located within the concourse and on platforms.*
- *The existing heritage listed overhead booking office and heritage building on platform 1 would be removed.*

*A description of how the design has been refined to minimise impacts on heritage is provided in Section 7.3.7.*

- *The existing heritage station building on platform 2 would be retained. ☐ New retail space would be provided as part of the new concourse (the use of the retail space would be subject to a separate approval process).*

#### **Station area**

##### **Public transport integration**

- *The existing bus stops on the overbridge would be retained.*

##### **Access**

- *New pedestrian crossing facilities would be provided adjacent to the new southern station entrance and on Crinan Street just north of Floss Street.*
- *The existing pedestrian crossing on the overbridge would be modified to improve pedestrian flow by including more space on the southwestern side.*
- *Connection to an active transport corridor along the western side of Duntroon Street (south of rail corridor).*

##### **Kerbside uses, bike parking**

- *New kerbside facilities would be located near the southern station entrance on Floss Street, on the eastern side of the overbridge adjacent to the station.*
- *New bike parking areas would be provided in Floss Street on the northern side of the rail corridor. ☐ The existing accessible parking spaces on Floss Street would be retained, and a new accessible space would be provided on Duntroon Street.*

##### **Car parking**

- *Loss of five on-street parking spaces on Duntroon Street (south) and Floss Street (east) due to new kerbside facilities.”*

#### **Station entry/exit**

The entrance to the station entry should be upgraded to be in keeping with the proposed heritage conservation areas on either side of the station. We do not need a large station forecourt and if the entry is set back from the road it must be ensured that the privacy of the residence adjacent at 101 Duntroon Street retains privacy and passengers cannot directly look into the residence through windows etc.

I object to an elevated station forecourt which would detrimentally affect the amenity to the surrounding homes.

#### **Station buildings**

The existing heritage listed overhead booking office is not heritage listed. Any new building should be in keeping with the heritage conservation area and should use brick predominantly.

Any new retail building should be small and only operation during business hours.

### **Station area**

#### **Access**

I object to the proposed location of the new pedestrian crossing. If a pedestrian crossing must be placed on this side of the station it should be where the current pedestrian island is. The location of the proposed pedestrian crossing makes no sense.

I object to the active transport corridor and the loss of parking for residents.

#### **Kerbside uses, bike parking.**

We already have 3 accessible parking spaces in Hurlstone Park. One on Duntroon street North (outside the barber store) in the retail precinct and 2 on floss street. If any additional accessible parking spaces are required they should be placed outside retail stores on Floss Street (the bottle shop or “the chambers” building which are commercial, not outside the buildings in Duntroon Street that are zoned residential. I STRONGLY OBJECT TO THIS.

#### **Car parking.**

The loss of 5 carparking spaces on Duntroon Street south are all outside of residential zoned from 101 to 111 Duntroon Street. As mentioned earlier our rear lane access was lost overnight without any notification or consultation in the early 80s. None of these houses have off street parking.

101 – 105 has a walkway down the side to the entrance. If a car is parked in this tight spot, there is insufficient space to walk to the front door. A boundary fence will soon be erected between 105 and 107 Duntroon St so that secure gates can be placed at the front boundary once this happens no car will fit in this space. **I STRONGLY OBJECT TO ANY PARKING BEING TAKEN AWAY FROM RESIDENTS.**

### **Page 9.11 - 9.3.2 Tree removal and management**

#### ***“Table 9.2 Number of trees at stations with the potential to be impacted”***

The loss of 43 trees in Hurlstone Park, most of which are mature trees and very old is inappropriate. They add to the heritage conservation area and with all the building of high monstrosities that do not allow for adequate vegetation, this will have a detrimental impact on the community and the quality of the air we breathe.

## **VOLUME 1 B**

### **Page 10.33**

#### ***Table 10.33 Potential changes to pedestrian and cycle facilities***

#### ***“Location Pedestrian facility changes Cycle facility changes***

#### ***Hurlstone Park Station***

***Floss Street, Duntroon Street – footpath diversions due to the extent of the work site.***

***Existing bike parking facilities on Duntroon Street would be relocated. Cyclists and construction vehicles would be sharing the road”***

The works area is outside residential homes in close proximity to the station. How would access to properties be affected?

**Table 11.2 Existing and proposed station facilities**

This table states that Marrickville will have 2 accessible parking spaces, yet Hurlstone Park, which is a much smaller suburb, with much less patronage (see table 11.3 Existing and Forecast station travel volumes) and will have the least intense development in the Sydenham to Bankstown corridor, has 3 accessible parking spaces? I cannot understand the logic for this argument and if it means that parking spaces outside residential zoned land will be lost then I object to the third accessible parking space. ANY accessible parking space should be located outside the commercial zoned properties so that people with mobility issues can use the shops without walking great distances.

**Page 11.23 Parking and loading zones**

***“The reconfiguration of kerbside areas would result in the potential loss of up to five spaces in Duntroon Street (south)”***

I STRONGLY OBJECT TO THIS. On this section of Duntroon Street (from 101 down to the corner at Commons St) ALL the land is zoned residential and WE DO NOT HAVE OFF STREET PARKING. The elderly, residents with young children and residents with mobility issues. It is not appropriate to expect these people to park half a block away from their homes. We should be able to park outside our homes, as we have been doing. We initially had rear lane access which was sold off and access was lost overnight. These residents were discriminated against because they could not speak adequate English. To take away street parking will now add insult to injury. DO NOT TAKE AWAY OUR PARKING.

***“The existing accessible space on the southern side of the station in Duntroon Street would be relocated to a new location in the same section of Duntroon Street”***

There is no existing accessible space on the southern side of the station in Duntroon Street. There is an accessible parking space outside the Barber shop on Duntroon street North. Any accessible parking spaces on the southern side of the station should be outside the bottle shop as this is the commercial zone. There is no use putting an accessible parking spot outside land that is residential zoning so far from the shops. The whole purpose of the accessible parking spots is to make it easier (and much closer) for people with mobility issues. I STRONGLY OBJECT TO THIS.

**Figure 12.1 Noise catchment areas, sensitive receivers and ambient noise monitoring locations - map 2**

This map incorrectly shows 101-105 Duntroon St, directly adjacent to Hurlstone Park station, as commercial and therefore not a sensitive receiver. THIS BUILDING IS IN FACT A RESIDENTIAL HOME AND THE LAND ZONING IS RESIDENTIAL NOT COMMERCIAL. PLEASE UPDATE YOUR INFORMATION.

**Figure 12.9 Location of highly noise affected residential receivers – Hurlstone Park and Canterbury**

Again, 101 – 105 Duntroon Street Hurlstone Park has not been included. This building will have the most noise impact as the bedrooms and living rooms face the station, and floss street parking area where most of the works will be taking place.

**Figure 14.1 Heritage listed items and areas - map 2.**

101-105 Duntroon St does not appear to be included in the heritage conservation area in this diagram, when it is in fact an integral part of the Floss St, HCA.

**14.3.4 Hurlstone Park Station**

We do not want to lose any of the heritage platform buildings at the station. If we must any proposed new building should be built to fit in with the conservation area. We do not want a modern station built in between 2 heritage conservation areas.

The recycling and reuse of some of the existing materials should be taken into consideration if a new building is required, so that it does not sore thumb.

Any canopies, again should be designed so they fit in with the heritage/village atmosphere and should not impact on privacy and amenity to surrounding homes.

**Table 16.2 Draft Urban Renewal Corridor Strategy – key proposals**

Station Vision Proposed residential development increase by 2036 (approximate)	Station Vision Proposed residential development increase by 2036 (approximate)	Station Vision Proposed residential development increase by 2036 (approximate)	Station Vision Proposed residential development increase by 2036 (approximate)
Hurlstone Park	Retain the heritage and character of Hurlstone Park and increase the vibrancy of the local main street shops on Crinan Street	100 new dwellings. Medium rise housing west of the station on the northern side of the rail corridor	216

This table proves that we will have the least intense development in the urban renewal corridor and less patronage for the rail line.

**VOLUME 1C**

**Page 29 – stations**

**Diagram 1** – Buildings on Duntroon Street South are zoned residential. This diagram incorrectly has it shaded grey as a central meeting/shopping area. I do not think it appropriate to have a residential street included in the “plaza area”.

**Diagram 2** – Crossing on Duntroon street south is in inappropriate location. It should be where the current island is. Crossing from the commercial zone on the corner of Floss/Duntroon directly to the station. Not in a zig zag pattern to the station as is being proposed.

**Diagrams 3 & 4** - Connectivity and accessible interchange.

Any accessible approach to the southern side of the station should be across the street outside the B2 commercial zoned properties not outside the properties with residential zoning, as you have proposed.

**Page 6-13**      **Figure 6-24 Station and precinct opportunities**

Has the home adjacent to the station listed as a public domain. This is in a residential home which was converted from a shop and residence. This house is not for sale, nor will the owner give it up willingly.

**Page 6-14**      **Image 6.4.3. Place making opportunities**

All 4 diagrams on this page (local public domain, connectivity and access, Catalyst, and Interchange/Accessibility) have 101-105 Duntroon Street, adjacent as the station listed a public domain. The building in question is pictured in figure 6-27 Duntroon St Southern side of station. This whole building is a residential home and the residents have no intention of giving up their home of 50 years.

**Page 6-17**      **6.4.7. Key design elements**

Access – the new pedestrian crossing proposed on Duntroon Street south should be where the current island is which is from the bend outside 36 Floss directly to the station entry. What is being proposed makes no sense, it is not in a direct line.

Active transport corridor to the south of Duntroon street is not necessary as the urban renewal corridor has identified the intense development (100 additional dwellings) to take place on the main roads. People will therefore be coming to the station from Canterbury Roads and New Canterbury Roads and most likely come down Crinan Street, and Duntroon Street North. The active transport corridor is unnecessary and will result in the loss of parking spaces for residents.

## **Technical Paper 1 – Traffic, transport and access assessment**

**FIGURE 8.7 Hurlstone Park Station interchange plan**

It appears that the kerb/pavement outside no 101-105 Duntroon Street, will be widened therefore removing the ability to park outside this building. Please be advised this is a residential home without off street parking. Taking away the parking here and widening the footpath is unnecessary and inconsiderate to the residents in this street. As mentioned earlier the urban renewal (additional 100 dwellings in Hurlstone Park) will take place on Canterbury and New Canterbury Roads Hurlstone Park. Any active transport corridor to facilitate cycling and pedestrians should be on Crinan Street and Duntroon St North as this is where the majority of the patrons will be coming from.

Additionally, the location of the pedestrian crossing is inappropriate and should remain where the current island is – a direct line across the street.

## Technical Paper 2 - Noise and vibration assessment

### **Page 27 – Table 2 - Ambient Noise Monitoring Location**

The location here is listed as 3 Commons St, Hursltone Park. There are homes in much closer proximity to the proposed works site such as 101- 105 Duntroon Street, and the flats behind and above the commercial building that adjoins the Floss St car park. The impacts upon these homes are currently much greater than what is listed in your table.

**Page 2 of 8 of the Site Plan and Sensitive Receivers** prepared by SLR incorrectly lists the building at 101-105 Duntroon Street, as well as many other buildings in Floss and Crinan Street as Commercial. The building at 101-105 Duntroon Street, is wholly residential (see land zoning) and of all the other commercial properties, most, if not all, have residences at the rear. The effect of the noise on the residents of these buildings has not been taken into consideration.

**Page 2 of 7 of the Construction and Airborne Noise Contours Worst Case Daytime Predictions** prepared by SLR clearly shows that a number of the homes, including that at 101 – 105 Duntroon Street will have noise in excess of 80 dBA.

It is the same situation with the Construction Airborne Noise Contours Worst-case Night-time Construction Noise Predictions and Construction Airborne Noise Contours Worst-case Night-time (No Ballast Tamper) Construction Noise Prediction.

How are the people in the surrounding residences supposed to sleep, concentrate and live a healthy lifestyle with all the proposed works? Most of the residences are 100 years old. There is no double glazing or noise minimizing materials. This seriously needs to be taken into consideration and assessed before any works commence or are approved.

### **Page 2 of 8 Cosmetic Damage Vibration Assessment Exceedance of Screening Criteria**

It appears that the home at 101-105 Duntroon Street is within the area that will suffer significant cosmetic damage due to vibration of works. The building is almost 100 years old. Measures need to be undertaken to protect this home from damage.

### **Page 2 of 8 Operational Airborne Noise Contours 2024 Daytime LAeq(15hr) With Project & Page 2 of 8 Operational Airborne Noise Contours 2024 Night-time LAeq(9hr) With Project**

65 to 70 dBA is excessive noise.

### **Page 2 of 8 Operational Airborne Noise Contours 2024 Maximum L<sub>Amax</sub> With Project & Operational Airborne Noise Contours 2024 Maximum L<sub>Amax</sub> With Project**

This reports noise contours of between 85 and 90 dBA for the residents of 101 – 105 Duntroon Street.

### **Page 2 of 8 - Operational Airborne Noise Contours 2034 Daytime LAeq(15hr) With Project, Operational Airborne Noise Contours 2034 Daytime LAeq(15hr) With Project & Operational Airborne Noise Contours 2034 Night-time LAeq(9hr) With Project, Operational Airborne Noise Contours 2034 Night-time**

## **LAeq(9hr) With Project, Operational Airborne Noise Contours 2034 Maximum LAmax With Project & Operational Airborne Noise Contours 2034 Maximum LAmax With Project.**

All of these show excessive noise for the residents in the adjoining homes. Noise mitigation measures must be undertaken.

## **Technical Paper 3 - Non-Aboriginal heritage impact assessment**

### **5.2.3 Hurlstone Park Station**

#### **Design description**

We do not want an elevated concourse as this would make the station stand out and detract from the village like feel of the suburb. We would like a low key station concourse that does not stand out and appear an eyesore in the village.

This would in turn reduce the privacy and amenity impacts to the residence at 101 – 105 Duntroon Street.

The overhead booking office is not heritage listed and we would like this removed and replaced with a building more in keeping with the heritage village feel.

Active transport corridor to the south of the station on Duntroon Street is unnecessary as there is no plan for intense development here, but rather along the main roads Canterbury and New Canterbury Roads. The paving and facilities are more than adequate.

The new pedestrian crossing proposed to the south of Duntroon street should follow the location of the current pedestrian island – straight to the station bridge/concourse. It seems ridiculous to move it further away from the station entry.

No reduction of residential parking spaces on Duntroon Street south. There are already 3 accessible parking spots in Hurlstone Park. 2 in Floss St and 1 on Duntroon Street North. If additional accessible spots are required, they would be better located outside the bottle shop to facilitate access to the commercial areas to make it easier for people with mobility issues to access the commercial area.

#### **Page 117 Figure 102: Hurlstone Park Station – indicative layout of key design elements**

We do not require 2 lifts to each platform. Reducing this to 1 lift on each platform will reduce the overall scale of the concourse which will then not detract from the village atmosphere so much.

The proposed location of the additional accessible car space is inappropriate – it should be outside the bottle shop and chambers building across the road (on Floss Street). There is an additional accessible car parking space on Duntroon Street north outside the barber shop. This seems to have been missed. Do we really need 4 accessible spots in such a small suburb?

#### **Page 118 Figure 103: Hurlstone Park Station – artist's impression**

This is a little over the top space age in design. Surely a heritage architect should have/should be consulted with regard to the station design.

The station is in between 2 proposed heritage conservation areas which have not been mentioned in this document.

## **Technical Paper 6 Business impact assessment**

### **Page 60 - Parking effects during operation of TTMP**

The loss of 8 on street car parking spaces in Hurlstone Park, particularly those outside residential zoned buildings should be avoided. There is a vacant block of land at 36 Floss Street – this could be used as storage/parking requirements rather than the loss of onstreet parking.

### **Page 86 - Table 39: Assessment of changes to pedestrian and cyclist environment**

- ***“new pedestrian crossing facilities at the southern intersection of Floss Street and Duntroon Street and on Crinan Street just north of Floss Street***
- ***potential cycle route along Duntroon Street (south of rail corridor), Commons Street and Hopetoun Street”***

The new pedestrian intersection proposed at Floss and Duntroon street is in an inappropriate location. It should be where the current pedestrian island is (i.e. a straight line from 36 floss street to the station entrance – not across the street outside 101-105 Duntroon Street which is a residential home. The proposed crossing location will increase the distance to the station and most people will not use it. In addition, there will be privacy/security impacts for the residence at 101-105 Duntroon Street.

The cycle route and the proposed changes to the kerb (i.e. loss of onstreet parking between 101 – 111 Duntroon Street is inappropriate). Residents should not lose their parking and cyclists can share the road with cars.

There is no positive impact here, but rather negative for the residents.

### **Page 92 - Table 43: Proposed intersection changes**

#### ***“Hurlstone Park***

- ***proposed crossing and kerb extension on Duntroon Street***
- ***proposed pedestrian crossing on Crinan Street”***

***“Alterations to road configuration or access as a result of the upgraded station design has the potential to impact traffic movement patterns and as a consequence may alter the exposure of some businesses to passing trade.”***

An incorrect assumption has been made here that the building 101-105 Duntroon Street is zoned business, when in fact it is zoned residential R3 (when the heritage conservation is approved the final zoning will be scaled down to R2).

If the objective here is to improve safety, and increase foot traffic to the business zones, then the location of the proposed pedestrian crossing on Duntroon St south fails to meet this objective. In addition, the position of the crossing will impact on the safety and privacy of the residence at 101 – 105 Duntroon street, and the loss of on street parking spaces will detrimentally affect all the residences along this section of Duntroon street that had their rear lane access taken away overnight without consultation or notification.

The employment figures for the Hurlstone Park precinct I believe are a little over inflated. This figure would be mainly made up of self employed or people that worked from home.

## **Technical Paper 7 - Landscape and visual impact assessment**

There would be significant negative landscape and visual impacts for the residents surrounding the railway station. Keep in mind that to the south of the station on Duntroon Street – ALL BUILDINGS ARE ZONED RESIDENTIAL R3. This area is a proposed heritage conservation area and the new zoning, once approved by the planning department will be R2.

### **Page 71, 7.2 Planning and Guidance incorrectly states:**

Height of buildings directly to the north and south of the station as being 14 mt. To the south of the station along Duntroon St, with the exception of 1 parcel of land at 118 Duntroon street, the proposed height of buildings either 9 or 9.5 mt and this will be lowered with the certification of the heritage conservation area.

Land use and zoning is incorrectly stated as being “retail centre focused along Crinan Street, to the north and south of the station”. There is no B2 zone to the south of the station, but rather the east on Floss Street. There is only 1 B2 zoned parcel of land at 118 Duntroon Street which is across the street from the station not directly adjacent. All other buildings in Duntroon street south are zoned R3.

### **Page 72 – Character and components of the project.**

- We do not want to lose our station buildings.
- The overhead booking office is not heritage listed.
- We do not want the loss of street trees in any of our streets.
- We do not want an active transport corridor to the south of the station.
- The proposed location of the new crossing on Duntroon Street south is inappropriate. It should be a straight line from Duntroon street to the station entrance.
- No need for an additional accessible parking space on Duntroon Street south. We already have 3 accessible car parking spaces and the proposed location, outside a street that is wholly zoned residential R3 is inappropriate where these homes do not have off street parking.

### **Page 74 - Assessment of landscape impact.**

Any integration to surrounding streets should only be with the B2 zone.

It is incorrectly stated that “The new station architecture would have a greater visual presence within the village than the relatively understated existing station buildings. Furthermore, the location of the new

station entry would provide a direct access to the commercial centre on Duntroon Street, supporting urban renewal opportunities.” The proposed design of the station building (artists impression) is far from understated. We do not want a building with a greater visual presence that will stand out. We want buildings that are in keeping with the proposed heritage conservation areas of which the station between. In addition, assuming that the commercial centre on Duntroon Street mentioned is Duntroon Street south, this statement is incorrect as there is no commercial centre on Duntroon Street South.

**Page 79 - Viewpoint 3: View southwest from the Duntroon Street rail bridge**

This document clearly states that there will be moderate adverse visual impact both during the construction phase and during operation for the residents of 101-105 Duntroon Street. If the building and signage were scaled down significantly, the station concourse reduced in size (with only one lift to each platform) then this adverse outcomes would be diminished.

In summary, the proposed change to a Metro system for the Sydenham to Bankstown railway line seems to be too much trouble for no real benefit, for both residents and commuters.

- There is significant concern regarding the vibration damage to buildings surrounding the works.
- Unbearable noise impact (which will in turn cause health impacts) for the residents surrounding the works.
- Cosmetic damage due to the vibrations as many buildings (and 2 proposed heritage conservation areas are located adjacent to the station works.
- Unacceptable disruption for commuters
- Increased greenhouse emissions
- Demolition of buildings that have stood for over 100 years and replacement with Lego like modern buildings which are contrary to the local character of our area.

All that is currently needed to improve the service along the Sydenham to Bankstown line is a lift to each platform, to improve accessibility to the platform. We do not need a Metro System. Our tax dollars would be better spent creating new transport services where there are none.

Please stop the Metro at Sydenham.

[REDACTED]

---

**From:** system@acelo.com on behalf of Susan Whittam <swhittam1@gmail.com>  
**Sent:** Monday, 6 November 2017 2:04 PM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details for Susan Whittam (object)

[REDACTED]

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Susan Whittam  
[REDACTED]

Address:  
[REDACTED]

Hurlstone Park, NSW  
2193

Content:  
Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Application number: SSI 17\_8256

I consent to my name being published  
I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated. The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- \* potential vibrational damage to dwellings
- \* properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- \* some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- \* streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- \* The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- \* increased greenhouse gas emissions
- \* the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- \* the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- \* station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....susan Whittam.....



Submission: Online Submission from Susan Whittam (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=230580](https://majorprojects.accelo.com/?action=view_activity&id=230580)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)

**From:** system@acelo.com on behalf of Laura Hart <closestreetdevelopment@gmail.com>  
**Sent:** Saturday, 4 November 2017 9:10 AM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details for Laura Hart of Close Street Liveability Group (comments)  
**Attachments:** 230486\_appendix-d\_arborist-report\_tree-wise-men\_2017Nov04\_0909.pdf

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Laura Hart  
Organisation: Close Street Liveability Group (Co-covenor)

Address

CANTERBURY, NSW  
112193

Content:  
I wish to address works that the Metro builders will undertake in and around 15 Close Street, the site of the Canterbury Bowling Club, which will be used as a office/works depot for construction at Canterbury Station.

I ask that all possible care be taken to preserve existing trees and vegetation in the Bowling club and in the surrounding parkland and rights of way to the railway.

In particular I ask that any trees and large shrubs removed be replaced and that work undertaken to upgrade the storm water drain immediately adjacent to 20 Close street be done in a way that has minimum impact on our garden.

I attach a Arborists report, prepared for the previous Canterbury Council in 2014, which provides information of the trees on the site and surrounding areas.

There are other reports (soils, services etc) that may be useful too on this page : <https://futureclosestcanterbury.wordpress.com/featured-events-list/>

Submission: Online Submission from Laura Hart of Close Street Liveability Group (comments)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=230486](https://majorprojects.accelo.com/?action=view_activity&id=230486)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)

**TREE WISE MEN<sup>®</sup>**  
AUSTRALIA PTY LTD

**Preliminary Arboricultural Advice  
In Relation to Trees On and Adjacent to the Site  
At  
15 Close Street  
Canterbury**

**Prepared for:**

**Olsson and Associates Architects  
Level 5  
68-72 Wentworth Avenue  
SURRY HILLS NSW 2010**

Ref: 2320Audit

May 2014

**ARBORICULTURAL CONSULTANCY**

ACN 002 982 247 ABN 15 002 982 247  
84 Fuller Street Collaroy Plateau NSW 2097  
Phone + 61 2 9981 5219 Fax + 61 2 9971 0881  
treewise@treewisemen.com.au  
www.treewisemen.com.au

**DISCLAIMER**

This Document has been prepared for the exclusive use of the Client and Tree Wise Men® Australia Pty Ltd (TWM) accepts no responsibility for its use by other persons.

The Client acknowledges that this Document, and any opinions, advice or recommendations expressed or given in it, are based on the information supplied by the Client and on the data, inspections, measurements and analysis carried out or obtained by Tree Wise Men® Australia Pty Ltd (TWM) and referred to in the Document. No guarantee is implied with respect to future tree safety. The Client should rely on the Document and on its contents, only to that extent.



**Peter Castor**  
**Director**  
BSc. (For.)

**Member:** IACA, AA, ISA, LGTRA, PIA,  
UDIA, MAE (UK)

13 May 2014



**Jacki Brown**  
**Senior Arborist**

BA, Dip. Hort. (Arb.), Dip. Hort. (Landscape),  
Cert III Cons. & Land Mgmt (Nat. Area Rest.)

**Member:** IACA

13 May 2014

## TABLE OF CONTENTS

---

<b>1.</b>	<b>EXECUTIVE SUMMARY</b>	<b>4</b>
1.1	The Proposed Masterplan	4
1.2	Tree Retention Values	4
<b>2.</b>	<b>BACKGROUND</b>	<b>5</b>
2.1	Introduction	5
2.2	The Subject Site	5
2.3	The Subject Trees	5
<b>3.</b>	<b>METHODOLOGY</b>	<b>7</b>
3.1	Data Collection	7
3.2	Identification of Subject Trees	7
3.3	Documents and Plans Referenced	7
3.4	Australian Standard AS4970-2009	7
<b>4.</b>	<b>SUMMARY AND CONCLUSIONS</b>	<b>9</b>
4.1	Summary	9
4.2	The ©Retention Value of Subject Trees	9
4.3	Tree Retention	9
4.4	Transplantable Trees	10
4.5	Tree Removal	10

## ATTACHMENTS

- A. Tree Schedule
- B. Definitions of Terms
- C. Arboricultural Implications Plan (1 Sheet)

# 1. EXECUTIVE SUMMARY

---

## 1.1 THE PROPOSED MASTERPLAN

---

- 1.1.1 This Preliminary Arboricultural Advice was prepared for Olsson & Associates Architects in relation to the proposed Masterplan for potential redevelopment of the site at 15 Close Street, Canterbury (the subject site).
- 1.1.2 This assessment complies with 2.3.2 *Preliminary tree assessment* and 2.3.3 *Preliminary arboricultural report* of AS4970-2009, Protection of trees on development sites.
- 1.1.3 The majority of trees on the site are located around the boundaries, providing privacy screening of existing developments and the adjoining railway line, as well as shade and streetscape amenity. As a result of their location around the fringes of the site, it should be possible to retain many of the ©Retention Value A and B trees within the context of a development Masterplan. Layout of the future development should aim to retain the screening and landscape value currently provided by the trees by considering the Tree Protection Zones (indicated on *Attachment C – Arboricultural Implications Plan*) during detailed site design.

## 1.2 TREE RETENTION VALUES

---

- 1.2.1 Sixty three (63) trees were assessed on and adjacent to the subject site.
- 1.2.2 Nine (9) trees were assessed to be ©Retention Value A trees which should be prioritised for retention (**Trees 15, 17, 18, 19, 25, 60, 61 and 62**) or transplantation (**Tree 26**).
- 1.2.3 Thirty (30) ©Retention Value B trees should be considered for retention (**Trees 9, 10, 11, 12, 16, 20, 21, 22, 23, 24, 33, 36, 37, 38, 39, 41, 42, 43, 44, 45, 46, 48, 50, 51, 52, 53, 55, 56, 58 and 59**).
- 1.2.4 Two (2) ©Retention Value B trees should be considered for removal (**Trees 27 and 28**) as they are located in close proximity to a neighbouring building and are of species which will potentially become problematic in future.
- 1.2.5 Eleven (11) ©Retention Value C trees (**Trees 1, 2, 3, 4, 13, 14, 30, 32, 35, 40 and 54**) should not constrain development but may be able to be retained if clear of construction. However Trees 1, 2, 3, 4, 13 and 14 will require additional consideration if proposed for removal as they are Council verge trees.
- 1.2.6 Eleven (11) ©Retention Value D trees do not warrant retention (**Trees 5, 6, 7, 8, 29, 31, 34, 47, 49, 57 and 63**). However Trees 5, 6, 7, and 8 will require additional consideration if proposed for removal as they are Council verge trees.

## 2. BACKGROUND

---

### 2.1 INTRODUCTION

---

- 2.1.1 Tree Wise Men® Australia Pty Ltd was commissioned by Olsson & Associates Architects to prepare this Preliminary Arboricultural Advice for the proposed Masterplan for potential redevelopment options for 15 Close Street, Canterbury (the subject site). An assessment was sought on the retention values of the trees on and adjacent to the site to assist in prioritising trees to be retained within the proposal.
- 2.1.2 The retention or removal of trees has not currently been detailed within the Masterplan (*Urban Design Study and Options*, prepared by Olsson & Associates Architects, dated May, 2013).

### 2.2 THE SUBJECT SITE

---

- 2.2.1 The subject site is a Council owned bowling club consisting of a two storey brick building, three bowling greens, a carpark, trees and landscaped areas (ref *Bowdens Groups, Plan Showing Detail Survey of Lot 1 in DP818683 Showing Trees, Contours & Approximate Boundary Locations Only*, dated 10.04.14). It is proposed to change the zoning of the site to reflect the surrounding Town Centre zoning, which would allow mixed use development on the site. Some of the subject trees are located within the Council verge and some are located on a neighbouring property.
- 2.2.2 The pre development Soil Landscape<sup>1</sup> for the subject site is GyMEA (gy), which consists of undulating to rolling rises and low hills on Hawkesbury Sandstone. Site soils are likely to have been significantly altered due to previous site development. No remnant specimens were observed within the subject site.
- 2.2.3 The site rises gently from the Close Street road reserve to the railway easement on the northern boundary.

### 2.3 THE SUBJECT TREES

---

- 2.3.1 The general findings and data collected for each of the subject trees are contained in Tree Schedule (Attachment A).
- 2.3.2 The sixty three (63) subject trees were a mix of planted native and exotic species, with several trees along the Close Street frontage being the most significant of the assessed trees (Trees 15, 17, 18, 19, 25, 60, 61 and 62). Additionally Tree 26, located in the centre of the site, has also been assessed as being significant given it is a rare and unusual specimen. Some of the assessed trees were located on neighbouring property (Trees 15 and 16).
- 2.3.3 With the exception of Trees 29, 30 and 31, all assessed trees were protected under the Canterbury Development Control Plan 2012 Part 6.7<sup>2</sup>.

---

<sup>1</sup> Murphy, C.L, 1993. *Soil Landscapes of the Gosford – Lake Macquarie 1:100,000 Sheet*. Department of Conservation and Land Management.

<sup>2</sup> [http://www.canterbury.nsw.gov.au/files/74a24053-d36f-4cd7-98e0-a26100c56ec4/CDCP\\_P67\\_tree\\_preservation\\_V7F.pdf](http://www.canterbury.nsw.gov.au/files/74a24053-d36f-4cd7-98e0-a26100c56ec4/CDCP_P67_tree_preservation_V7F.pdf)

2.3.4 Not all assessed trees were high quality trees. Some trees for example Trees 5, 6, 7, 8, 34, 47, 49, 57 and 63 were low quality trees with ©Retention Value D<sup>3</sup>. Generally low quality trees (i.e. ©Retention Value C or D) do not warrant special tree protection consideration and are removed and replaced. Attention should be focused on high value trees, as these have the greatest landscape and ecological value. Tree ownership also needs to be considered.

---

<sup>3</sup> Refer to Attachment B for explanation of ©Retention Index.

## 3. METHODOLOGY

---

### 3.1 DATA COLLECTION

---

- 3.1.1 In preparation of this document a ground level, visual tree assessment (VTA)<sup>4</sup> was undertaken on 7<sup>th</sup> May, 2014. No aerial (climbing) inspections, woody tissue testing or tree root mapping were undertaken as part of this assessment.
- 3.1.2 Tree heights were estimated. Trunk diameter at breast height (DBH) was estimated at 1.4 metres above ground level and rounded to the nearest 0.1 metre. Structural Root Zones (SRZ) and Tree Protection Zones (TPZ) were also rounded to the nearest 0.1 metre.
- 3.1.3 All tree offsets mentioned in this document are to centre of trunk unless otherwise stated.

### 3.2 IDENTIFICATION OF SUBJECT TREES

---

- 3.2.1 The sixty three (63) subject trees are those indicated on the attached Arboricultural Implications Plan (2320AIP 09.05.14).
- 3.2.2 The subject trees were numbered and labelled on site with white plastic tags as per the Tree Schedule (Attachment A) to assist identification by others during the Masterplan assessment.

### 3.3 DOCUMENTS AND PLANS REFERENCED

---

- 3.3.1 The following plans have been reviewed:
- Urban Design Study and Options, 15 Close Street, Canterbury, Olsson & Associates Architects, dated May 2013
  - Plan Showing Detail Survey of Lot 1 in DP818683 Showing Trees, Contours & Approximate Boundary Locations Only, Bowdens Group, dated 10.04.14

### 3.4 AUSTRALIAN STANDARD AS4970-2009 (GENERIC)

---

- 3.4.1 The Australian Standard *AS4970-2009 Protection of trees on development sites* has been used as a benchmark in the preparation of this report and the terminology and assessment methodology have been adopted from this document. This Preliminary Arboricultural Advice complies with 2.3.2 *Preliminary tree assessment* and 2.3.3 *Preliminary arboricultural report of AS4970-2009*.
- 3.4.2 For the purposes of this Preliminary Arboricultural Advice for the Masterplan, the only trees recommended for removal are the ©Retention Value "D" trees.
- 3.4.3 Recommendations have been based on tree ©Retention Value, Vigour, Condition, SULE and potential construction offsets (refer to Attachment B). Trees with ©Retention Value "A" should be given greater priority for retention than trees with ©Retention Value "C". Trees with Long (40 years +) SULE should be given greater priority for retention than trees with Short (5-15 years) SULE (refer to Attachment B).

---

<sup>4</sup> VTA – Visual Tree Assessment, undertaken by tree professionals, is a recognised (International Society of Arboriculture, Journal of Arboriculture, Vol. 22 No. 6, Nov. 1996) systematic method of identifying tree characteristics and hazard potential. VTA is also an assessment method described by Claus Mattheck in *The Body Language of Trees – A handbook for failure analysis*. The Stationery Office, London (1994)

- 3.4.4 Tree Protection Zone (TPZ) and Structural Root Zone (SRZ) are as per Section 3 of AS 4970-2009 and are defined at Attachment B of this report.
- 3.4.5 "Construction" for the purpose of this Preliminary Arboricultural Advice means excavation (greater than 100mm), compacted fill or machine trenching<sup>5</sup>. "Excavation" includes cut batters, boxing-out for the various pavement types, trenching for utilities and footings for retaining walls.
- 3.4.6 Trees within proposed construction footprints will be recommended for removal (**Rm**).
- 3.4.7 Where construction is proposed within Structural Root Zone (SRZ) offsets, those trees will similarly be recommended for removal (**Rm**). Fully elevated, pier and beam type construction or hand dug services trenches (or horizontal boring) is however possible within a SRZ.
- 3.4.8 Trees with greater than 25% of the Tree Protection Zone (TPZ) impacted by construction will be recommended for removal (**Rm**). There are however different types of construction incursions proposed (e.g. fill, cut, services, pavement type, retaining walls) with varying tree impacts likely. Existing constraints to root development also vary the TPZ. Compacted fill can be equally as damaging to tree longevity: root development is restricted within heavily compacted soils.
- 3.4.9 Trees to be retained with construction impacting less than 25% of the TPZ area will be rated as Retain Plus (**R+**). Specific construction monitoring will be required for the Retain Plus (**R+**) trees (refer to Recommendations).
- 3.4.10 TPZ encroachments of >10% are defined (3.3.3 of AS4970) as '*major*'. This does not mean that the tree will be fatally injured, but that '*the project arborist must demonstrate that the tree(s) would remain viable*'.
- 3.4.11 Where construction is proposed beyond the TPZ, those trees are rated as Retain (**R**) with no specific tree protection design or tree protection monitoring required.

---

<sup>5</sup> "Construction" is equivalent to "works" as defined at 1.4.9 of AS4970-2009.

## 4. SUMMARY AND CONCLUSIONS

### 4.1 SUMMARY

4.1.1 The majority of trees on the site are located around the boundaries, providing privacy screening of existing developments and the adjoining railway line, as well as shade and streetscape amenity. As a result of their location around the fringes of the site, it should be possible to retain many of the ©Retention Value A and B trees within the context of the currently proposed Masterplan layout. Future development should aim to retain the screening and landscape value currently provided by the trees.

### 4.2 THE ©RETENTION VALUE OF SUBJECT TREES

4.2.1 Using the TWM ©Retention Index, the subject trees were given a ©Retention Value as outlined in Table 1 following.

4.2.2 Priority should be given to the retention of the higher quality ©Retention Value A and B trees.

Table 1: ©Retention Value of the Subject Trees

©Retention Value A (Tree Number)	©Retention Value B (Tree Number)	©Retention Value C (Tree Number)	©Retention Value D (Tree Number)
15, 17, 18, 19, 25, 26, 60, 61, 62	9, 10, 11, 12, 16, 20, 21, 22, 23, 24, 27, 28, 33, 36, 37, 38, 39, 41, 42, 43, 44, 45, 46, 48, 50, 51, 52, 53, 55, 56, 58, 59	1, 2, 3, 4, 13, 14, 30, 32, 35, 40, 54	5, 6, 7, 8, 29, 31, 34, 47, 49, 57, 63
<b>Total: 9</b>	<b>Total: 32</b>	<b>Total: 11</b>	<b>Total: 11</b>

### 4.3 TREE RETENTION

4.3.1 **Of the sixty three (63) subject trees, the following twelve (12) are located outside the site: Trees 1, 2, 3, 4, 9, 10, 11, 12, 13, 14, 15 and 16.**

These trees can be retained by having setbacks from any proposed development outside of the TPZ of each tree (as indicated on the attached Arboricultural Implications Plan, Attachment C). These trees contribute to the streetscape amenity along Close Street and privacy screening for existing neighbouring developments.

4.3.2 The nine (9) ©Retention Value A trees (**Trees 15, 17, 18, 19, 25, 26, 60, 61 and 62**) should be prioritised for retention (or transplant where applicable) within the proposed Masterplan layout. Arboricultural input will be required during detail design to enable retention within the site redevelopment.

4.3.3 The row of nine (9) trees consisting of **Trees 17, 18, 19, 20, 21, 22, 23, 24 and 25** should be prioritised for retention by allowing a sufficient setback from the development, in coordination with detailed Arboricultural advice (Arboricultural Impact Assessment).

This group contains four (4) ©Retention Value A trees and five ©Retention Value B trees, and should be prioritised for retention, as the row as a whole is significant in the streetscape. These trees have been planted closely and have codominant crowns. Removal of some of the trees in the row while retaining the others is not recommended, as the remaining amenity of the trees would be reduced.

- 4.3.4 The following twenty (20) ©Retention Value B trees should be considered for retention (or transplanted where applicable) within the proposed Masterplan layout: **Trees 33, 36, 37, 38, 39, 41, 42, 43, 44, 45, 46, 48, 50, 51, 52, 53, 55, 56, 58 and 59.**

Tree 43 has been assessed as a ©Retention Value B tree. This tree is within retained soil and has a retaining wall 1 metre to the south of its base. Removal of this wall could potentially destabilise the tree.

- 4.3.5 Three (3) ©Retention Value C trees (**Trees 32, 40 and 54**) within the site should not constrain any proposed development, however they may be retained if the proposed development will not significantly impact them.

#### 4.3.6 **Canopy Pruning**

Tree 12 will require canopy pruning if this tree is to be retained. The tree has a bark inclusion at 4 metres above ground. Council approval will need to be sought for any crown pruning of the subject trees.

Canopy pruning is to comply with Australian Standard *AS4373-2007: Pruning of amenity trees*.

## 4.4 **TRANSPLANTABLE TREES**

---

- 4.4.1 **Trees 26, 35 and 45** are of species which are tolerant of transplanting.

These trees should be considered for transplanting to be replanted into the landscape on site if they are proposed to be removed from their current positions. They are suitable for retention in situ if they do not require removal/transplant.

Tree 26 (Dragon Tree, *Dracaena draco*) is considered to be significant in the landscape due to its form, size and condition and should be prioritised for transplanting. A Transplant Method Statement will be required to be prepared to optimise the trees' ongoing viability.

## 4.5 **TREE REMOVAL**

---

- 4.5.1 Of the sixty three (63) subject trees, eleven (11) have been assessed as ©Retention Value D trees (**Trees 5, 6, 7, 8, 29, 31, 34, 47, 49, 57 and 63**).

These trees are poor specimens which do not warrant retention. Trees 5, 6, 7 and 8 will require additional consideration, as they are located within the Council verge.

- 4.5.2 **Tree 30** is an exempt species (Cocos Palm, *Syagrus romanzoffianum*) and as such does not require Council consent to prune or remove.

- 4.5.3 **Trees 27 and 28** (Port Jackson Fig, *Ficus rubiginosa*, and Weeping Fig, *Ficus benjamina*) are located close to the wall of a neighbouring building. These trees have the potential to be very large trees, and may become problematic in their current location. These trees should be considered for removal within any proposed site redevelopment.

---

## Attachment A: Tree Schedule

## Preliminary Tree Schedule - 15 Close Street, Canterbury

TREE No.	COMMON NAME/ GENUS SPECIES	DBH (m)	HEIGHT (m)	CANOPY RADIUS (m)	AGE CLASS	VIGOUR	CONDITION	SRZ RADIUS (m)	TPZ RADIUS (m)	SULE	@SIG RATING	@RETENTION INDEX	RECOMMENDATION	COMMENTS
1	New Zealand Cabbage Tree, <i>Cordyline australis</i>	0.1	4	2	SM	G	G	1.5	2.0	M	4	C		Verge tree.
2	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.3	6	3	SM	G	F	2.1	3.6	M	4	C		Verge tree.
3	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.1, 0.1, 0.2	4	2	SM	G	F	2.0	2.4	M	4	C		Verge tree. Cluster of 3 stems.
4	Orange Jessamine, <i>Murraya paniculata</i>	0.1, 0.1, 0.1	4	2	SM	G	G	1.5	2.4	M	4	C		Verge tree.
5	Swamp Sheoak, <i>Casuarina glauca</i>	0.3@ 1m	10	2	SM	G	F	2.0	3.6	S	4	D	Rm	Verge tree. Poor specimen does not warrant retention. Council consent required.
6	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.3	6	2	M	G	G	2.1	3.6	S	4	D	Rm	Verge tree. Poor specimen does not warrant retention. Council consent required.
7	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.2, 0.3	7	2	OM	P	P	2.3	4.8	R	4	D	Rm	Verge tree. Poor specimen does not warrant retention. Council consent required.
8	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.2, 0.2	6	2	M	F	F	2.1	3.6	S	4	D	Rm	Verge tree. Poor specimen does not warrant retention. Council consent required.
9	Swamp Sheoak, <i>Casuarina glauca</i> (x11)	0.2 to 0.4	12 to 16	3	M	G	F	2.3	4.8	M	3	B		Verge tree. Group of 11 trees at close spacing. Suppressed individuals within group.
10	Chinese Elm, <i>Ulmus parvifolia</i>	0.2, 0.3, 0.4	15	6	M	G	F	2.6	6.0	M	3	B		Verge tree. Canopy skew to S. Bark inclusion W side.
11	Grey Ironbark, <i>Eucalyptus paniculata</i>	0.4	17	4	M	F	F	2.3	4.8	L	3	B		Verge tree.
12	Grey Ironbark, <i>Eucalyptus paniculata</i>	0.6	22	6	M	G	F	2.8	7.2	S	2	B		Verge tree. Inclusion at 4m. Crown pruning required if retained.
13	Native Daphne, <i>Pittosporum undulatum</i>	0.2	4	2	SM	G	G	1.8	2.4	L	4	C		Verge tree.
14	Illawarra Flame Tree, <i>Brachychiton acerifolius</i>	0.1	5	2	IM	G	G	1.5	2.0	M	4	C		Verge tree.
15	Brush Box, <i>Lophosieton confertus</i>	0.5	13	5	SM	G	G	2.6	6.0	L	2	A		Verge tree.

TREE No.	COMMON NAME/ GENUS SPECIES	DBH (m)	HEIGHT (m)	CANOPY RADIUS (m)	AGE CLASS	VIGOUR	CONDITION	SRZ RADIUS (m)	TPZ RADIUS (m)	SULE	@SIG RATING	@RETENTION INDEX	RECOMMENDATION	COMMENTS
16	Northern Arbor Vitae, <i>Thuja occidentalis</i> (x5)	0.2 @ grade	4 to 6	2	SM	G	G	1.7	2.4	M	3	B		Verge tree. Group of 5 trees. On drainage easement to E.
17	Brush Box, <i>Lophostemon confertus</i>	0.9 @ 0.5m	16	6	M	G	F	3.2	10.8	L	2	A		Previously lopped at 1.5m a.g. Bitumen carpark 2m to N.
18	Brush Box, <i>Lophostemon confertus</i>	0.7 @ 1.0m	10	6	M	G	F	2.8	8.4	L	2	A		Previously lopped at 1.5m a.g. Bitumen carpark 2m to N.
19	Brush Box, <i>Lophostemon confertus</i>	0.8 @ 1.0m	16	6	M	G	F	3.0	9.6	L	2	A		Previously lopped at 1.5m a.g. Bitumen carpark 2m to N.
20	Brush Box, <i>Lophostemon confertus</i>	0.7 @ 1.0m	15	6	M	G	F	2.8	8.4	L	3	B		Previously lopped at 1.5m a.g. Bitumen carpark 2m to N. Suppressed upright form.
21	Brush Box, <i>Lophostemon confertus</i>	0.7 @ 1.0m	15	6	M	G	F	2.8	8.4	L	3	B		Previously lopped at 1.5m a.g. Bitumen carpark 2m to N.
22	Brush Box, <i>Lophostemon confertus</i>	0.6 @ 1.0m	15	5	M	G	F	2.8	7.2	L	3	B		Previously lopped at 1.5m a.g. Bitumen carpark 2m to N.
23	Brush Box, <i>Lophostemon confertus</i>	0.6 @ 1.0m	16	6	M	G	F	2.8	7.2	L	3	B		Previously lopped at 1.5m. Bitumen carpark 2m to N.
24	Brush Box, <i>Lophostemon confertus</i>	0.6 @ 1.0m	15	6	M	G	F	2.8	7.2	L	3	B		Previously lopped at 1.5m. Bitumen carpark 2m to N.
25	Brush Box, <i>Lophostemon confertus</i>	0.6 @ 1.0m	15	6	M	G	F	2.8	7.2	L	2	A		Previously lopped at 1.5m. Bitumen carpark 2m to N.
26	Dragon Tree, <i>Dracena draco</i>	0.4 @ 1.0m	4	5	M	G	G	2.3	4.8	L	2	A		Rare/unusual specimen. Transplantable.
27	Port Jackson Fig, <i>Ficus rubiginosa</i>	0.2	6	4	SM	G	P	1.8	2.4	M	3	B		Crown skew to SW.
28	Weeping Fig, <i>Ficus beniamina</i>	0.6	11	6	SM	G	F	2.8	7.2	M	3	B		Limbs in contact with roof of adjoining building.
29	Mulberry, <i>Morus nigra</i>	0.3 @ 0.5m	8	5	SM	G	F	2.0	3.6	S	4	D	Rm	TPO Exempt species.
30	Cocos Palm, <i>Syagrus romanzoffianum</i>	0.3	10	3	SM	G	G	1.5	2.0	M	4	C		TPO Exempt species.
31	Cotoneaster, <i>Cotoneaster sp. (x3)</i>	0.3 @ grade	4-6	4	M	F	P	2.0	3.6	S	4	D	Rm	Group of 3 trees. TPO exempt species.
32	New Zealand Cabbage Tree, <i>Cordylone australis</i>	0.2	6	2	M	G	G	1.8	2.4	M	4	C		
33	Jacaranda, <i>Jacaranda mimosifolia</i>	0.4	8	5	SM	G	F	2.3	4.8	M	3	B		Canopy skew to W.

TREE No.	COMMON NAME/ GENUS SPECIES	DBH (m)	HEIGHT (m)	CANOPY RADIUS (m)	AGE CLASS	VIGOUR	CONDITION	SRZ RADIUS (m)	TPZ RADIUS (m)	SULE	®SIG RATING	®RETENTION INDEX	RECOMMENDATION	COMMENTS
34	New Zealand Cabbage Tree, <i>Cordyline australis</i>	0.2	5	1	SM	F	P	1.5	2.0	S	4	D	Rm	
35	Pgmy Date Palm, <i>Phoenix roebelenii</i>	0.2	4	1	M	G	G	1.5	2.0	M	4	C		Transplantable.
36	Native Daphne, <i>Pittosporum undulatum</i>	0.3, 0.3	7	4	M	G	F	2.3	4.8	M	3	B		
37	Bhutan Cypress, <i>Cupressus torulosa</i>	0.5 @ grade	10	2	M	G	F	2.5	6.0	M	3	B		
38	Bhutan Cypress, <i>Cupressus torulosa</i>	0.4 @ grade	11	2	M	G	F	2.3	4.8	M	3	B		
39	Bhutan Cypress, <i>Cupressus torulosa</i>	0.5 @ grade	10	2	M	G	F	2.5	6.0	M	3	B		
40	Native Daphne, <i>Pittosporum undulatum</i>	0.1, 0.1, 0.1	5	2	SM	G	F	1.8	2.4	M	4	C		
41	Bhutan Cypress, <i>Cupressus torulosa</i>	0.6 @ grade	12	2	M	G	F	2.7	7.2	M	3	B		
42	Bhutan Cypress, <i>Cupressus torulosa</i>	0.5 @ grade	11	2	M	G	F	2.5	6.0	M	3	B		Low pruning over public footpath to N.
43	Bhutan Cypress, <i>Cupressus torulosa</i>	0.6 @ grade	12	2	M	G	F	2.7	7.2	M	3	B		Low pruning over public footpath to N. Retaining wall 1.0m to S.
44	Bhutan Cypress, <i>Cupressus torulosa</i>	0.6 @ grade	12	2	M	G	F	2.7	7.2	M	3	B		
45	Dragon Tree, <i>Dracena draco</i>	0.3	4	2	SM	G	F	2.1	3.6	M	3	B		Transplantable.
46	Bhutan Cypress, <i>Cupressus torulosa</i>	0.6 @ grade	12	2	M	G	G	2.7	7.2	M	3	B		
47	Native Daphne, <i>Pittosporum undulatum</i>	0.4 @ grade	4	2	SM	F	P	2.3	4.8	S	4	D	Rm	
48	Bhutan Cypress, <i>Cupressus torulosa</i>	0.5	10	2	M	G	G	2.6	6.0	M	3	B		
49	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.3 @ grade	5	2	M	F	F	2.0	3.6	S	4	D	Rm	
50	Northern Arbor Vitae, <i>Thuja occidentalis</i>	0.2 @ grade	5	2	SM	G	G	1.7	2.4	M	3	B		

TREE No.	COMMON NAME/ GENUS SPECIES	DBH (m)	HEIGHT (m)	CANOPY RADIUS (m)	AGE CLASS	VIGOUR	CONDITION	SRZ RADIUS (m)	TPZ RADIUS (m)	SULE	©SIG RATING	©RETENTION INDEX	RECOMMENDATION	COMMENTS
51	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.3	8	3	M	G	F	2.1	3.6	M	3	B		
52	Northern Arbor Vitae, <i>Thuja occidentalis</i>	0.3 @ grade	7	2	SM	G	G	2.0	3.6	M	3	B		
53	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.3	9	3	M	G	F	2.1	3.6	M	3	B		
54	Weeping Bottlebrush, <i>Callistemon viminalis</i>	0.3	10	3	M	G	P	2.1	3.6	S	3	C		Bark wound E. side.
55	Brush Box, <i>Lophostemon confertus</i>	0.5	11	4	SM	F	F	2.6	6.0	M	3	B		Heavy vine growth.
56	Brush Box, <i>Lophostemon confertus</i>	0.4	9	5	SM	F	F	2.3	4.8	M	3	B		Heavy crown skew to NW. Bark wound E. side at 1.5m.
57	Brush Box, <i>Lophostemon confertus</i>	0.2, 0.1	10	2	SM	F	P	1.8	2.4	S	4	D	Rm	Poor specimen does not warrant retention.
58	Brush Box, <i>Lophostemon confertus</i>	0.5, 0.3	14	5	M	G	F	2.8	7.2	L	3	B		
59	Brush Box, <i>Lophostemon confertus</i>	0.3	10	3	SM	F	F	2.1	3.6	M	3	B		Heavy crown skew to W.
60	Tallowwood, <i>Eucalyptus microcorys</i>	0.7	29	7	M	G	G	3.0	8.4	L	2	A		
61	Camphor Laurel, <i>Cinnamomum camphora</i>	1.2 @ grade	20	8	M	G	F	3.6	14.4	L	2	A		
62	Bhutan Cypress, <i>Cupressus torulosa</i>	0.6 @ grade	14	3	M	G	G	2.7	7.2	M	2	A		
63	Lemon-scented Tea Tree, <i>Lepidospermum petersonii</i>	0.3	6	4	M	G	F	2.1	3.6	S	4	D	Rm	Poor specimen does not warrant retention.
<b>63</b>														

TREE No.	COMMON NAME/ GENUS SPECIES	DBH (m)	HEIGHT (m)	CANOPY RADIUS (m)	AGE CLASS	VIGOUR	CONDITION	SRZ RADIUS (m)	TPZ RADIUS (m)	SULE	©SIG RATING	©RETENTION INDEX	RECOMMENDATION	COMMENTS
----------	----------------------------	---------	------------	-------------------	-----------	--------	-----------	----------------	----------------	------	-------------	------------------	----------------	----------

©SIG. RATING	NO. OF TREES
1	0
2	10
3	32
4	21

©RETENTION INDEX	NO. OF TREES
A	9
B	32
C	11
D	11

RECOMMENDATION	NO. OF TREES
R	0
R+	0
T	0
Rm	11

## Attachment B: Definition of Terms

**COMMON NAME/GENUS SPECIES CULTIVAR** – Common names can vary with selected texts. Where species is unknown, "sp." indicated after genus. Where cultivar is unknown "cv" indicated after species. The number in brackets e.g. (x9) after the species indicates the number of trees in this tree group.

**DBH – Diameter at Breast Height.** Tree trunk diameter measured at breast height (1.4 metres above ground level). Fabric diameter tape is used which assumes a circular cross section. Multiple measurements indicate multiple trunks. More than three trunks are indicated as "multi". Where DBH measurement cannot be taken at 1.4m the height at which it has been taken is indicated in the Comments column.

**CANOPY SPREAD RADIUS** – Average canopy radius (widest + narrowest ÷ 2). Circular canopy depictions on Tree Plan/Survey are indicative only. Where canopy spread was significantly skewed, all four cardinal point measurements were recorded.

**AGE CLASS – Immature (IM), Semi-mature (SM), Mature (M), Over-mature (OM).** Assessment of the tree's current Age. A **Mature (M)** tree has reached a near stable size (biomass) above and below ground. Trees can have a Mature age class for >90% of life span. **Over-mature (OM)** trees show symptoms of irreversible decline and decreasing biomass.

**VIGOUR – Good (G), Fair (F) or Poor (P).** The general appearance of the canopy/foliage of the tree at the time of inspection. Vigour can vary with the season and rainfall frequency. A tree can have Good vigour but be hazardous due to Poor condition. A tree in Good vigour has the ability to sustain its life processes. Vigour is synonymous with health.

**CONDITION – Good (G), Fair (F) or Poor (P).** The general form and structure of the trunk/s and branching. Trunk lean, trunk/branch structural defects, canopy skewness or other hazard features are considered.

**SRZ RADIUS – Structural Root Zone.** The area around a tree required for tree stability. Earthworks should be prohibited within the SRZ. The area is calculated from the formula and graph at Figure 1 of AS4970-2009. The SRZ graph has been adapted from the work of Claus Mattheck (1994). DBH + 10% has been used for the calculation of SRZ. Where DBH is measured at grade or at a height other than 1.4m above grade, 10% has not been added.

**TPZ RADIUS – Tree Protection Zone.** Radial offset (m) of twelve times (12x) trunk DBH measured from centre of trunk (for trees less than 0.3 metre DBH minimum TPZ is 2.0 metres). To satisfactorily retain the tree, construction activity (both soil cut and fill) must be restricted within this offset. TPZ offsets are rounded to the nearest 0.1 metre. Existing constraints to root spread can vary. Generally an area equivalent to the TPZ should be available to the tree post development. Encroachment occupying up to 10% of the TPZ area is acceptable without detailed rootzone assessment. Encroachments greater than 10% require specific arboricultural assessment.

**SULE – Safe Useful Life Expectancy.** A systematic pre-development tree assessment procedure developed by Jeremy Barrell, Hampshire, England. The SULE method used in this assessment has been adapted for simplified use within the field. It gives a length of time that the Arborist feels a particular tree can be retained with an acceptable level of risk based on the information available at the time of the inspection. SULE ratings are **Long** (retainable for 40 years or more with an acceptable level of risk), **Medium** (retainable for 16-39 years), **Short** (retainable for 5-15 years) and **Removal** (tree requiring immediate removal due to imminent hazard or absolute unsuitability).

**©SIG. RATING – ©Significance Rating Scale (see notes over)**

**©RETENTION INDEX (see notes over)**

**RECOMMENDATIONS – Retain (R) No TPZ encroachments, Retain Plus (R+) Acceptable levels of encroachments, Transplant (T) or Remove (Rm).**

**COMMENTS** – Comments relating to the location, surroundings and hazard potential of the trees at the time of inspection and where applicable the reason for removal.

**©SIG. RATING – ©Significance Rating Scale.** A site specific qualitative evaluation of a tree relative to the existing land use developed by Tree Wise Men® Australia Pty Ltd. Takes into consideration the impact of the tree on the surrounding landscape, streetscape and bushland. Rarity, habitat value, historical/cultural value and structural form of the tree are considered in this rating system. It is possible for a tree to have a Short SULE and a ©Significance Rating of 1. Likewise it is possible for a tree to be given a Long SULE and a ©Significance Rating of 4 (e.g. weed species). The ©Significance Ratings used in this Report are as outlined in Table 1.

**Table 1: ©Significance Rating Characteristics**

<b>Rating</b>	<b>Significance</b>	<b>Characteristics (some or all)</b>
<b>©Sig. Rating 1</b>	<b>Exceptional</b>	<ul style="list-style-type: none"> <li>▪ Major contribution to site amenity</li> <li>▪ Remnant specimen</li> <li>▪ Heritage Listed</li> <li>▪ Listed on Significant Tree Register</li> <li>▪ Threatened Species</li> <li>▪ Good vigour and condition</li> <li>▪ Cultural significance</li> <li>▪ Possible habitat tree for threatened fauna</li> <li>▪ Excellent, well formed specimen</li> <li>▪ Rare or unusual species</li> <li>▪ Large above ground biomass</li> <li>▪ Unique within the site and surrounds</li> </ul>
<b>©Sig. Rating 2</b>	<b>High</b>	<ul style="list-style-type: none"> <li>▪ Considerable contribution to site amenity</li> <li>▪ Remnant specimen</li> <li>▪ Good vigour and condition</li> <li>▪ Threatened Species</li> <li>▪ Cultural significance</li> <li>▪ Possible habitat tree for threatened fauna</li> <li>▪ Well formed specimen</li> <li>▪ Rare or unusual species</li> <li>▪ Large or moderate above ground biomass</li> <li>▪ Other specimens with similar characteristics within the site and surrounds</li> </ul>
<b>©Sig. Rating 3</b>	<b>Moderate</b>	<ul style="list-style-type: none"> <li>▪ Minor contribution to site amenity</li> <li>▪ Remnant or planted</li> <li>▪ Fair or Poor vigour and condition</li> <li>▪ Potential for growth</li> <li>▪ Well formed or asymmetrical form</li> <li>▪ Other specimens with similar characteristics within the site and surrounds</li> </ul>
<b>©Sig. Rating 4</b>	<b>Low</b>	<ul style="list-style-type: none"> <li>▪ Small/poor specimen</li> <li>▪ Poor vigour and condition</li> <li>▪ Inappropriate for the location</li> <li>▪ Minor contribution to landscape amenity</li> <li>▪ Easily replaced</li> <li>▪ Weed species or TPO Exempt</li> <li>▪ Hazardous</li> <li>▪ Previously ©Sig. Rating 5 tree</li> </ul>

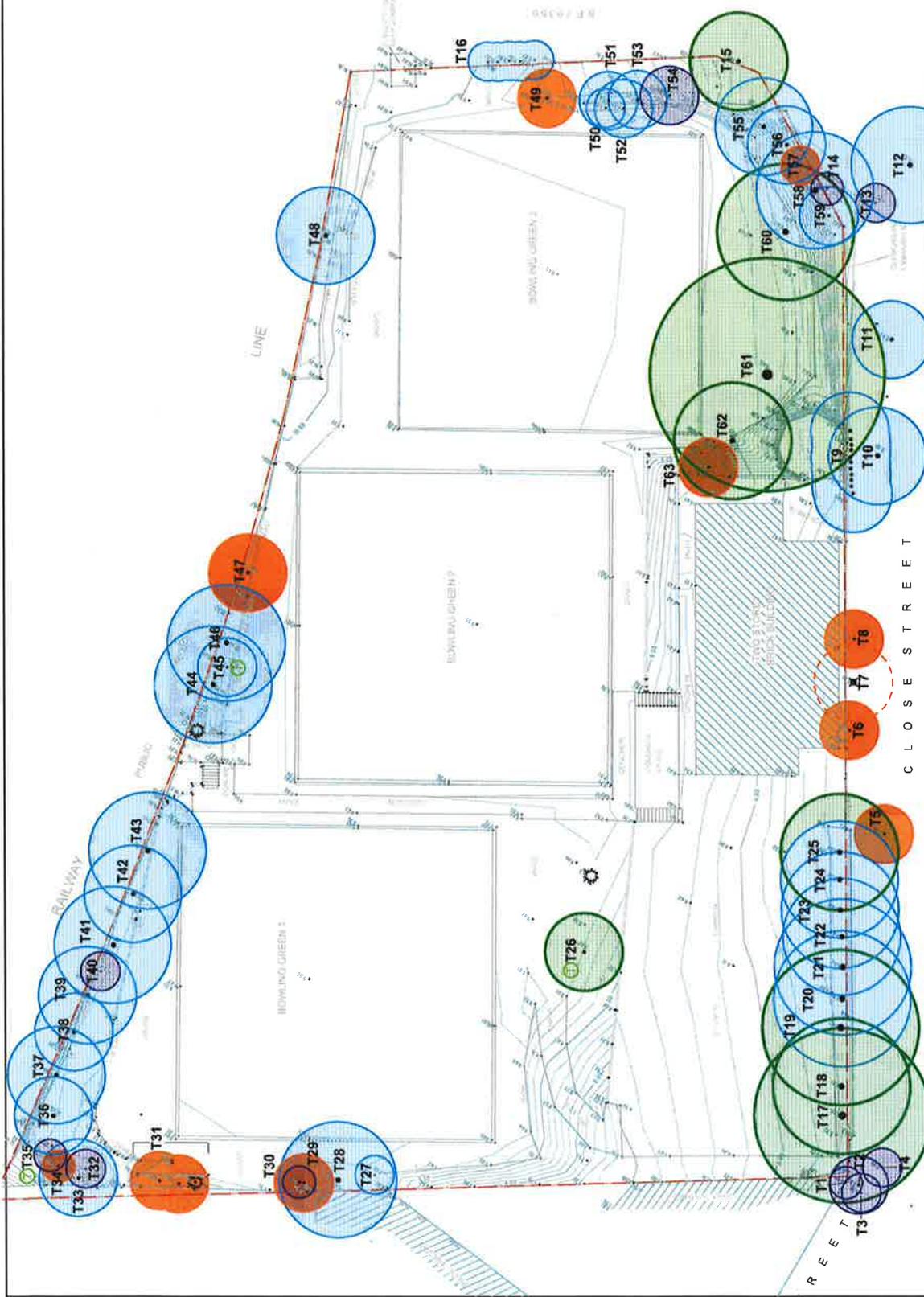
**©RETENTION INDEX.** A site specific assessment of an individual tree's retention value developed by Tree Wise Men® Australia Pty Ltd. Incorporating SULE and ©Significance Rating each tree is allocated a retention value of A, B, C or D. The ©Retention Index values can be described as follows:

<b>©Retention Value A</b>	<b>Should be retained</b>	<ul style="list-style-type: none"> <li>▪ Major redesign may be required (e.g. movement of building footprint, re-alignment of roadway).</li> </ul>
<b>©Retention Value B</b>	<b>Could be retained</b>	<ul style="list-style-type: none"> <li>▪ Minor redesign may be required (e.g. level changes, pavement detail).</li> </ul>
<b>©Retention Value C</b>	<b>Could be removed</b>	<ul style="list-style-type: none"> <li>▪ Should not constrain proposed development.</li> </ul>
<b>©Retention Value D</b>	<b>Should be removed</b> (or permanently fenced off)	<ul style="list-style-type: none"> <li>▪ Should not constrain proposed development:                             <ul style="list-style-type: none"> <li>○ potentially hazardous</li> <li><b>or</b></li> <li>○ poor specimen</li> <li><b>or</b></li> <li>○ environmental or noxious weed</li> </ul> </li> </ul>

<b>©Retention Index</b>		<b>©Significance Rating</b>			
		1	2	3	4
<b>SULE Rating</b>	<b>Long (40+ years)</b>	A		B	C
	<b>Medium (15-40 years)</b>	A		B	C
	<b>Short (5-15 years)</b>	B		C	D
	<b>Remove (&lt; 5 years)</b>	D			

**Attachment C: Arboricultural Implications Plan (1 Sheet)**

- Notes:**
- This Arboricultural Implications Plan is equivalent to the Preliminary Tree Assessment Plan identified in Table 1, AS4970-2009 and has been developed to assist in locating the construction footprint to minimise tree loss. Refer to Masterplan proposal by Olsson & Associates Architects.
  - As a guide for the development footprint, encroachment into TPZs by works associated with demolition and/or construction activities such as excavation or compacted fill should be restricted to less than 25% of TPZ area to enable tree retention. For encroachments greater than 25%, elevated or lightweight construction methods should be developed with arboricultural input and guidance.
  - In relation to tree retention, @Retention Value A trees should be given greatest priority to maintain existing landscape character and amenity. @Retention Value B and C trees are of decreasing value. Some @Retention Value D trees have been marked for removal irrespective of the proposed layout being assessed as dead, dying or dangerous.
  - The extent of TPZ shown on this plan does not reflect any confinement of roots by existing structures, buildings, walls, topography, etc.
  - This Arboricultural Implications Plan does not address impacts associated with bushfire planning, flora and fauna assessments and/or other relevant planning controls and policies.
  - Further arboricultural assessment of finalised development plans is required to prepare an Arboricultural Impact Assessment and Tree Protection Plan to accompany Development Application submission.
  - Vegetation 1 - 16 require additional consideration as they are Council owned (public) street trees.
  - The species of T26 - *Draecena draco* (Dragon Tree) has good transplant tolerance, and as the tree is a relict/unusual specimen, it is worthy of consideration for transplant. A Transplant Method Statement should be prepared.



[REDACTED]

---

**From:** system@accelo.com on behalf of Ute Foster <fosteru44@gmail.com>  
**Sent:** Thursday, 2 November 2017 10:12 PM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details for Ute Foster (object)

[REDACTED]

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Ute Foster  
[REDACTED]

Address:  
[REDACTED]

Hurlstone Park, NSW  
2193

Content:

Here are my comments and objections:

1. Why replace a perfectly good service (the T3)? What we need is more train connections such as especially
2. A train line from the west of Sydney into the Port Botany Airport area - that would really solve some problems and de-congest roads.
3. The fast metro trains won't have a lot of seating spaces
4. It would be good to have more parking spaces at Hurlstone Park Station.

[REDACTED]

Submission: Online Submission from Ute Foster (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=230249](https://majorprojects.accelo.com/?action=view_activity&id=230249)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown

[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)

**From:** system@acelo.com on behalf of [REDACTED]  
**Sent:** Thursday, 2 November 2017 9:33 PM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details  
**Attachments:** 230247\_Submissn\_COSTELLO\_Syd Metro, 2Nov2017\_2017Nov02\_2131.pdf

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Content:  
My submission attached.

IP Address: [REDACTED]  
Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=230247](https://majorprojects.acelo.com/?action=view_activity&id=230247)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.acelo.com/?action=view\\_job&id=8256](https://majorprojects.acelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.acelo.com/?action=view\\_site&id=3501](https://majorprojects.acelo.com/?action=view_site&id=3501)

## Submission to Metro environmental impact statement

Name: Christine COSTELLO

Address: 147 Constitution Road, Dulwich Hill

**Introduction** I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards because the project is unnecessary and will have incredibly destructive impacts on **Dulwich Hill** during the long five-year construction phase.

**The improvements brought through the Metro line – such as increased service regularity and disabled access to Dulwich Hill station – can be delivered by upgrades to the existing Sydney Trains network.**

In effect, the main benefit of the Metro line is that it frees up capacity in the City Circle for other train services across the rest of the city.

This means that **Dulwich Hill and other stations on the Sydenham to Bankstown** corridor are being forced to sacrifice for the rest of Sydney.

**Lack of justification** The Metro conversion of this line is not justified because:

- We already have a train service in this corridor, which could be improved by alternative means including signalling and timetable upgrades, bringing in modern rolling stock and installing disabled access to stations.
- It is bringing unwanted and destructive urban renewal to our community.
- The Government has not adequately considered alternative infrastructure options
- It is a waste of billions of government dollars
- Aspects of the Metro will bring reduced services, including the comparative lack of seating compared to existing Waratah Trains and the fact we will lose access to a number of important stops currently on our route, including CBD stops.
- The requirement to shut down the Bankstown line for 46 weeks during the construction period will make commuting a living hell.

**Impacts of construction** The five-year construction process will be enormously disruptive to the residents of Dulwich Hill.

This is largely because of the **extraordinary complications of trying to build a new railway line in place of an existing operational line**. This will require intensive and noisy works to take place at night or weekends (in other words the most sensitive time for the community) or force unwanted and highly inconvenient shutdown periods.

It is arguable this has never before been attempted in the history of NSW – and for good reason. It simply doesn't make sense to rip up our existing railway line to build a new one.

**Severe impacts on Dulwich Hill** Impacts on Dulwich Hill include:

- A total of 1,221 properties will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the construction period from 2019 to 2024.
- This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.
- Dulwich Hill is the worst affected suburb in the corridor for sleep disturbance in the Sydenham to Bankstown Corridor.
- Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.
- New Canterbury Rd at Dulwich Hill will be packed with up to 1,020 buses a day during rail shutdown periods (eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).

- Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), Bayley St (495 buses), Beauchamp St (495 buses), Ewart St (495 buses).
- Destruction of historic wooden railway station ticket office, which EIS reports state may be State significant.
- A total of 27 commuter parking spots lost from the carpark to the south of the station, and nine out of the 17 parking spots in Bedford Crescent removed, during the construction period.
- Up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times.
- During rail shutdown periods, even after mitigation measures, the average vehicle delay for the intersection of Wardell Rd and Ewart St will increase from 32 seconds to 55 seconds.
- Residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

Based on the above, it is clear that the pain is not worth the gain.

**Avoiding or mitigating these impacts** We oppose the Metro but ask that if it is approved that:

- **No works are undertaken after 10pm or before 7am or after hours on weekends**
- Pre-dilapidation surveys are provided to the 74 Dulwich Hill homes **potentially affected by vibration** and funds are set aside to repair these homes if monitoring shows that damage is happening
- **Noise attenuation works** (such as those offered to homes under the flight path) are offered to properties set to suffer severe noise exceedances
- Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria
- The Sydenham to Bankstown urban renewal strategy is abandoned to reduce the cumulative construction impacts in the corridor – the impact of railway and housing construction at the same time is not adequately addressed in the submission and a disaster waiting to happen.
- **Councils are provided funds to hire additional rangers to monitor construction worker parking and to set up residential parking schemes**

**Community consultation** Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

**Heritage** The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items (such as the destruction of the historic wooden station building at Dulwich Hill) is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

**Conclusion** In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

**The metro is not in the public interest but is enabling the over development of the corridor.**

Signature.....

*C. Costello*  
2 NOV 2017



[REDACTED]

---

**From:** system@accelo.com on behalf of Angel Ioannou <angel.ioannou@gmail.com>  
**Sent:** Thursday, 2 November 2017 5:12 PM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details for Angel Ioannou (object)  
**Attachments:** 230212\_AI Submission to EIS\_2017Nov02\_1710.pdf

[REDACTED]

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Angel Ioannou  
[REDACTED]

Address:  
[REDACTED]

Dulwich Hill, NSW  
2203

Content:  
My submission is attached

[REDACTED]

Submission: Online Submission from Angel Ioannou (object)  
[https://majorprojects.accelo.com/?action=view\\_activity&id=230212](https://majorprojects.accelo.com/?action=view_activity&id=230212)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.accelo.com/?action=view\\_job&id=8256](https://majorprojects.accelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.accelo.com/?action=view\\_site&id=3501](https://majorprojects.accelo.com/?action=view_site&id=3501)

## **Submission to Metro environmental impact statement**

Name: Angel & Kristina Ioannou

Address: 8 Challis Ave Dulwich Hill NSW 2203

### **Introduction**

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards because the project is unnecessary and will have incredibly destructive impacts on Dulwich Hill during the long five-year construction phase.

The improvements brought through the Metro line – such as increased service regularity and disabled access to Dulwich Hill station – can be delivered by upgrades to the existing Sydney Trains network.

In effect, the main benefit of the Metro line is that it frees up capacity in the City Circle for other train services across the rest of the city.

This means that Dulwich Hill and other stations on the Sydenham to Bankstown corridor are being forced to sacrifice for the rest of Sydney.

### **Lack of justification**

The Metro conversion of this line is not justified because:

- We already have a train service in this corridor, which could be improved by alternative means including signalling and timetable upgrades, bringing in modern rolling stock and installing disabled access to stations.
- It is bringing unwanted and destructive urban renewal to our community.
- The Government has not adequately considered alternative infrastructure options
- It is a waste of billions of government dollars
- Aspects of the Metro will bring reduced services, including the comparative lack of seating compared to existing Waratah Trains and the fact we will lose access to a number of important stops currently on our route, including CBD stops.
- The requirement to shut down the Bankstown line for 46 weeks during the construction period will make commuting a living hell.

### **Impacts of construction**

The five-year construction process will be enormously disruptive to the residents of Dulwich Hill.

This is largely because of the extraordinary complications of trying to build a new railway line in place of an existing operational line. This will require intensive and noisy works to take place at night or weekends (in other words the most sensitive time for the community) or force unwanted and highly inconvenient shutdown periods.

It is arguable this has never before been attempted in the history of NSW – and for good reason. It simply doesn't make sense to rip up our existing railway line to build a new one.

## **Severe impacts on Dulwich Hill**

Impacts on Dulwich Hill include:

- A total of 1,221 properties will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the construction period from 2019 to 2024.
- This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.
- Dulwich Hill is the worst affected suburb in the corridor for sleep disturbance in the Sydenham to Bankstown Corridor.
- Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.
- New Canterbury Rd at Dulwich Hill will be packed with up to 1,020 buses a day during rail shutdown periods (eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).
- Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), Bayley St (495 buses), Beauchamp St (495 buses), Ewart St (495 buses).
- Destruction of historic wooden railway station ticket office, which EIS reports state may be State significant.
- A total of 27 commuter parking spots lost from the carpark to the south of the station, and nine out of the 17 parking spots in Bedford Crescent removed, during the construction period.
- Up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times.
- During rail shutdown periods, even after mitigation measures, the average vehicle delay for the intersection of Wardell Rd and Ewart St will increase from 32 seconds to 55 seconds.
- Residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

Based on the above, it is clear that the pain is not worth the gain.

## **Avoiding or mitigating these impacts**

We oppose the Metro but ask that if it is approved that:

- No works are undertaken after 10pm or before 7am or after hours on weekends
- Pre-dilapidation surveys are provided to the 74 Dulwich Hill homes potentially affected by vibration and funds are set aside to repair these homes if monitoring shows that damage is happening
- Noise attenuation works (such as those offered to homes under the flight path) are offered to properties set to suffer severe noise exceedances
- Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria
- The Sydenham to Bankstown urban renewal strategy is abandoned to reduce the cumulative construction impacts in the corridor – the impact of railway and housing construction at the same time is not adequately addressed in the submission and a disaster waiting to happen.

- Councils are provided funds to hire additional rangers to monitor construction worker parking and to set up residential parking schemes

### **Community consultation**

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

### **Heritage**

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items (such as the destruction of the historic wooden station building at Dulwich Hill) is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

### **Conclusion**

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

A handwritten signature in blue ink, appearing to read 'S. D. King', is written in a cursive style. The signature is positioned in the lower-left quadrant of the page.

**From:** system@acelo.com on behalf of [REDACTED]  
**Sent:** Saturday, 21 October 2017 9:11 PM  
**To:** [REDACTED]  
**Subject:** [SPAM DETECTED BY EXO] Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

**Content:**

To move into the 21st century, reduce congestion, reduce pollution, improve health outcomes and tackle climate change we need a world class and comprehensive public transport system which links Sydney up together. Driving into the city should be reserved for service vehicles, public transport, cycling and walking. Stations on the proposed upgrade need to have stations in close proximity like all other major cities metro systems and include inner city suburbs such as Alexandria. We currently have sporadic bus service and over 1km walk to Redfern or Green Square. Fine for able bodied. Not so great for elderly etc.

IP Address: [REDACTED]

Submission: Online Submission from [REDACTED] (object)  
[https://majorprojects.acelo.com/?action=view\\_activity&id=228954](https://majorprojects.acelo.com/?action=view_activity&id=228954)

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade  
[https://majorprojects.acelo.com/?action=view\\_job&id=8256](https://majorprojects.acelo.com/?action=view_job&id=8256)

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown  
[https://majorprojects.acelo.com/?action=view\\_site&id=3501](https://majorprojects.acelo.com/?action=view_site&id=3501)

6<sup>th</sup> November 2017

Major Projects Assessment

Department of Planning and Environment

GPO Box 39

Sydney NSW 2001

Dear Hon. Andrew James Constance, Department of Planning and Environment and Director, Infrastructure Projects.

Since 1985 my suburb of Belmore along with other communities on the Sydenham to Bankstown Line was divided into two. The northern side and the southern side. At the time, the construction of the Sydenham to Bankstown Line was to relieve congestion on the Main South Line as well as to promote agriculture and suburban growth. In 2017 the vision of the T3 South Line is brought into the spot light asking the public to "have your say" without the consideration of linking our divided suburbs in the 21<sup>st</sup> century.

Mr Constance, Department of Planning and Environment and Director of Infrastructure Projects, how is a commoner such as myself expected to read a volume of documents with over 5,000 pages with technical analysis prepared by independent experts in a small period of time to "have my say". How can these volumes of documents prepared by your experts make me understand why there is a need to convert my station of Belmore into a Metro station when the T3 line is currently functioning well for us commoners?

The Community Information sessions have not provided me with any solid social improvement in the quality of environment for my suburb of Belmore, as Belmore will still remain divided between the northern side and the southern side.

On these grounds I object to the entire proposal that has been put forward by the Department of Planning and Environment for the following reason

1. Belmore, along with other suburbs on the Sydenham to Bankstown line will still have divided communities within their suburbs between the north and south.
2. The destruction and modification of our train stations that we residents have grown accustomed to admiring and appreciating the significant importance of our railway history.
3. The disregard of our limited green space that our suburbs currently have.
4. The reduced seating on trains.
5. The removal of the direct connection to our neighbouring communities of St Peters, Erskineville and Redfern.
6. The Inconvenience, noise, pollution and disruption required to adopt such a major project.
7. Failure to invest in business parks on the Sydenham to Bankstown line.

The significant importance and value that the current Sydney to Bankstown Line entails is our history and sense of pride not measured in monetary terms but in the appreciation and admiration that we

Southwest commoners have created in our suburbs through our communities that is channelled down into our streets.

As southwest commoners, our suburbs have been divided between the north and the south as a result of the railway line for over 100 years. An initiative to link our suburbs as one to increase green space has not even been considered by the current state government. Adopting a Metro network underground would allow for more green space, the creation of more community projects, but most importantly linking our suburbs as ONE.

Furthermore, creating a Metro network to link Bankstown to the North West has no value when business parks and business districts are only created in the North West and high density housing is predominantly built in the South West.

Mr Constance, Department of Planning and Environment and Director of Infrastructure Projects I also want a better Sydney for me and my family however the current volume of documents presented to me during the community information sessions are nothing but a due diligence exercise to convince us commoners that we NEED a metro. The reality is we DON'T need a metro system. We love the existing overland network as it is. So why fix something that is not only beautiful to look at but also a network that currently works well.

Best Regards

Dennis Markou

25 Tudor Street

Belmore NSW 2192

Name of Application: Tudor Street

Application No: SSI 17\_8256