

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 8:43 AM
To: DPESYDMET Email
Subject: FW: Submission Details for company i-design consultancy (org_object)

From: system@acelo.com On Behalf Of Irene Fotiadis
Sent: 08 November 2017 08:43:15 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company i-design consultancy (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Irene Fotiadis
 Organisation: i-design consultancy (designer)

[REDACTED]
 [REDACTED]
 Hurlstone Park, NSW
 2193

Content:

To whom it may concern,

"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.

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

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.

Irene Fotiadis
 Proprietor
 I-design consultancy

[REDACTED]
 Submission: Online Submission from company i-design consultancy (org_object)
https://majorprojects.acelo.com/?action=view_activity&id=230980

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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:00 AM
To: DPESYDMET Email
Subject: FW: Submission Details for Kerry O'Reilly (object)

From: system@acelo.com On Behalf Of Kerry O'Reilly
Sent: 08 November 2017 08:59:10 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Kerry O'Reilly (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kerry O'Reilly
[REDACTED]
[REDACTED]

Ashbury, NSW
2193

Content:

I strongly object to the proposal for the replacement of the Sydenham to Bankstown line on the grounds that it is an unnecessary wasteful use of money with destructive impacts on those now living in the area with no appreciable gain. I whole heartedly support the submissions made by the Save Dully Group and the Marrickville Residents Action Group.
This plan should not proceed.

[REDACTED] Submission: Online Submission from Kerry O'Reilly (object)
https://majorprojects.acelo.com/?action=view_activity&id=230988

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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:40 AM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 09:39:09 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Organisation: [REDACTED]

Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:

I have sought expert academic and industry opinion and read relevant media articles and conclude that the corridor plan and replacement of T3 line is fundamentally and fatally flawed. Not sufficient justification on transport or planning grounds for destruction of public assets, spread of privatisation in transport sphere, use of non-integrateable transport modes, creation of poorly designed high density housing precincts. My conclusion and that of a growing number of acquaintances is that this disaster in motion is ideologically driven by a blinkered belief in the efficacy of minimal regulation of private interests in such vital urban planning situations. I sympathise with those informed public servants obliged to implement poor policy..

Keep T3, preserve the character of the inner west. By all means introduce medium density but please look at the evidence around Sydney for examples of unregulated developer dominated failures and look globally for how it can be done well.. Thank you for the opportunity to respond

[REDACTED]
Submission: Online Submission from [REDACTED]
https://majorprojects.acelo.com/?action=view_activity&id=231001

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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:49 AM
To: DPESYDMET Email
Subject: FW: Submission Details for Jackie May (object)

From: system@acelo.com On Behalf Of Jackie May
Sent: 08 November 2017 09:48:11 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Jackie May (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jackie May
 [REDACTED]
 [REDACTED]

HURLSTONE PARK, NSW
 2193

Content:

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.

Submission: Online Submission from Jackie May (object)
https://majorprojects.accelo.com/?action=view_activity&id=231003

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

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 8:51 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for company Action for Public Transport (NSW) Inc (org_object)
Attachments: 231152_sydenham-bankstown_submission_2017Nov08_2049.pdf

From: system@accelo.com On Behalf Of Jim Donovan
Sent: 08 November 2017 20:50:18 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company Action for Public Transport (NSW) Inc (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jim Donovan
[REDACTED]
[REDACTED]
[REDACTED]

Haymarket, NSW
1240

Content:
See attached PDF

[REDACTED]
Submission: Online Submission from company Action for Public Transport (NSW) Inc (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=231152

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



Action for Public Transport (N.S.W.) Inc.

P O Box K606
Haymarket NSW 1240
8 November 2017

SSI 8256 Sydney Metro Sydenham-Bankstown

Submission on EIS

Action for Public Transport (NSW) is a transport advocacy group active in Sydney since 1974. We promote the interests of beneficiaries of public transport - both of passengers and the wider community. We make this submission on the Environmental Impact Statement dated September 2017 for Sydney Metro - city & southwest - Sydenham to Bankstown.

Discussion

We cannot support this proposal, especially because of the massive disruption that its construction would cause. This disruption would extend over several years and would include a final period of several months during which there would be no rail service between Sydenham and Bankstown.

We are also concerned about the long-term disruption caused by permanently forcing travellers on the existing Bankstown railway to change at Bankstown for travel via Yagoona.

We would prefer to see a properly-planned railway network supplementing the existing double-deck system. We note that single-deck trains with wide doorways and limited seating are optimal for short trips such as those taken around the inner suburbs of London, New York, Tokyo, Paris etc. on the metro-style railways of those cities. We do not think single-deck metro-style trains are a good match for the longer trips typical of the Bankstown line. We note that there is only one planned Sydney Metro stop (Waterloo) between Central and Sydenham, a distance of 5 km. The Paris metro has 303 stations and only 214 km of track,¹ suggesting an average spacing between stations of about 700 metres.

We are particularly concerned about plans for Sydenham station. The whole idea of an efficient Metro network is that lines intersect at several interchange stations; there is no need for a central station which all lines pass through. Metro construction works at Sydenham station should have been planned to permit cross-platform interchange, rather like that at Chatswood, between Metro SW trains and Illawarra trains. Without much more disruption than the Bankstown line is already facing, this could have been done by having two levels of tracks at Sydenham, one for northbound trains and one for southbound or westbound trains.

Conclusion

We feel that the disadvantages of the Sydenham-Bankstown plan outweigh the advantages it might eventually have. We would like to see a fuller Metro network designed for the inner suburbs instead of the

myopic planning noted above. The additional rail capacity under the CBD which Sydney Metro provides is very welcome but it should be put to better use with less disruption.

Recommendation

We recommend that the Sydenham-Bankstown plan be dropped in favour of a proper metro network.

Jim Donovan
Secretary
Action for Public Transport (NSW) Inc.

¹ Wikipedia list of metro systems

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:00 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for James Goodman (object)
Attachments: 231154_Submission_J_G_Metro_Fin_2017Nov08_2058.Pdf

From: system@acelo.com On Behalf Of James Goodman
Sent: 08 November 2017 20:59:20 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for James Goodman (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: James Goodman
[REDACTED]
[REDACTED]

Marrickville, NSW
2204

Content:
Please see Pdf submission attached.

[REDACTED]
Submission: Online Submission from James Goodman (object)
https://majorprojects.acelo.com/?action=view_activity&id=231154

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

Submission to the Metro Rail EIS

From Dr James Goodman, 24 Fletcher Street, Marrickville, NSW 2204

I attended the Marrickville Town Hall consultation and would like to raise the following concerns about the metro Rail project.

1. Why one-storey stock and tunnel?

I understand that works have begun on the one-storey tunnel for the first segment of the proposed line, but the notion of creating an entirely separate rail line that does not in any way link-in with the existing rail stock and routes seems to me to be a nonsense. There has been no justification provided for the one-storey over two-storey stock/tunnel. This is a decision tantamount to creating a new gauge of track - or creating a monorail. Further, the whole cost and disruption caused by converting of existing rail lines to the Metro would have been avoided if the Department had done the rational thing and created a tunnel that could accommodate two-storey trains.

2. Why a private operator?

There is considerable obfuscation about the decision to use a private operator on this line. It is very difficult to find out what the arrangement is and will be. MRT, the primary partner, makes the clearest statement, that 'The contract covers major parts of the design, construction and financing of the SMNW, as well as the operation and maintenance of the new line for a period of 15 years.'

The tender document on the Department site for the first stage of the Metro claims that there is a benefit to the public of 20c in the \$, at least for that segment:
<https://tenders.nsw.gov.au/?event=public.cn.view&CNUUID=D0D893E1-FB53-45D5-8ECD4C960331E9EA> No further detail was offered as 'the full base case financial model is commercial-in-confidence'

As revealed in the table below, the consortium bid was 3.7b and the estimated cost of delivering through the public sector is calculated at 4.5b. The main source of this difference is not in the building but in the operational cost, and this stands at 8% difference (872m as against 1,178m). Interestingly it is the 'transferred risk' for the public sector at \$489m which then widens the differential from 8 to 21.6%. For the lay observer it is very difficult to understand what is happening here, but certainly as series of questions arise:

- (i) How is the public sector operational cost calculated as higher than the bid?
- (ii) What is included in the cost of the private sector operational cost?
- (iii) Why is there 'transferred risk' for the public sector but not private bid?

This level of detail is crucial if the public is going to be able to comment meaningfully on the plan to privatise the operational of the Metro. Is this detailed further elsewhere?

On (ii) for instance, we have been told there will not be drivers on the trains – what are the implications for public safety, for instance if a train breakdown in a tunnel? And are there guards - if not what are the implications for public safety? And, equally, are there station staff? And what will be the training requirements for these staff – will they draw on the pool of existing staff in the network or will they be employed under different conditions by the MRT and if so what are these conditions?

The table below provides a summary of the financial value for money analysis.

Cost Category	PSC – (NPC \$m)	PPP (NPC \$m)	Difference (NPC \$m)	Difference (%)
D&C Cost[1]	2,911.9	2,893.7	(-18.2)	(0.5%)
O&M / Lifecycle Cost	1,178.1	872.7	(-305.4)	(8.1%)
Total costs	4,090.0	3,766.4	(-323.6)	(8.6%)
Transferred Risk	488.8	Included above -	-	-
Total NPC	4,578.8	3,766.4	(-812.4)	(21.6%)

3. What will happen to fares on the Metro?

Neither In the tender nor in the EIS is there any sense of what the consortium makes from the 15 years of 'operation and maintenance'. In its annual report the MRT's average rate of return is quoted is about 6%, 4% currently on its Melbourne operations. It's difficult to see how this will be maintained each year of the 15-year contract without and increase in costs and thus fare hikes (and of course, its Melbourne operations are to be extended, so 15 years is not a meaningful horizon). Metro has stated that fares will be 'set by the NSW Government, the same as for the rest of the Sydney public transport network', which is simply a statement that fares will be set by the government. Is there a statement that the fares for this line will be 'the same' as for equivalent lines operated in the public sector?

4. Are there actually any 'Savings' in travel time?

The claims of 'savings' in travel time to the new stations is misleading. 4 minutes may be gained Marrickville to Central - but what about the people who used to change at Redfern but now have to go to Central: their travel time is increased and what impact will this have on congestion at Central? And what about those who use the train to get to Circular Quay - the travelling time is increased significantly: having to change at Central or walk 800 metres - both much more than 4 minutes. There is no improvement in travel time to Town Hall - it takes at least 4 minutes to walk 150 metres, and it will take longer to get to the other stations on the city circle.

5. And is there any real increase in Frequency?

The argument around frequency is also not convincing: Metro states that frequency now is 4-10 per hour. Clearly this could rise to 10 per hour, of double-storey trains, which would then exceed the capacity of Metro's single-storey trains planned at 15 per hour. A rational solution would be to spend public funds on expanded capacity on

the existing rail line - eg extra lines or tunnels that could hugely increase frequency, and for the whole network.

Overall, I find the project is poorly conceived, and key aspects, as outlined are inadequately justified. The Metro is a major and unjustified departure from an integrated rail network for NSW that will cause huge and unnecessary disruption. It leaves me wondering what the real motivation is – is it really to increase capacity, or is it to use tens of billions in public funds for the sole purpose of creating an autonomous privately-run network?

Sincerely,

James Goodman

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:36 PM
To: DPESYDMET Email
Subject: FW: Submission Details for John Sutton (object)

From: system@acelo.com On Behalf Of John Sutton
Sent: 08 November 2017 16:36:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for John Sutton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Sutton
 [REDACTED]
 [REDACTED]

Marrickville, NSW
 2204

Content:

I was born at Botany Rd Alexandria and have lived in South Sydney and the inner West for the last 60 years. I have never witnessed anything like the wholesale destruction of the fabric of my environment like that which has occurred over the last 4 or 5 years. Cheap, soulless, monotonous high rise apartments are spreading like a contagion. I am yet to meet any locals around these areas who support what the state government and the property developers are doing to our way of life. The intended Sydenham to Bankstown privatised railway is, from what I can see, part of the grand plan to spread the crass developer's footprint through more and more inner and mid-west suburbs. It is no coincidence that these are safe ALP electorates. The LNP thinks it can just over-ride democratic planning principles where residents through their councils were once able to strike down inappropriate development. You won't see this scenario played out in Mosman, Woollahra or Double Bay where the LNP politicians and the property developers live. I regularly use the current Bankstown Railway line - I can see no apparent reason to tear it up to put in a privatised line that operates without drivers and guards. It may please a LNP Minister and Premier who dislike having to negotiate with the RBTU, but it does nothing to comfort passengers who have to travel on the line. The disruption to local transport, the inevitable construction delays and cost blow-outs will all combine to make it nightmare for residents of Marrickville and nearby suburbs.

The crass over-development underway has long been the dishonest nirvana sought by the property developers and their lobby groups, especially the HIA and PCA. Under the bogus cry of "more supply" they pretend that these towers will address the shortage of affordable housing for young Australians. The truth is very different. The same lobby groups agitate for high immigration because their main priority is to sell product - and wealthy overseas investors are ideal buyers.

I first came across Harry Triguboff nearly 40 years ago. I always said if Harry and his ilk ever got control of our planning system the city would be ruined. Sadly it has come to pass. Please rethink your disregard for local residents needs.

[REDACTED]
Submission: Online Submission from John Sutton (object)
https://majorprojects.acelo.com/?action=view_activity&id=231102

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:50 AM
To: DPESYDMET Email
Subject: FW: Submission Details for Adam Townsend (object)

From: system@acelo.com On Behalf Of Adam Townsend
Sent: 08 November 2017 11:49:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Adam Townsend (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Adam Townsend
 [REDACTED]
 [REDACTED]

Marrickville, NSW
 2204

Content:
 Adam Townsend
 [REDACTED], Marrickville, NSW 2204

Dear Sir or Madam,

I write to 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 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. I am deeply concerned that this line is in fact a separate line which is separate from the main network and will thus mean that journeys will be forced to include and depend on an increase in changes made by passengers - a system which will slow down journey times and increase the challenges for the less mobile amongst us.

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, poorly planned and destructive urban renewal to our community.
- * The Government has not adequately considered alternative infrastructure options or investment in what we have and is in some case actually retooling recent stations
- * 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. This construction will be ongoing with the increasing construction in our suburbs and will be a significant burden on the area.

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. This vibration will also be an impact on surround streets which have not been identified as heritage yet are a significant part of the character of the suburb.
- * 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). These buses have a wider impact on our streets - coming thru residential streets like School parade which are not designed to carry such a significant load or number of bus movements over such a sustained period.
- * Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), School Parade, 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 and is enabling the over development of the corridor.

Adam Townsend

Submission: Online Submission from Adam Townsend (object)

https://majorprojects.accelo.com/?action=view_activity&id=231038

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

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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:17 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Beth Taylor (object)

From: system@acelo.com On Behalf Of Beth Taylor
Sent: 08 November 2017 16:16:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Beth Taylor (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Beth Taylor
 [REDACTED]
 [REDACTED]

Marrickville, NSW
 2204

Content:
 Hi there,

I wish I could start charging the planning department for all the time I spend 'consulting' about all the various development, motorway and re-zoning projects in the Inner West. I am over it!

The Metro is being used as a pretext to up-zone and overdevelop areas near railway stations.

There is no need to replace a well functioning heavy rail line with a different rail line.

I strongly disagree with the privatisation of the operation of the Metro.

The change-over from our current railway line to the metro will involve massive and unwarranted disruption to rail services and traffic as the new line, new stations and new bridges are built.

The possessions of the line during 10 school holiday periods plus an unspecified time for final possession is extremely disruptive to all communities along the line.

The new line will no longer stop directly at St Peters, Erskineville and Redfern stations decreasing access to these areas including Newtown's entertainment and restaurant district. This is a reduction in our current services.

The heritage of our railway stations needs to be respected and preserved. No loss of historic railway stations is acceptable.

We are concerned about the traffic congestion, traffic delays, diversion, access and parking restrictions during construction and possession. It will be very difficult to navigate Marrickville when the Illawarra Rd railway bridge and the Charlotte St underpass are being upgraded.

We are concerned about the impact on the commercial businesses on Illawarra Rd as well as the closure of a significant portion of McNeilly Park during construction.

Yours sincerely

Beth


Submission: Online Submission from Beth Taylor (object)
https://majorprojects.accelo.com/?action=view_activity&id=231094

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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 3:10 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 15:10:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
 [REDACTED]
 [REDACTED]

Content:

The disadvantages to the Marrickville/Sydenham communities are far outweighed by the advantages of this new proposal. The entire community vibe/feel will be destroyed by this.

There is no patronage demand for it

Bankstown line commuters will lose station access

Private rail operation means public interest comes last

Billions wasted to replace one train with another

You might not be able to get a seat

Excessive property development will be encouraged by this

Chaos during Bankstown line shutdown

It is daft to get rid of double decker trains

Communities have already met their planning quotas

[REDACTED]
 Submission: Online Submission from [REDACTED] (object)
https://majorprojects.acelo.com/?action=view_activity&id=231069

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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 3:13 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Sharon Mitchell (object)

From: system@acelo.com On Behalf Of Sharon Mitchell
Sent: 08 November 2017 15:13:15 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Sharon Mitchell (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Sharon Mitchell
[REDACTED]
[REDACTED]
[REDACTED]

Marrickville, NSW
2204

Content:

I am against this development for the following reasons: millions have recently been spent upgrading Marrickville station; the existing services could manage more passengers; heritage will be damaged; there will be worse traffic flow due to additional buses and construction vehicles; line shutdowns; noise and disruption due to construction.

[REDACTED]
Submission: Online Submission from Sharon Mitchell (object)
https://majorprojects.acelo.com/?action=view_activity&id=231072

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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 3:21 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Felicity Warren (object)

From: system@acelo.com On Behalf Of Felicity Warren
Sent: 08 November 2017 15:20:14 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Felicity Warren (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Felicity Warren
 [REDACTED]
 [REDACTED]

Marrickville, NSW
 2204

Content:

I am strongly opposed to the proposed Sydenham to Bankstown Metro 'upgrade'.

My main concern is that it will further facilitate high-rise over-development and contribute to the destructive change of character and loss of amenity that we are currently seeing in so many suburbs of Sydney.

In this era of climate change and global warming, I believe that the focus of a responsible government and its planning authorities should be on reducing population growth and fostering sustainable industries; not on planning for ever-increasing population, the main aim of which appears to be to guarantee a steady supply of buyers and consumers for wealthy developers and major retailers.

An example of the threat posed by overdevelopment is the Mirvac proposal submitted to the Inner West Council of 28-storey high-rise residential towers to be built in Carrington Road in Marrickville. Apart from the diabolical effect on already congested local roads, such developments are completely out of keeping with our much-envied Australian way of life.

I am in support of modern and efficient public transport. However to replace an existing train line seems to me to be a wasteful and misdirected allocation of resources when other areas of Sydney are far less well-served by public transport infrastructure. The fact that the proposed line is to be privately-operated is a further disadvantage. We have by now accumulated so many examples of the detrimental effects of privatisation (CBA, vocational training) that I think no one can still be under any illusion that this will result in a cost-effective system. I was very put off by the NSW Transport Minister's reported comment that he looks forward to driverless trains because he would no longer have to deal with the Rail, Bus and Tram Union. In my view, trade unions are democratic organisations which work in their members' and the public's best interests, however much this may cut across the profit-driven goals of developers and their political representatives.

The ugly, anonymous and soulless high-rise apartment blocks currently under construction in Mascot, Wollie Creek and Green Square are stark examples of the result of putting economic gain above all other considerations and I will be joining with local organisations to do everything in my power to stop the same thing happening in the inner west.

[REDACTED]
 Submission: Online Submission from Felicity Warren (object)
https://majorprojects.acelo.com/?action=view_activity&id=231075

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.accelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 3:26 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Andrew Graf (comments)

From: system@acelo.com On Behalf Of Andrew Graf
Sent: 08 November 2017 15:25:12 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Andrew Graf (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Andrew Graf
 [REDACTED]
 [REDACTED]

Hurlstone Park, NSW
 2193

Content:
 I support the building of public transport infrastructure.

I support the following parts of project:

1. Reduced travel time to Macquarie Park & increased frequency of services.
2. Active transport corridor, this needs to be done during the construction phase, the amenity of the active corridor to be maximised by use of available rail corridor space. Active corridor very useful & will be well utilised for short trips (shopping, school, visiting etc) where door to door time for active travel less than train trip (walk-wait-travel time-walk).

I object to the following parts of the project:

1. The Waterloo station is practically directly below the Airport line. A better solution in my opinion is to retrofit the Waterloo station to the airport line & build another station at Sydney University on the new metro line. Makes line more direct, reduced crowding at Redfern Station, increases patronage. Involves disturbance to airport line but outcome is better.
2. The temporary transport plans should predominantly be done by running buses directly from closed stations to closest station on inner west and/or east hills lines. This reduces passenger kms travelled thereby minimising increased congestion. A small amount of buses run along the line for local movement of passengers.
3. Loss of direct connections to residential/ entertainment / commercial/ workplace areas of inner west such as Erskville, Tempe, Redfern, Eveleigh is a major drawback.
4. The capacity constraint isn't on the rail line outside of the city circle. If there is a way to increase capacity on the city circle line (extra line, use of abandoned stations & lines) , provide an underpass at Sydenham if viable. The funds used to convert the Bankstown line could have been used for a metro line in an underserved and congested corridor such as Victoria road or a north south line connecting all the radial lines (Hurstville-Campsie-Ashfield-Chatswood) would make a huge impact on public transport connectivity for Sydney.

Submission: Online Submission from Andrew Graf (comments)

https://majorprojects.accelo.com/?action=view_activity&id=231077

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

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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 3:31 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Amber Naismith (object)

From: system@acelo.com On Behalf Of Amber Naismith
Sent: 08 November 2017 15:30:10 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Amber Naismith (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Amber Naismith
 [REDACTED]
 [REDACTED]

Sydney, NSW
 2204

Content:

I am opposed to the privatisation of the T3 Bankstown - Sydenham line and subsequent replacement of the current heavy rail line.

There is no need to replace a well functioning heavy rail line with a new rail line that does not benefit the residents along this rail corridor. Furthermore, the sell off of the existing line, and accompanying rezoning of suburbs along the line, is detrimental to the residents living in these areas and the services and social fabric of this area of Sydney.

The change-over from our current railway line to the metro will involve massive and unwarranted disruption to rail services and traffic as the new line, new stations and new bridges are built.

The capacity of seats on trains will be reduced by over 500 seats and there will be more standing room than seats. The existing line has more capacity if the frequency of trains were increased. The timetable in the 1940's and 1980's had more trains running per hour than they do now. The train services have been consistently run down to justify this privatization.

The possessions of the line during 10 school holiday periods plus an unspecified time for final possession is extremely disruptive to all communities along the line.

The new line will no longer stop directly at St Peters, Erskineville and Redfern stations decreasing access to these areas including Newtown's entertainment and restaurant district. This is a reduction in our current services.

The heritage of our railway stations needs to be respected and preserved. No loss of historic railway stations is acceptable.

I am very concerned about the traffic congestion, traffic delays, diversion, access and parking restrictions during construction and possession. It will be very difficult to navigate Marrickville when the Illawarra Rd railway bridge and the Charlotte St underpass are being upgraded. We will already be expected to deal with an additional 5000 cars on our roads due to new developments in the area, and now we will be adding more to the road due to lack of public transport. Along with westconnex construction and diversion of traffic into local streets, we are beyond critical mass and are essentially being locked in to our suburbs.

We are concerned about the impact on the commercial businesses on Illawarra Rd as well as the closure of a significant portion of McNeilly Park during construction.

This is a wasteful project that will not improve services for local residents of Sydney. With the mass rezoning of suburbs along the line, the shut down and privatization of the train line and subsequent worsening of access to neighboring suburbs, the reduction of bus stops to justify privatization, and the reported increase in traffic congestion by up to 400% in the inner west as a result of westconnex, this will go down as another one of the tragedies of this LNP state government in the downfall of Sydney.


Submission: Online Submission from Amber Naismith (object)

https://majorprojects.accelo.com/?action=view_activity&id=231083

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

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

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:19 AM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Cheryl McCarthy (object)
Attachments: 230990_hpa_2017Nov08_0917.pdf

From: system@acelo.com On Behalf Of Cheryl McCarthy
Sent: 08 November 2017 09:18:12 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Cheryl McCarthy (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Cheryl McCarthy
[REDACTED]
[REDACTED]

Hurlstone Park, NSW
2193

Content:
Please see attached.

[REDACTED]
Submission: Online Submission from Cheryl McCarthy (object)
https://majorprojects.acelo.com/?action=view_activity&id=230990

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

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

Name: Cheryl McCarthy

Address: 33 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 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.....



DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:32 AM
To: DPESYDMET Email
Subject: FW: Submission Details for June Buckenara (object)

From: system@accelo.com On Behalf Of June Buckenara
Sent: 08 November 2017 11:31:11 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for June Buckenara (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: June Buckenara
[REDACTED]
[REDACTED]

Campsie, NSW
2194

Content:

Dear sir , I object to it being next my unit block ,as across the railway line is more commercial area .
June

[REDACTED]
Submission: Online Submission from June Buckenara (object)
https://majorprojects.accelo.com/?action=view_activity&id=231027

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

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 12:09 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details
Attachments: 231045_EIS submission 071117_2017Nov08_1207.pdf

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 12:08:23 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]
 Email: [REDACTED]

Address:
 [REDACTED]
 [REDACTED]

Content:

08_S2B EIS Vol 4 Technical paper 5_Social impact assessment.pdf

Extract: During construction, residents close to the project area would potentially experience reduced amenity due to increased noise levels, increased dust, decreased visual and landscape value of the area, and changes to the heritage character at many of the stations. Transport for NSW | Sydenham to Bankstown upgrade EIS - Social Impact Assessment | vii

The EIS fails to address the social and economic impact on tenancy rentals of properties within close proximity (300m) to station construction, specifically financial loss due to reduced rental or lack of ability to rent properties over a prolonged construction period as a result of:

- * Noise and vibration impacts and potential tenant sleep disturbance due to proposed prolonged night works, increased bus activity particularly at night, as well as light spill from night works
- * Noise impacts on social convivance such as at home entertainment, conversations, music
- * Air quality and dust impacting on ability to enjoy tenanted outdoor facilities - forcing tenants to close their doors and windows which would restrict their enjoyment of outdoor spaces, and reduce fresh air and cooling breezes internally
- * Potential disruption to utilities water/ sewerage, mobile network, electricity due to construction works and shutdowns required
- * Reduced visual amenity due to construction activity
- * Lifestyle impacts due to reduced access to amenities eg retail, café, restaurants closed or shut over prolonged period
- * Longer travel times and rerouting of bus services requiring additional walking to connect to services

Section 5-5.4 Re Risk mitigation measures fails to specify

- * what measures will be undertaken to mitigate for noise specifically for residents within the construction noise impact zone (eg window double glazing or equivalence) so that the EIS impacts can be properly assessed within this context
- * what measures will be undertaken to compensate for loss of rental for residents within the construction noise impact zone
- * procedure for reviewing performance and implementing corrective actions per above
- * description of the complaints handling process.

04_ S2B EIS Vo1 2 Technical paper 1_Traffic transport and access assessment.pdf

* This modelling does not appear to integrate with the traffic impacts resulting from the Draft Sydenham to Bankstown Urban Renewal Corridor Strategy (Department of Planning and Environment, 2017) whereby there will be an increase in dwellings coming online prior to the completion of the Metro line works - Increasing rail patronage and adding up to additional 2000 vehicles in the Carrington Rd area.

* The traffic impact assessment traffic flow modelling does not identify existing "rat runs" eg Byrnes and Calvert Street already used as alternative roads to avoid Illawarra Rd congestion, and mitigation strategies for impact of increased traffic flow, congestion, noise (and reduced parking). Eg portion of 11900 vehicles per day (table 3.6)

* The frequency of proposed buses (5.3.2: .33 per hour) does not appear to cater for the potential patronage of persons requiring to use this service for 3-6 month rail station shutdown. Considering 28% of Marrickville residents commute by rail daily (Table 3.4 up to 1000 persons from 7.30 to 8.30 am peak plus proposed new residents) and these buses may already be transporting up line station commuters this would appear to be woefully under catered and may have major social impacts on residents re wait times and commute times to and from work.

Regards [REDACTED]

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231045

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

SUBMISSION : Sydney Metro City & Southwest Sydenham to Bankstown Upgrade EIS

08_ S2B EIS Vol 4 Technical paper 5_ Social impact assessment.pdf

Extract: During construction, residents close to the project area would potentially experience reduced amenity due to increased noise levels, increased dust, decreased visual and landscape value of the area, and changes to the heritage character at many of the stations. Transport for NSW | Sydenham to Bankstown upgrade EIS – Social Impact Assessment | vii

The EIS fails to address the social and economic impact on tenancy rentals of properties within close proximity (300m) to station construction, specifically financial loss due to reduced rental or lack of ability to rent properties over a prolonged construction period as a result of :

- Noise and vibration impacts and potential tenant sleep disturbance due to proposed prolonged night works, increased bus activity particularly at night, as well as light spill from night works
- Noise impacts on social convivance such as at home entertainment , conversations , music
- Air quality and dust impacting on ability to enjoy tenanted outdoor facilities – forcing tenants to close their doors and windows which would restrict their enjoyment of outdoor spaces, and reduce fresh air and cooling breezes internally
- Potential disruption to utilities water/ sewerage , mobile network , electricity due to construction works and shutdowns required
- Reduced visual amenity due to construction activity
- Lifestyle impacts due to reduced access to amenities eg retail , café, restaurants closed or shut over prolonged period
- Longer travel times and rerouting of bus services requiring additional walking to connect to services

Section 5-5.4 Re Risk mitigation measures fails to specify

- what measures will be undertaken to mitigate for noise specifically for residents within the construction noise impact zone (eg window double glazing or equivalence) so that the EIS impacts can be properly assessed within this context
- what measures will be undertaken to compensate for loss of rental for residents within the construction noise impact zone
- procedure for reviewing performance and implementing corrective actions per above
- description of the complaints handling process.

04_ S2B EIS Vo1 2 Technical paper 1_Traffic transport and access assessment.pdf

- This modelling does not appear to integrate with the traffic impacts resulting from the *Draft Sydenham to Bankstown Urban Renewal Corridor Strategy* (Department of Planning and Environment, 2017) whereby there will be an increase in dwellings coming online prior to the completion of the Metro line works – Increasing rail patronage and adding up to additional 2000 vehicles in the Carrington Rd area.
- The traffic impact assessment traffic flow modelling does not identify existing “rat runs” eg Byrnes and Calvert Street already used as alternative roads to avoid Illawarra Rd congestion, and mitigation strategies for impact of increased traffic flow, congestion, noise (and reduced parking). Eg portion of 11900 vehicles per day (table 3.6)
- The frequency of proposed buses (5.3.2: .33 per hour) does not appear to cater for the potential patronage of persons requiring to use this service for 3-6 month rail station shutdown. Considering 28% of Marrickville residents commute by rail daily (Table 3.4 up to 1000 persons from 7.30 to 8.30 am peak plus proposed new residents) and these buses may already be transporting up line station commuters this would appear to be woefully under catered and may have major social impacts on residents re wait times and commute times to and from work.

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:45 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 51.pdf
Attachments: Scan 51.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 51.pdf

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.



PCU072938

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

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

Name: *MULIAM SALMON*
Address: *24 FERNHILL 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, *in the STRONGEST POSSIBLE TERMS.*

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.....



3.11.17

In addition, the planned re-purposing of the Syd-Bankstown rail line is a massive waste of public money. We already have a fantastic service. The proposed changes are NOT improvements. Simply a means by which developers and private interests take over this area.

I, and my family, object in the STRONGEST possible terms.



DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:45 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 50.pdf
Attachments: Scan 50.pdf

Your message is ready to be sent with the following file or link attachments:

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Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

5 November 2017

Attn: Director Infrastructure Projects
Major Projects Assessment
Department of Planning and Environment
GPO Box 39
SYDNEY 2001

16 Tennent Parade
Hurlstone Park
NSW 2193

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

From: Irene Ladds, 16 Tennent Parade, Hurlstone Park, 2193 (I do not consent to my name being published. I have no reportable donations to disclose.)

I (and my family) object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards. I am not happy that it will result in increased crowding in individual carriages as they are not double decker, and the limited side facing seats will be uncomfortable to older people like me. I also consider I will be forced to stand because of the increased crowding.

I will also have to change trains to travel to Circular Quay which is a regular trip that I make.

The current double decker system is very good and I don't want to see it replaced unnecessarily. An upgrade will result in a poorer service. I consider it is simply an excuse to increase housing density in Sydenham to Bankstown suburbs in order to make the Metrolink more attractive to would-be investors when it is privatised by the State Government.

The line functions perfectly well as it is. Leave it alone.

Yours faithfully,

Irene Ladds

IRENE LADDS

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:45 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 52.pdf
Attachments: Scan 52.pdf

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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:

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 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.....

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:45 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 55.pdf
Attachments: Scan 55.pdf

Your message is ready to be sent with the following file or link attachments:

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Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

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: *Anne GURNEY*
Address: *26 GARNET 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:

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- 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.
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- 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:

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- 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
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Signature 

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:45 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 56.pdf
Attachments: Scan 56.pdf

Your message is ready to be sent with the following file or link attachments:

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

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

Name: Kristina BORSERIO

Address: 40 Tennent Pde 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:

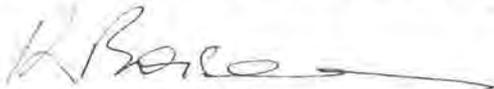
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

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

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

Signature.....

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 12:39 AM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Kathleen Burnham (object)
Attachments: 230961_Metro_HPA shortsubmission_Oct2017_Kate_2017Nov08_0037.pdf

From: system@accelo.com On Behalf Of Kathleen Burnham
Sent: 08 November 2017 00:38:25 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Kathleen Burnham (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Kathleen Burnham
[REDACTED]
[REDACTED]

Hurlstone Park, NSW
2193

Content:
See attached

[REDACTED]
Submission: Online Submission from Kathleen Burnham (object)
https://majorprojects.accelo.com/?action=view_activity&id=230961

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

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

Name: Kathleen Burnham

Address: 79 Floss 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.

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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?

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- 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.

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A handwritten signature in black ink, reading "Kathleen Busby". The signature is written in a cursive style with a long, sweeping underline that extends to the right.

Signature.....

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 12:07 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details
Attachments: 231043_Submission_Metro_2017Nov08_1205.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 12:06:20 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]
Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
Please find attached file

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231043

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

Attn: Director, Infrastructure Projects
Major Projects Assessment
Dept Planning and Environment
GPO Box 39
SYDNEY, NSW 2001

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

 I do not consent to my name being published

 I have no reportable donations to disclose

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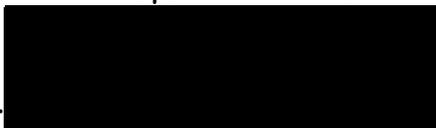
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Signature..



A further note: the destruction of established gardens which house birds and other wildlife is reckless and short-sighted. To destroy all the things in the area which give it its unique charm, and is why people are drawn to the area in the first place is cynical and exploitative.

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:44 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 47.pdf
Attachments: Scan 47.pdf

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Major Projects Assessment
Dept Planning and Environment
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SYDNEY, NSW 2001

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

Name:



Address:

Application number: SSI 17_8256

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Signature...



DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 1:23 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for John Mitchell (object)
Attachments: 231057_Sydney Metro Reply_2017Nov08_1321.pdf

From: system@acelo.com On Behalf Of John Mitchell
Sent: 08 November 2017 13:22:27 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for John Mitchell (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: John Mitchell
[REDACTED]

[REDACTED]
Lakemba, NSW
2195

Content:
My submission is attached as a pdf.

[REDACTED]
Submission: Online Submission from John Mitchell (object)
https://majorprojects.acelo.com/?action=view_activity&id=231057

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

119 Sproule St
Lakemba. 2195
Nov 7 2017

Re: Sydenham to Bankstown Metro and Development Corridor
Application No: SSI 17_8256

Attention: Director, Infrastructure Projects
Department of Planning and Environment

Dear Sir,

Looking at the document "the new Lakemba Station" I can't see how the southwest Metro is of any use to the people of Belmore/Lakemba.

At the present time I travel from Lakemba to Central every day. The trains are on time, I always get a seat and my journey is quite acceptable. In fact it's the best it's ever been in the last 20 years.

But now you are going to replace this service with the Metro and all I can see is disruption and chaos ahead for the next 5 years.

1. There will be no train services for 1-2 years on this line
2. The Station will be demolished
3. The garden plaza on the Boulevard side of the Station will be removed
4. The War Memorial which in 2018 will be 100 years old will be demolished. Lest we Forget
5. Traveling to and from work will become impossible like when you shut down the line and replaced all the sleepers with concrete sleepers. That was only 1 month!
6. When I look at the new Metro train carriages I can only conclude that if they were introduced to my daily journey to Central it would be a much more uncomfortable experience
7. So to totally destroy an existing rail corridor to install the Metro does not make sense let alone how much it is going to cost

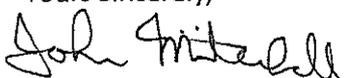
What makes the Metro even harder to agree with is the Rezoning of land all along the Sydenham to Bankstown corridor. This will cause a massive number of problems:

1. 25 storey apartment buildings surrounding each station
2. A massive increase in new residents in the order of 100,000
3. No new schools or hospitals to cater for these increased people
4. Increased traffic on main roads until they become grid locked
5. Parking in suburban streets to become impossible with footpaths used for parking
6. Green space, parks and sporting fields will decrease and become unusable
7. The biggest problem with this rezoning is the stress it puts onto elderly residents over 80 who suddenly have developers clamoring for their property or home unit so they can demolish it and build apartments. I thought we looked after our pensioners and veterans but it doesn't look like that to me. Would you do that to your Mum ?
8. No increase in infrastructure such as power grid, water supply, sewerage and drainage services, fire stations, community centres, child care centres and parklands. Without these crucial services it will become impossible to live in this area and the corridor will just become a wasteland.

Therefore the Sydenham to Bankstown Metro could be the worst mistake that Sydney has made since the Darling Harbour Monorail now decommissioned.

Also the community engagement of this project is pretty hopeless. When have I seen any of your communications officers at Lakemba Station talking to the public? When I talk to people in my community at least 50% of them don't even know what the Sydenham to Bankstown Metro Corridor is about.

Yours Sincerely,



John Mitchell

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 1:46 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for company Sydenham to Bankstown Alliance (org_object)
Attachments: 231064_EIS Response SBA_2017Nov08_1344.pdf

From: system@accelo.com On Behalf Of Peter Olive
Sent: 08 November 2017 13:45:18 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company Sydenham to Bankstown Alliance (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Peter Olive

[REDACTED]
[REDACTED]

[REDACTED]
[REDACTED]

Marrickville, NSW
2204

Content:

The Sydenham to Bankstown corridor community is supportive of the positive provision of infrastructure even when it comes at a significant cost. However, the proposed Metro line is no such case. Rather it is the wasteful conversion of an existing world class service that misses the opportunity to extend Sydney's rail network. This conversion will include disruption, chaos and heritage 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 over-development 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 many areas of Sydney that do not have rail lines. If Sydney is to become a "30 minute city" then our state governments will have to do better than converting existing rail lines.

[REDACTED]
Submission: Online Submission from company Sydenham to Bankstown Alliance (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=231064

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



Contact: Peter Olive: sydballiance@hotmail.com

29 Premier St Marrickville

8/11/17

The Sydenham to Bankstown Alliance (SBA) is an Alliance of community groups formed in 2016 to oppose the proposed conversion of the Sydenham to Bankstown line and to support the construction of the Metro to parts of Sydney that don't currently have a rail service. The Alliance was also formed to oppose the proposed overdevelopment of the Sydenham to Bankstown Urban Renewal Corridor (SBURC) and support the densities gazetted in the Marrickville LEP 2011, the Canterbury LEP 2012 and the Bankstown LEP 2015. The Alliance consists of: Save Dully Action Group, Hurlstone Park Association, Marrickville Residents' Action Group, Keep Our Area Suburban, Friends of Erskineville, the Cooks River Valley Association, Save Marrickville South and the Mudcrabs (Cooks River Eco Volunteers).

Submission for Sydenham to Bankstown Metro EIS

Summary

During construction of the Metro there will be significant disruption throughout the Corridor. 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. Construction will cause building vibration, dilapidation, night-time noise, movement and light, disrupted sleep, transport difficulties and dust. 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. There is no confidence that the 2024 deadline will be met.

The conversion of the Sydenham to Bankstown heavy rail line will impose significant burdens on the residents of the corridor. The SBA does not believe that the weight of these burdens is justified by the supposed benefits of the conversion to a Metro service. People in the corridor will not be getting a new rail line they will get disruption and overdevelopment. Further, the government's proposal to convert an existing line rather than extend Sydney's rail network will not deliver the infrastructure needed for a "30 minute city" in the twenty-first Century.

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
- Failing this a detailed assessment of the cumulative impacts of private construction due to the SBURC and public infrastructure construction for the Metro rail line be undertaken and exhibited, before any approval is given for the Metro line, given that this assessment is not included in the EIS
- No works are undertaken after 10pm or before 7am or after hours on weekends, given the extended and ongoing nature of these works over a five-year period
- The Flood Retention Basin at McNeilly Park is cancelled as the current situation provides “an acceptable level of compliance”.
- A full heritage analysis of the corridor be conducted for the EIS.
- The brick walls on the Illawarra Rd Overbridge are retained
- The proposed demolition of station platforms should be abandoned and any alterations to existing platforms should be redesigned so as to retain the existing platforms.
- Separate development applications are required to be lodged for station designs, before any construction is undertaken, to allow a fuller appreciation of what is being proposed.
- A corridor-specific Construction Noise and Vibration Strategy is prepared is exhibited before any approval is given for this project.
- Any approval requires individual Temporary Transport Plans to be exhibited for public comment and separately approved, given the significant potential impacts of these plans on local residents and commuters
- 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
- All affected sensitive receivers along the corridor, including schools, child care centres, churches, be given the option of free noise insulation to ensure they can continue to provide their ongoing important community services during the long construction period. Similarly, insulation should also be offered to homeowners
- The proponent be required to undertake pre-construction dilapidation reports of all potentially affected properties. If the works are affected by vibration the proponent be required to provide compensation to affected homeowners.

Conclusion

The Sydenham to Bankstown corridor community is supportive of the positive provision of infrastructure even when it comes at a significant cost. However, the proposed Metro line is no such case. Rather it is the wasteful conversion of an existing world class service that misses the opportunity to extend Sydney's rail network. This conversion will include disruption, chaos and heritage 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 many areas of Sydney that do not have rail lines. If Sydney is to become a "30 minute city" then our state governments will have to do better than converting existing rail lines.

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 2:15 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Bernadette Riordan (object)
Attachments: 231067_RiordanB Metro_HPA shortsubmission_Oct2017_2017Nov08_1413.pdf

From: system@acelo.com On Behalf Of Bernadette Riordan
Sent: 08 November 2017 14:14:14 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Bernadette Riordan (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Bernadette Riordan
[REDACTED]

[REDACTED]
[REDACTED]
Hurlstone Park, NSW
2193

Content:
Please find attached a letter of submission. Many thanks.

[REDACTED]
Submission: Online Submission from Bernadette Riordan (object)
https://majorprojects.acelo.com/?action=view_activity&id=231067

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

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

Bernadette Riordan

116 Melford 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. I believe we need to look at traffic congestion to improve buses making their timetables. I catch the bus most days and certain routes are fine but others may need to change as the route is too long ie 444/445. This causes this bus to be unreliable in terms of running to timetable.

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. I understand there is no funding now for lifts at Lewisham and Petersham stations. We should deal with these existing issues before spending money on creating something new just for the sake of it. I also think there are other parts of Sydney crying out for a metro or train line and this money could be spent in those areas to benefit them.

Justifications based on growth and the need for increased housing supply, are contested particularly because this corridor is already densely populated. Can we not have more trains on the existing line, there is definitely room in the timetable.

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. Can the Government revisit the plan for a tram along Parramatta Road? It sounded like a great plan and would improve the congestion and pollution and make it a more friendly streetscape and hopefully bringing back some retail to the street.

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? I am very concerned about how commuters will cope during this period. I work in the Emergency Department of the Royal Prince Alfred Hospital and need to keep to my shift times. I cannot keep calling in late to work if there are constant delays during this construction.

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.
- I live very close to the railway line as you can see from my address and am very concerned about the impact on our homes and wellbeing.

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.

I would like to thank you for taking the time to read this and for giving residents the opportunity to have their views considered.

Signature  8/11/17

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 3:49 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details
Attachments: 231086_Personal Submission to the Environmental Impact Statement_2017Nov08_1548.pdf

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 15:49:14 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]
Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
Please see attached submission

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.acelo.com/?action=view_activity&id=231086

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

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

- 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.

I do not believe that privatisation of essential public services such as rail and bus transport is in the best interest of the taxpayer or the community.

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.



DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 5:33 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for company Medical Imaging Bankstown (org_object)
Attachments: 231118_NM05517 Sydney Metro_2017Nov08_1731.pdf

From: system@accelo.com On Behalf Of Noel Mancuso
Sent: 08 November 2017 17:32:27 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company Medical Imaging Bankstown (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Noel Mancuso
[REDACTED]
[REDACTED]
[REDACTED]

Bankstown, NSW
2200

Content:

I have attached a letter providing comments on the Metro project and asking for information to see how this will affect our x-ray business directly across the road from Bankstown Station.

[REDACTED]
Submission: Online Submission from company Medical Imaging Bankstown (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=231118

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



Ref: NM05517

8th November 2017

Director, Transport Assessments
Major Project Assessment
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Sir/Madam,

RE: SSI 17_8256

I am writing in response to the Sydney Metro work which will be carried out between 2018 and 2024 and respect to the work being done at Bankstown Station. I am writing on behalf of Medical Imaging Bankstown which is located at 258 South Terrace, directly across the road from the new metro station for Bankstown.

We run a radiology business at that address and have done so for nearly 11 years providing a much needed service to the Bankstown and surrounding community. It is a vital business which is there to diagnose conditions for the local community together with their GP's and specialists to ensure they can remain as healthy as possible.

We would like further information about the construction period and the impact it will have on our premises. We are concerned that there will be business impacts, noise and vibration and socio-economic impact on our patients and our business and we would like further information if we are to support this.

We operate sensitive equipment, specifically an MRI scanner which can be affected by large moving metal objects such as trains and trucks. It is mainly affected by those vehicles slowing down and speeding up, which will happen with the metro moving trains every 4 minutes during peak hours once it is going. This could impact the ability of the magnet to work correctly.

Additionally, we see that there are 90 parking spaces going missing and 18 on the street unavailable and this will make it very hard for our patients to access the services that we offer. This will also affect ambulance entry to our practice if we cannot access parking outside the front door of the practice.

Lastly, when the overbridge was improved between South and North Terrace approximately 5 years ago, it had a significant impact on our business and I see that it will be closed for four weeks and no doubt at other times as well.



Please take this as a request for more information and consultation from a business that is in the very heart of Bankstown providing a much needed health service. Without consultation we cannot support this construction without these very important questions unanswered.

We would like to work with the Department and offer advice so that the people of Bankstown are not impacted by this work.

Yours faithfully,

Noel Mancuso
General Manager

Penrith Community Radiology Pty Ltd
Community Imaging Employment Pty Ltd
Medical Imaging Bankstown Pty Ltd
Medical Imaging Mt Druitt Pty Ltd
Medical Imaging Erina Pty Ltd

258 South Terrace Bankstown NSW 2200

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 5:44 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Luella Billing (object)
Attachments: 231124_Personal Submission_ LBilling_ Sydney Metro City & Southwest Sydenham to Bankstown Upgrade_2017Nov08_1742.pdf

From: system@acelo.com On Behalf Of Luella Billing
Sent: 08 November 2017 17:43:15 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Luella Billing (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Luella Billing
[REDACTED]
[REDACTED]

Canterbury, NSW
2193

Content:
please see uploaded document

[REDACTED]
Submission: Online Submission from Luella Billing (object)
https://majorprojects.acelo.com/?action=view_activity&id=231124

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

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

Name: Luella Billing

Address: 57/20 Close Street Canterbury 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 or justifiable due to the reasons stated below:

1. The current 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 in the concerned area.
2. 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 and should be installed at Canterbury, Dulwich Hill and Hurlstone Park stations without the need for the Metro.
3. Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated and the future of the NSW Governments' Priority Precinct's is now more than ever uncertain. Community opposition for the plan is growing with now Federal attention. There is no need for the Metro or the PPP given the rate of overdevelopment already occurring in the area – sensible upgrades to existing infrastructure rather than the separation and privatisation of the current rail line.
4. The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd or Canterbury Road which are both in need of renewal and a rapid bus transit system.
5. 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 significant traffic congestion through the affected suburbs, particularly along Canterbury Road which has little room at present for any increase in traffic flow. Canterbury Road is already at traffic capacity both on weekdays and weekend and is becoming increasingly dangerous. Adding even more large vehicles such as buses will create a situation where fatalities will be a reality. How will people travel to work and school in reasonable time?
6. The privatisation and segregation of the Metro line from the rest of the Sydney rail system is beyond comprehension and raises significant questions about the actual planning aspects that have gone into the proposal. How is it sensible to stop the Metro Line at Sydenham and expect

all passengers to then change to a new train to continue their journey into the CBD and in some cases on to the Northern Suburbs. I currently work in St Leonards and already have to take two trains, this would mean at least 3 trains each day. This aspect of the plan makes no sense and only serves to disadvantage western and inner western commuters even more!

7. The construction process will be enormously disruptive to the residents of Canterbury and Hurlstone Park among the other affected suburbs. 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 and existing units backing onto the train line.
 - 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.

8. The compulsory acquisition of the Canterbury Bowling Club for the Metro works is also of significant concern to myself and hundreds of residents in and around the Canterbury area. The use of this cultural heritage site as a waste, transport and machinery hub bites to the very core of the community the utter disdain the plan actually has for the community at large. The Canterbury Bowling Club location is referred to as the "former Canterbury Bowling Club". The Club is only under utilised due to the bullying and underhand tactics of the previous Canterbury Council who took measures to rezone this area for development. The site was gifted to the Council and the people of Canterbury by the previous owners for community use. It is not there to be desecrated and ruined by pollution, and machinery. It is also clear that this use will completely destroy any existing character of the location and basically ensure the death nail in the site once it has been used. The street that the Club sits on, Close Street is a cul-de-sac and is not at all suitable for the high level of traffic and large scale trucks and machinery that will go on there. The Metro will spell an end to this location and will be responsible for the exploitation of a community asset and site.

9. 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.

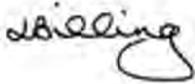
10. The environmental impacts are unacceptable, including:
 - increased greenhouse gas emissions
 - the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

11. 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.

A handwritten signature in black ink, appearing to read 'Luella Billing', with a stylized flourish at the end.

Luella Billing

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:46 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 58.pdf
Attachments: Scan 58.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 58.pdf

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

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:

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? *and where are you getting buses from, There will not be enough buses in Sydney to cover lack of trains*

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

- potential vibrational damage to dwellings *along the rail line.*
- *Where's the infrastructure to go with this metro line. Absolutely nothing guaranteed.*

o Traffic already a nightmare on Canterbury Road.
How do you propose to run these extra buses.

- 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..... *Carmel Lippett* *Terry Lippett*
CARMEL Lippett Terry Lippett

Please answer these question for everyone:—

- (a) Why are you ripping up a perfectly good railline, and heritage stations?
- (b) Why do those living on Bankstown line have to change trains to reach the city?
Another backward move.

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:42 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 35.pdf
Attachments: Scan 35.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 35.pdf

Note: To protect against computer viruses, e-mail programs may prevent sending or receiving certain types of file attachments. Check your e-mail security settings to determine how attachments are handled.

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

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.

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- 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.

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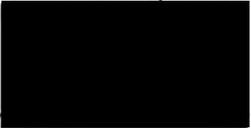
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- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
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In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity 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. 

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:57 AM
To: DPESYDMET Scanned
Subject: NSW Health Submission
Attachments: Sydenham to Bankstown Rail Corridor EIS_NSW Health Submission (CHO Signed)_Final.pdf



Planning &
Environment

Mr Glen Snow
Director, Transport Assessments
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr Snow

RE: Sydenham to Bankstown Environmental Impact Statement

Thank you for the opportunity to comment on the Environmental Impact Statement (EIS) for the Sydenham to Bankstown rail corridor. NSW Health makes the following submission for your consideration.

NSW Health has focused its response to matters directly related to health. The main issues identified by NSW Health with potential direct health impacts are potential noise and vibration and air quality.

Potential noise and vibration impacts

There is emerging evidence of the health impacts of environmental noise. The evidence is strongest for impacts on cardiovascular disease and sleep disturbance. Measures to limit community exposure to noise are therefore important to protect public health.

Potential noise and vibration impacts have been assessed with consideration given to sensitive noise 'receivers' such as residential and institutional premises. During the construction phase, there are a number of affected receivers including in Bankstown (Noise Catchment Areas 11, 12 & 13) that will, over the short term, be exposed to high levels of construction noise. It is also predicted construction activities which result in sleep disturbance will occur in Bankstown, affecting the NCA11 and NCA13 areas which are dominated by residential premises. It is important that all reasonable and feasible measures are taken to minimise construction noise exposure for local residents. Scheduling of works to avoid or minimise night time construction noise is important for minimising sleep disturbance. The EIS states that noise and vibration events, including potential sleep disturbance impacts, are to be managed as per the Sydney Metro Construction Noise and Vibration Strategy.

There are a number of residential premises that may be exposed to excessive noise during the operational phase at Bankstown around the rail line and the corridor, including multi-level residential buildings. It is important that all reasonable and feasible measures are taken to reduce the impact of operational noise on these identified residential premises, particularly night time noise which would result in sleep disturbance.

Air quality

Air quality is assessed as most at risk during construction phase owing to dust emissions, however the EIS demonstrates compliance of predicted air quality impacts with NSW EPA requirements (23.1 of Volume 1B).

All reasonable and feasible measures should be taken to minimise exposure to dust emissions for local residents during the construction phase.

In the operational phase, there is likely to be a net benefit to air quality due to a diminished call for motor vehicle usage as compared to a scenario without the project.

Impact of additional public transportation

We support the opportunity for this project to service the growing demand for public transportation in Sydney. According to Litman (2011)¹, high quality public transportation and transit oriented development can affect travel activity in ways that provide large health benefits, including reduced traffic crashes and pollution emissions, increased physical fitness, improved mental health, improved access to medical care and healthy food, and increased affordability which reduces financial stress to low-income households.

The proposed service frequency, described as 'timetable-free', should result in rising metro train patronage in the corridor which will yield broader social benefits that will arise from a reduced reliance upon private motor vehicles.

Active transport

NSW Health supports development of the Active Transport Corridor along the length of the rail line from Sydenham to Bankstown stations. The early completion of this cycleway/walkway would help promote active transport.

Bicycle access and parking on interchanges will further contribute to cleaner air and an increase in physical activity.

The appendix to this letter provides further specific comments on the EIS.

I trust this information is of assistance. Should you require any further information please contact Dr Stephen Conaty, Director Population Health, South Western Sydney Local Health District on 8738 5718.

Yours sincerely



**Dr Kerry Chant PSM
Chief Health Officer and Deputy Secretary
Population and Public Health**

¹ Litman T. "Evaluating Public Transportation Health Benefits". Victoria Transport Policy Institute for the American Public Transportation Association, 2011.

Appendix A

Specific comments

The following additional specific comments and recommendations are also made regarding the Sydenham to Bankstown EIS:

Section/Heading/Page Number	Comments/Recommendations
Appendix C 3.3.4 Bicycle movement	The design guidelines stipulate that priority is given to bicycle safety at road interfaces. There is concern regarding cyclist safety at the bus interchange and layover area on South Terrace. The cycle path finishes abruptly at the bus layover area and there is no allowance for cyclist access into the station from the west. To avoid conflicts between pedestrians and cyclists and vehicles and cyclists, consideration should be given in the plans around the Bankstown Station for off-road cyclist access from all directions, not just the south east along the active transport corridor.
4.2.5 Station Service Facilities	We recommend that the opportunity is taken to include water refill stations within the design guidelines for all of the Metro stations along the line. This is an important link to NSW Health ² and Sydney Water's focus on addressing overweight and obesity by promoting water as the drink of choice, and should be seen as an important strategy for waste reduction within all Metro stations
Vol 1B. Section 28.4.2, Page 604 of 666 Vol 1C. 3.3.4 Bicycle Movement Page 80 (or 92 of 574) Pages 121-122 of 666 & T06 Page 610 of 666.	NSW Health recommends consideration of the station precinct design to optimise multimodal transport, including provision for bicycle storage, bicycle sharing, and affordable and accessible motor vehicle parking to encourage active transport and uptake of metro travel.
Technical paper 1- Traffic, Transport and Access	NSW Health requests that additional consideration be given to alternative parking in proximity to health care facilities during the construction phase, for example around Bankstown Community Health Centre. Past experiences have shown that construction workers arrive very early and consume existing parking places, resulting in significant negative impact on access to health facilities by the public.

² NSW Health. NSW Healthy Eating and Active Living Strategy: Preventing overweight and obesity in NSW 2013-2018. Sydney, 2013. Available at: <http://www.health.nsw.gov.au/health/Publications/nsw-healthy-eating-strategy.pdf>

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 10:02 AM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Margaret Fasan of Mrs (object)
Attachments: 231007_Submission Sydney Metro EIS_2017Nov08_1000.pdf

From: system@accelo.com On Behalf Of Margaret Fasan
Sent: 08 November 2017 10:01:22 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Margaret Fasan of Mrs (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Margaret Fasan
[REDACTED]
[REDACTED]
[REDACTED]

Hurlstone Park, NSW
2193

Content:
My submission is attached.

[REDACTED]
Submission: Online Submission from Margaret Fasan of Mrs (object)
https://majorprojects.accelo.com/?action=view_activity&id=231007

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

24 Garnet Street
Hurlstone Park NSW 2193
5 November 2017

Director, Infrastructure Projects
Major Projects Assessment
Department of Planning and Environment

Dear Sir/Madam

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

I am writing to object to the proposed replacement of the T3 Bankstown Line with the Metro.

Whilst I support the provision of new public transport infrastructure and an expansion of the network, there are minimal public benefits in retrofitting the existing Bankstown Line.

Quality of service

The current train service for the Bankstown line is excellent. With minor changes to the schedule, it has the capacity to accommodate the future growth that is currently planned under Canterbury-Bankstown Council's Local Environmental Plans for the major centres along it, including Bankstown and Campsie.

The metro system will not deliver a higher standard of service as claimed in the EIS as the single deck trains will provide only a limited number of seats and will not take customers to their preferred destinations including Redfern and the City Circle. The requirement to change stations to make these connections will negate any time gained through more frequent services. Further, the heavy rail has the capacity to stop every 3 minutes right now and so it begs the question of why the Metro system stopping every 4 minutes (in the peak hour) could be an improvement over the current service.

Lifts can and should be provided now without a Metro conversion.

The Metro system should stop at Sydenham, which is for all intents and purposes an interchange station now, with the normal Sydney train service to continue beyond. That would ameliorate the need to reconfigure stations to Bankstown and also remove the need to close the line at all, because the section to Sydenham is planned to be a new tunnel.

Adverse heritage impacts

The heritage significance of the historic Bankstown line will be irrevocably diminished with the construction of the Metro. Although all stations are heritage listed, several

with rare and exceptional buildings of state significance, most will be altered beyond repair.

The Bankstown railway line opened between Sydenham on the Illawarra railway line and Belmore in 1895. This was the first solely suburban line to open in Sydney as all other rail lines were mainlines carrying traffic into and out of Sydney. In 1909, the line was extended to Bankstown, with intermediate stations at Lakemba and Punchbowl. A new station at Wiley Park opened in 1938.

All of the railway stations are heritage listed either on the State Heritage Register or locally as well as on RailCorp's S170 Register.

Of the early stations at Marrickville, Dulwich Hill, Hurlstone Park, Campsie, Canterbury and Belmore, the overhead booking office at Dulwich Hill and the 1915 Platform 1 building at Hurlstone Park, which is the more prominent of the buildings, will be demolished. Hurlstone Park will lose almost all heritage items despite its local listing with Council and RailCorp and a 2016 nomination for State Heritage Listing.

Of the second layer of development, the heritage listed stations of Wiley Park and Punchbowl will be totally demolished. This will result in their being delisted as heritage items, despite Wiley Park being representative of the interwar period and the station having "social and rarity values".

The overhead booking office will be retained at Belmore but demolished at Dulwich Hill, Wiley Park and Punchbowl.

There will also be loss of parts of original footbridges, including the removal of Dulwich Hill footbridge (assessed as having high significance within NSW Railway collection) and three moderately significant footbridges will be lost at Hurlstone Park, Canterbury and Wiley Park.

With the exception of some elements at Bankstown, all of the original platforms along the line will be removed resulting in a substantial loss of curved wayside and island platforms, and of brick vertical and battered platform walls. These platforms are also heritage listed.

There is also moderate-high potential for archaeological remains to be impacted by the project (especially around Marrickville and Canterbury).

The Metro will cause Irreversible direct destruction of historic rare, exceptional and high value rail items along the line, having significance locally, regionally and for the state rail network; a reduction in the heritage values and appearances of all stations. Many of the heritage items along the corridor are of State significance, or have been recommended for listing

The heritage assessment of the EIS sums up the devastating impacts for Hurlstone Park as follows:

"The project would remove all original elements at Hurlstone Park Railway station apart from the Platform 2 building, the brick abutments of the Duntroon Street overbridge and sandstone wall on Platform 2. This would significantly impact the integrity, aesthetics, and representativeness significance of the station. The removal of most original elements would severely impact the legibility of the historical values

of the place as one of the original railway stations on the Sydenham to Bankstown line.”

The justification for the massive heritage destruction at Hurlstone Park is the need to straighten the platforms for the Metro, but at Dulwich Hill, where there will also be major heritage impacts, the platforms will not be straightened due to cost and technical factors. This is an example of inconsistencies that underpin the lack of trust and confidence in the merits of this proposal.

The design summary of the EIS claims the project will “Protect and promote heritage through appropriate design, planning, and management controls”(p9) and that the project will “Conserve and re-use heritage fabric wherever possible.” A stated principle is to “Ensure elements and items of heritage significance are appropriately managed and respected” and “ Identify opportunities for heritage conservation to contribute to the celebration of local identity in station design” (p 71, Design summary). In the Heritage Assessment it is stated that the station design has sought “to retain and conserve, wherever possible, elements of heritage significance.” (5.3.8 p 148)

There is no evidence in the EIS to support the above statements.

Contrary to statements in the EIS, heritage items will not be rendered more visible for greater appreciation. At Marrickville, ribbon canopies will obscure the heritage platform buildings. Canopies at Canterbury will have visual impacts, and the only remaining platform building at Hurlstone Park will be less visible.

The function of many of the heritage buildings will be removed instead of enhanced. This is also senseless. The Hurlstone Park Platform buildings have functional toilets, an attractive original waiting room and shading canopies, for instance.

The heritage impacts will be felt locally, regionally and across the historical NSW rail network. The T3 Bankstown will lose its heritage values and ability to demonstrate the historical phases of development of the line.

Construction Impacts

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 (my street), 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.

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?

Garnet Street impacts

I live in Garnet Street which is nominated as a haulage route in the EIS. Garnet Street is a quiet, narrow residential street. It has numerous speed bumps and a “no right turn” at the intersection with New Canterbury Road. For these reasons it is not suitable as a haulage route and an alternative route should be found.

A construction works zone has been identified in the EIS on the corner of Garnet Street and The Parade within the road reserve. There are numerous mature Figs (*Ficus rubiginosa*) which contribute substantially to the character and environmental quality of the area within the road reserve. These trees must be retained and protected during construction.

Summary

I don't believe that the State Government has made the business case to spend billions of dollars to replace one rail line with another. 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.

The real reason for the Metro is to facilitate intensification along the corridor with a possible 50,000 additional dwellings being built over the next twenty years. Such growth occurring in already established areas is unprecedented in Australia and will have a major impact on the character of suburbs along the line and infrastructure provision. Schools, hospitals, green space and the road network will all be impacted as there are no mechanisms in place to address these needs.

The liveability of the inner west will be dramatically reduced if the Government proceeds with the construction of the Metro.

Yours sincerely

Margaret Fasan

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 10:09 AM
To: DPESYDMET Scanned
Subject: FW: Submission Details
Attachments: 231015_Metro_HPA_shortsubmission_Oct2017_2017Nov08_1007.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 10:08:17 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]
Email: [REDACTED]

Address:
[REDACTED]
[REDACTED]

Content:
I object to the metro

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231015

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

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

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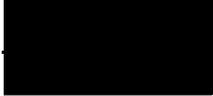
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- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

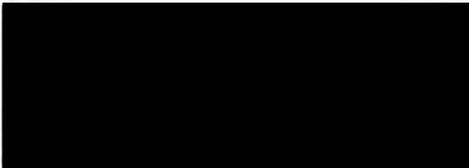
In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

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

Signature.. 

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 10:28 AM
To: DPESYDMET Scanned
Subject: OEH Agency Submission
Attachments: 20171108080604885.pdf





Office of
Environment
& Heritage

DOC17/476632
SSI 8256

[REDACTED]
Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr [REDACTED]

Request for comments – Exhibition of Sydney Metro City and Southwest – Sydenham to Bankstown (SSI 8256)

I refer to your letter on 12 September 2017 seeking input from the Office of Environment and Heritage (OEH) on the Environmental Impacts Statement (EIS) for the Sydney Metro City and Southwest – Sydenham to Bankstown project.

OEH provides comments on the EIS in relation to biodiversity and floodplain risk management at Attachment 1.

If you have any queries regarding this matter please contact Marnie Stewart, Senior Project Officer, on 9995 6868.

Yours sincerely

S. Harrison 06/11/17

SUSAN HARRISON
Senior Team Leader Planning
Regional Operations

Attachment 1 - Office of Environment and Heritage comments for the Sydney Metro City and Southwest – Sydenham to Bankstown (SSI 8256)

1. Biodiversity

OEH has previously recommended one camera trap every 300m of suitable habitat, placed for two weeks for the Inner West Long-nosed Bandicoot. These surveys had cameras 700m apart and only placed for one week. The period of placement may have been restricted by ability to access a working rail corridor. However, as cited by the assessor, Price and Banks (2016) conducted 4 months of camera surveys along the Inner West Light Rail Line and failed to find any evidence of Long-nosed Bandicoot use, but plenty of predator use. They concluded that this species is unlikely to be surviving along the light rail line. Given the habitat similarity, OEH concurs with the assessor that the same conclusion can be reached for the heavy rail line.

The BAR also notes “there are no *A. pubescens* stems in the project area as the occurrences of these plants have been excluded from the project area in order to preserve the population.” OEH also considers that indirect impacts are unlikely to be detectable. These plants are already subject to extensive edge effects, passing rail traffic and maintenance.

2. Floodplain risk management

The primary objective of the NSW Government’s Flood Prone Land Policy is to reduce the impact of flooding and flood liability on individual owners and occupiers of flood prone property, and reduce private and public losses resulting from floods. The most appropriate method to assess the development of flood prone land is through the floodplain risk management process, which is a risk-based assessment detailed in the NSW Floodplain Development Manual (2005).

A primary objective of Section 117 Direction 4.3 ‘Flood Prone Land’ is to ensure that development of flood prone land is consistent with the NSW Government’s Flood Prone Land Policy and the principles of the Floodplain Development Manual 2005.

OEH has reviewed the Technical Paper 8 – Hydrology, flooding and Water Quality Assessment (GHD, September August 2017). OEH’s comments are generally confined to the methodology outlined in the report. From OEH’s perspective, the assessment prepared by GHD appears to follow accepted floodplain risk management practice. The assessment applies two modelling techniques, for Marrickville Station and for the rest of the project area between Dulwich Hill and Bankstown Station.

Marrickville Station

- The consultant utilises the information from existing flood studies and background information as stated in Section 3.6.1 to establish hydraulic TUFLOW 2D model in the vicinity of Marrickville Station. The model identifies existing and post-developed flooding characteristics for a range of flooding up to the probable maximum flood (PMF) as outlined in Table 2-1.
- Existing flooding conditions within the project area are outlined in Section 3.6.4. Appendix B of the report illustrates Flood Mapping for existing and post-developed scenarios including extent, depth, velocity, provisional hazard, climate change scenario equivalent to 1% AEP plus 10% increase in rainfall intensities and the impacts of the project on flood level and velocity for a range of the flood events up to the PMF.

Project area between Dulwich Hill and Bankstown Station

- The consultants established 1D modelling using 12D drainage module and DRAINS model to address flood problems in the project corridor between Dulwich Hill and Bankstown Station. The report provides only a discussion on key outcomes of this assessment. Although the report acknowledges that there are high flood risk areas occurring within the rail corridor to the west of Campsie Station and east of Canterbury Station, and localised overland flooding along this section of the corridor, it states ‘No flood mapping or model results were available in this part as this part of the corridor was generally considered to present a lower flooding risk than the Marrickville area’.

OEH acknowledges that the assessment provides a summary of proposed drainage works within this section of the corridor as outlined in Table 4-5. However, OEH considers that it is prudent that the Technical Paper provides sound details of the flood characteristic within the whole vicinity of the project including detailed mapping to demonstrate the model's results at this section. The report should also provide detailed discussion as to whether there are remaining impacts after the implementation of the proposed drainage works, and should address the impacts of the project on surrounding properties along this section of the corridor.

General

The report identifies proposed flood immunity criteria for infrastructure, drainage system design criteria and design criteria for flood impacts on adjoining lands in Table 4-1, Table 4-2 and Table 4-3 respectively, which are reasonable.

In regard to the Marrickville area, the report addresses the design performance against the abovementioned criteria as outlined in Table 6-2 and recommends further design development to be undertaken to confirm the drainage details during the detailed design, which is supported.

The report lacks details on design performance in the area between Dulwich Hill and Bankstown Station. Whilst it acknowledges there is high hazard area around Canterbury Station, modelling of the Cooks River flooding at this area was not undertaken and accordingly, the impacts of the project on existing flood behaviour have not been assessed. The report recommends further analysis and design to be undertaken during detailed design.

OEH does not support the deferment of Cooks River modelling to the detailed design stage and highlights that it is prudent to undertake adequate assessment of Cooks River and overland flow flooding at this section in the early stage of the proposal.

(END OF SUBMISSION)

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Date written: 23rd October 2017

Name: H. DONOVAN

Address and Phoneno./Email

14 GIBBS St Croydon 044699180

CONFIDENTIAL? Yes.



PCU072923

Application: Sydney Metro

Application no. SSI 178256

Attention Director of Infrastructure Projects

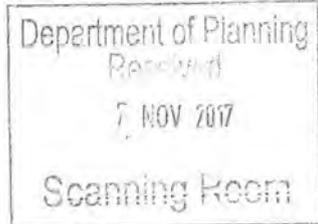
Here is my submission for all of the both existing and proposed metro lines. (In order to enable other people to lodge their submission, I decided to make photocopies of this page to give them rather than ask them to sign a petition in order to protect their privacy and identity.

My only reasons for supporting this proposal are that these trains, being single deck are better for the elderly and disabled and are (or supposed to be) more environmentally friendly by using less power and energy.

My reasons for objecting to this proposal: With all the seats being longitudinal against the wall, they only cater for the commuters, shoppers and those attending their leisure and entertainment, but leave out the train enthusiasts and tourists who really want to enjoy the trip by sitting forward facing and viewing the scenery from both sides of the train. Also, this arrangement encourages unwanted staring which can lead to tension and even conflict and, with the seating being the correct distance apart, even providing the perfect conditions for perverts to peer lustfully at females, etc. We don't want this. Then, of course, being driverless, lack of crew to ~~take~~ take any necessary action against any trouble. (CCTV cameras can only record evidence, they cannot make decisions or even protect anyone ^{or stop attacks}) I appeal for you to reconsider, or even make a compromise. →

SIGNED:  OVER

P.S. I also object to the proposed "Berlin" type walls built along parts of the line like already done on other lines which will block out scenic viewing which many travellers, especially tourists will be denied and will encourage graffiti.



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Date written: 23rd October 2017

Name: JACK MAHUIKA

Address and Phoneno./Email 2/2 CHANDOS ST
ASHFORD N. S.W 2131.

CONFIDENTIAL? - (YES)

Application: Sydney Metro

Application no. SSI 178256

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SIGNED: Jack Mahuika

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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: *Coirade*
Address: *14 Gower 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.

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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?

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Signature 

Tina Le
14 Gower Street
Hurlstone Park 2193

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

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Application number: SSI 17_8256

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Name:

Address:

Application number: SSI 17_8256

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I have no reportable donations to disclose

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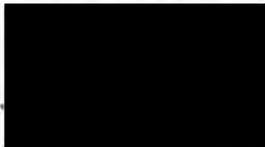
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Name:

Address:

Application number: SSI 17_8256

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Application number: SSI 17_8256

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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: JOHN PARSELL
Address: 6 FLORENCE ST
HURLSTONE PARK 2193

Application number: SSI 17_8256

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From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:44 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 46.pdf
Attachments: Scan 46.pdf

Your message is ready to be sent with the following file or link attachments:

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Mail to :

**Major Projects – Metro EIS Submission
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GPO Box 39
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Name: *ANTHONY SEYMOUR*

Address: *8 GARNET ST
HURLSTONE PARK*

Application number: SSI 17_8256

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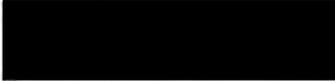
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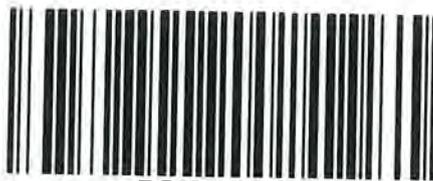
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From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:29 AM
To: DPESYDMET Scanned
Subject: Emailing - Jennings, Peter_08-11-2017_Changes Sydenham to Bankstown Line - Application Number_ SSI 17_8256_.PDF
Attachments: Jennings, Peter_08-11-2017_Changes Sydenham to Bankstown Line - Application Number_ SSI 17_8256_.PDF

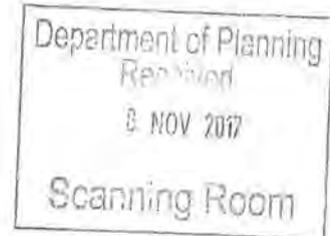


PCU072937

Submission to Major Planning Department

Re: Changes Sydenham to Bankstown Line

Name: Peter Jennings
Address: 2 School Parade
Marrickville NSW 2204
Application Number: SSI 17_8256



I am writing this submission to express my total opposition to the proposed changes along the Sydenham to Bankstown line in Sydney's inner-west and south-west. The reasons for my objections are below:-

1. Proposed over-developments near each railway station

As it stands, the propose developments around Marrickville and Dulwich Hill stations (and other stations along this Urban Renewal Corridor) are too high, and would result in the near total destruction of the suburbs along this line.

The density and increase of population along this corridor is not being adequately catered for. Before you begin building new residential towers and a new railway line, common sense says that first you build the additional schools and classrooms, the new parklands, the child-care and increased hospital beds, and you bring in legislation to ensure that a percentage of the new residential flats are set aside for affordable housing, and a percentage set aside for social housing.

I suggest that my municipality, Marrickville, be required to allow the construction of the same number of new units as that required in Liberal controlled municipalities such as Woollahra.

2. Building a new "metro" line from Sydenham to Bankstown is unnecessary and a waste of money

Given that most of western Sydney has a desperate shortage of public transport, it makes no economic sense to spend several billion dollars ripping up an already existing and well functioning railway line to just replace it with another line. Any gain in frequency of the metro trains will be offset by the lower carrying capacity of the single deck trains compared with the current double deck trains.

Our public money would be better spent on leaving the Sydenham to Bankstown line as it is, and instead building a new line in the western suburbs by extending the line from Leppington on to Penrith via Badgerys Creek.

3. During construction, the congestion on inner-west streets will be impossible

According to estimates in the media, during the construction of the new metro line from Bankstown to Sydenham, you will need 1,050 busses every hour to carry the passengers currently riding by train on that line. Given the narrow streets of the inner west, how will you fit an extra 1,050 busses on these roads? Currently, when there is trackwork on weekends on this line, the route from Dulwich Hill station to Marrickville station travels along Warren Road in Marrickville. Please, get out of your ivory tower, drive down to Warren Road Marrickville, and see if you think this narrow street could carry an extra 1,050 busses every hour.

4. What we really need – commuter car parking at railway stations

What the residents of this area really need is more commuter car parking at each railway station. With no car parking available at Marrickville, and only about 20 spaces at Dulwich Hill and also Hurlstone Park, only people within walking distance of a station are able to catch a train, the rest have to drive to their place of work.

If any new residential towers are to be build around railway stations, it should be mandated that each tower must provide two levels of free carparking for commuters. Your friends, the developers, would complain about it, but they would still make a significant profit, and many more people living a kilometre or so from the stations (eg, the whole suburb of Earlwood) would benefit greatly.

Finally, regarding your plans for a new railway line and overdevelopment around the railway stations, thanks, but no thanks. We would prefer it just like it is. Cut back on the excessive population growth rates, and none of this overdevelopment would be needed.

Peter Jennings



ptjennings@netspace.net.au

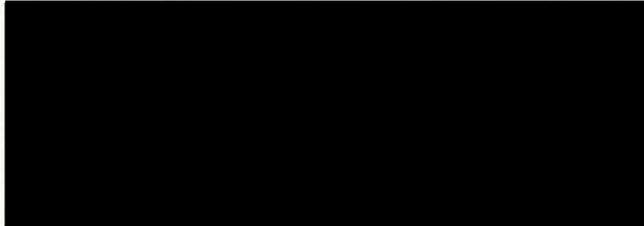
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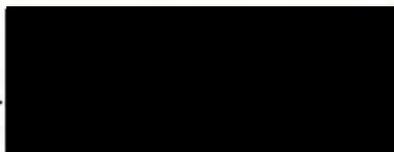
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Address: *28 Hospital Rd
Concord west 2138*

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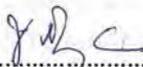
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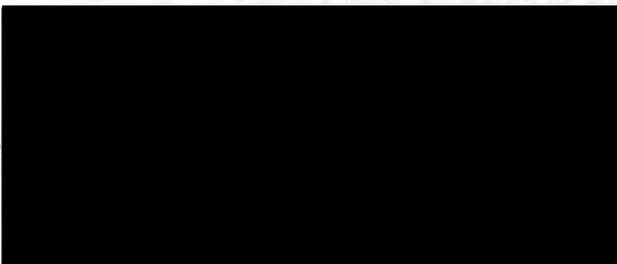
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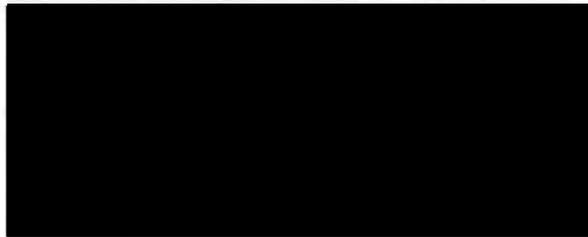
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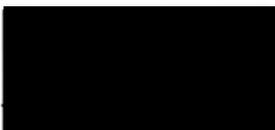
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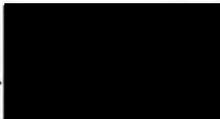
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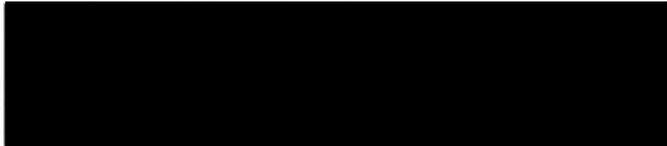
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Mail to :

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

Name:

Address:



Application number: SSI 17_8256

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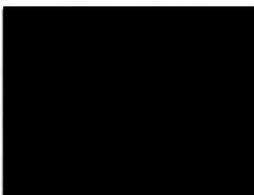
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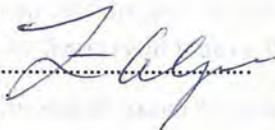
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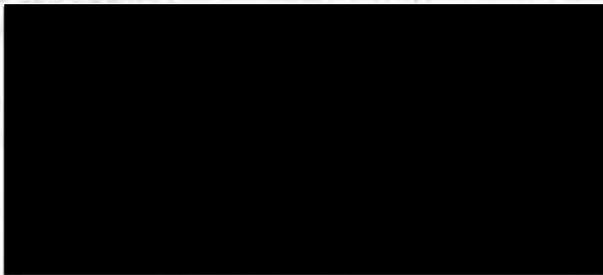
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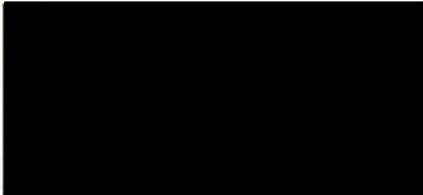
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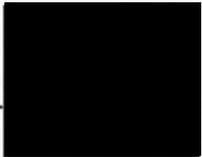
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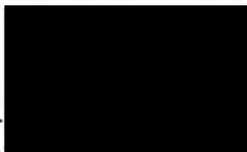
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Signature



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: Alexander Howitt

Address: 6/16 Smith Ave,
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

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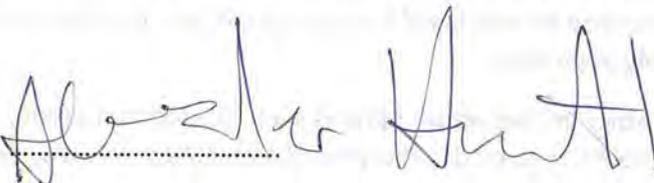
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Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: *Georgia Wilson*

Address: *4 Hillcot St Hurlstone Park 2193*

Application number: SSI 17_8256

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I do not consent to my name being published

I have no reportable donations to disclose

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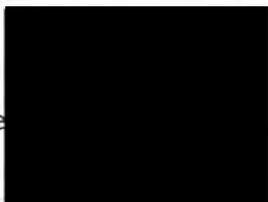
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Mail to :

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

Name: MICHELLE KER

Address: 71 DUNTRON ST HURLSTONE PARK

Application number: SSI 17_8256

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- I have no reportable donations to disclose

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Mail to :

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

Name: **KERRIE CLEAR**

Address: **142 DUNROON ST
HURLSTONE PARK 2193**

Application number: SSI 17_8256

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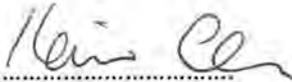
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Mail to :

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

Name: Linda Eisler
Address: 123 Dunroon

St

Application number: SSI 17_8256

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Mail to :

**Major Projects – Metro EIS Submission
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Name: **Dominique HERTZOG**
Address: **53 Duntroon Street
HURLSTONE PARK**

Application number: SSI 17_8256

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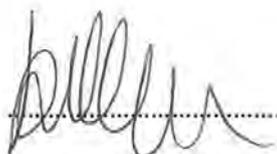
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Mail to :

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

Name: **EVELYN COEDATOS**

Address: **57 CRINAN ST
HURLSTONE PARK 2193**

Application number: SSI 17_8256

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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: BRONWYN VOST
Address: 25/76-80 GARNET 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:

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Mail to :

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

Name: *Wendy Prutchend*

Address: *4 Hillcot St Hurlstone Park*

Application number: SSI 17_8256

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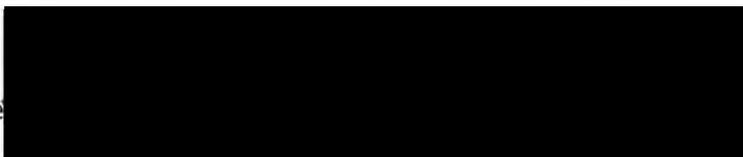
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Mail to :

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

Name: *Pablo Occhiuzzi*

Address: *8 Mill St.
HURLSTONE PK.*

Application number: SSI 17_8256

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I do not consent to my name being published

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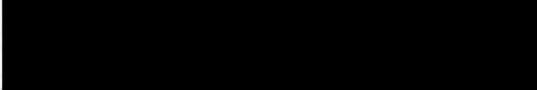
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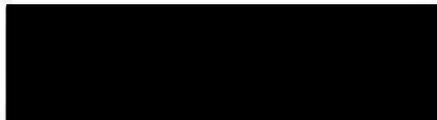
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Signature

A black rectangular redaction box covering the signature area.

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

Name:

Address:

Application number: SSI 17_8256

I consent to my name being published

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Name: CHRISTINE McCABE

Address: 53 TERRACE RD, DULWICH HILL.

Application number: SSI 17_8256

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DPEYDMET Scanned

From:
Sent:
To:
Subject:
Attachments:

From: system@acelo.com On Behalf Of Robert Gibbons
Sent: 08 November 2017 20:07:38 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Robert Gibbons (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Robert Gibbons
[REDACTED]
[REDACTED]

Oatley, NSW
2223

Content:
SSI 17_8256

I object to the proposal because:

- 1) the business case is invalid with 110 redactions in the summary and an apparent public BSR approaching 0 (zero) - socialising the costs and privatising the profits
- 2) Christie and Greiner regarded the Bankstown line as least needy of augmentation and money should be spent on centres support
- 3) the proposal was a cascaded consequence of an incompetent and possible corrupt decision in July 2012
- 4) options have not been considered such as running tram/trains and metro units which do not require special trackworks or platform straightening, and extending services from NW via Strathfield to KSA and CBD without a 2nd Crossing
- 5) insufficient pre-planning was done re Illawarra line and straightening - cost uncertain and causes social and political loss of confidence

[REDACTED]
Submission: Online Submission from Robert Gibbons (object)
https://majorprojects.acelo.com/?action=view_activity&id=231140

Submission for Job: #8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

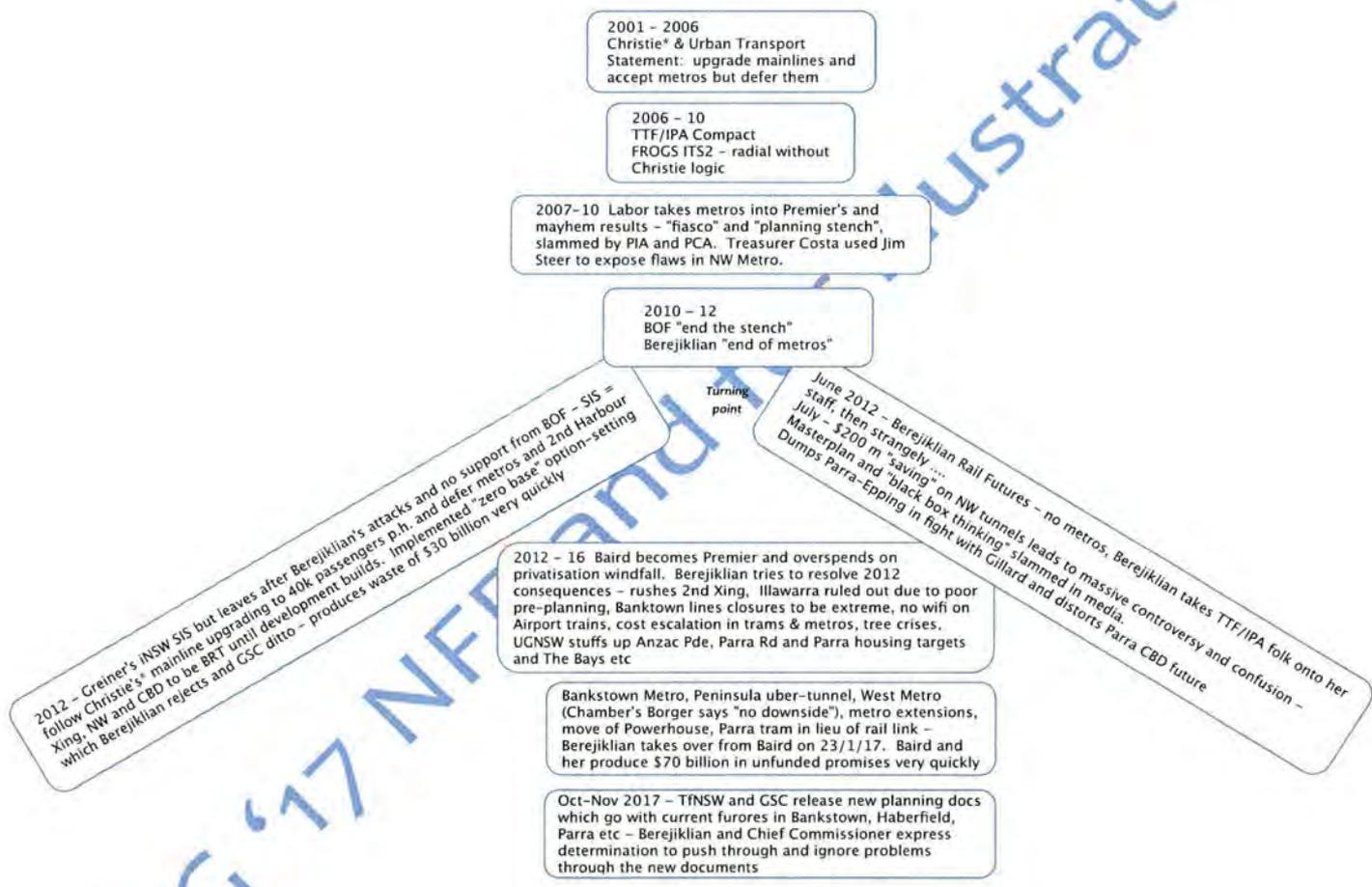
Site: #3501 T3 Bankstown Line between Sydenham and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

HOW TO BUILD AN EFFECTIVE PATH IN SYDNEY

between

TODAY'S CHAOS & THE 30-MINUTE CITY

How LOCAL COMMUNITIES HAVE TO DEAL WITH THE GREATEST TRANSPORT & LIFESTYLE CHALLENGE IN A HUNDRED YEARS, FORCED BY GOVERNMENTAL BLUNDERS
- ALL WITHOUT AN ELECTORAL MANDATE -



People told us they were sick of having to fork out millions of dollars for **failed government promises like Labor's disastrous city Metro, pushing essential local projects like cross regional road connections, and long promised heavy rail links, further back into Labor's never-never.** They wanted professionals, not back room political tacticians, to make important infrastructure decisions. They wanted government to get its act together with an integrated transport strategy... to meet the needs of customers, not bureaucrats. And they wanted local people to have a say in local planning decisions, and not to have their own neighbourhoods decided by the political whims of a backroom power broker ...

Barry O'Farrell, "Western Sydney 'State of the Region'" July '11

GSC admits finally that "committed projects of Western Harbour Tunnel & Beaches Link, F6 - WestConnex to President Avenue Kogarah, Parramatta Light Rail Stage 2 and Sydney Metro West are subject to final business case, no investment decision yet. Routes and stops for some transport corridors/projects are indicative only".

BROKEN PATH ~ important things that politicians like to forget

In 2009 COAG dictated that the NSW Government should not put up more whacky metro ideas until it had prepared a satisfactory "CITY PLAN" for Sydney. Barry O'Farrell promised to end "Labor's planning stench". He appointed a Commission of Audit which found that ministers were still starting projects without doing normal tests for value for money, best option for purpose, and financial and operational effectiveness. Projects were being done independently of system needs and even of each other. Nick Greiner put it succinctly that Gladys Berejiklian's metromania is "all a bit arse-about".

PM Turnbull made new promises. The City Plan and new City Deal still have not come. Bradfield's name is traduced even as his legacy rail system is dismembered. Conflicted interests in government decision-making abound under the grace of Federal and State ministers. The "public interest" has been subsumed by profiteering. iA and iNSW are non-i.

The situation got worse rather than better: glossy images and weak and even non-existent Business Cases at Federal and NSW levels led to Bankstown and Liverpool councils *inter alia* not understanding the history and project merits in complex contexts, not being able to properly advise their communities, and not listening to experts. Premiers Baird and Berejiklian pushed the cranes-in-the-air accelerator and put in Administrators where Metro, trams and WestConnex would hurt communities, so as to ease the way for bitter medicine. Not one Minister said "think", none can be proud.

Now the deadline for the Bankstown Metro looms and it seems no one has come to grips with reality:

- the metros will reduce system capacity, after all there's nothing magical about Melbourne trains (remember that ABC Fact Checkers uncovered the Ministers' lies about 600,000 new seats per day)
- \$20 billion of metro expenditure and community disruption will subsidise corporate apartment-building at an extreme level such as 67 towers in Campsie alone while causing damage to the socio-political well-being of many communities (contrary to the advices of many people's writing including Lucy Turnbull's, Dr Rob Stokes' and Dr Gary Bowditch's), given the militaristic approach of the Government's two specifically interventionist agencies, UGNSW and GSC, and the incidental ones like the tramways and WestConnex – all with no visible coordination
- that \$20 billion will serve only 1-4% of about 800,000 new dwellings over only 15 years – what happens after that? The bucket will be empty – after all, Baird and Berejiklian over-spent the windfall from poles and wires by \$70 billion and growing. There is no question but that better options are available, as supplements or alternatives (see Greiner above and Eddington below)
- the cost of rejecting Greiner's methodology in 2012 now exceeds \$30 billion because of rejection of cheaper options and poor pre-planning (causing such waste that iA, the Grattan Institute and the Auditor-General have criticised NSW)
- The metros will take 40% of CityRail's patronage away, creating 4 points of discontinuity (the incredible new "dual gauge" problem), making the railways so dysfunctional and expensive that the Treasury and real estate raptors will be trying to close it down altogether. Sydney will have its special events and emergency response capabilities reduced but the governments are not telling us

The Steer Review – drawn from Jake Saulwick, "Metro a \$12b disaster, says buried report", SMH 30 July 2008:

The lemma Government was warned a month before it announced the \$12 billion north-west metro line that it would damage the NSW economy and should not proceed, in a damning top-level report commissioned by the Treasurer and buried by the Premier's office.

The document ... demolishes the metro proposal and the "optimistic" assumptions underpinning it. Written by Jim Steer, a world-leading transport consultant and executive with Britain's former Strategic Rail Authority, the report says the planned 38-kilometre Euro-style subway - from Rouse Hill to St James Station - is too long to be viable as a metro, is predicated on a poor business case and will do little to alleviate the CityRail congestion crisis.

"The business case for the north-west metro is weak, reflected in a poor benefit-cost ratio. In fact, the evidence presented to the review, with a set of explicit, yet fairly optimistic assumptions, suggests that the project benefits are substantially outweighed by its costs.

"In such circumstances, there would have to be good reasons not present in the appraisal work to date that create the case for proceeding to implementation."

The report also suggests the project could be at risk of an enormous cost blow-out. It says that the capital cost for the project is estimated at \$7.2 billion in 2007 dollars "excluding any explicit allowance for 'optimism bias'". ... On top of this, the project's costings had been based on the unit prices of the Epping to Chatswood line and only "limited work" had been done on comparing these with other metro systems around the world: "The comparators chosen in the work that has been done are not necessarily the most appropriate to the circumstances in Sydney.

"At this early stage of the project it would be wise ... to assume that OB [optimism bias] of perhaps 40 per cent should be applied," the report states. "Clearly, this change would further worsen the benefit-cost appraisal (0.55) as it stands."

by how much, nor are they telling the truth about consequential damage to coming generations. The NSW Treasurer has abandoned any pretense at being the guardian of Treasury Regs

- WestConnex is the only real road project and it will be out of capacity by 2031 – then what? The *Herald* is already reporting rat-run stories (a clever tool used by the RTA/RMS before but with heavy impacts on resident families if spontaneous).

While this centre-centric approach is going on, regions have had 2/3rds of their promised funds going elsewhere, with their Coalition representatives having no obvious influence. This has a political risk that Mark Coultan focussed on in 2009.

The PM's quote about explaining problems is the theme of this short pamphlet (see next graphic), applying to himself and his colleagues as well as to the NSW Government and its ministers. The situation we face was described by Infrastructure Australia:

instances of poor project selection and weak governance continue to occur. Recent history shows governments committing to investments before completing long-term planning or rigorous economic analysis; favouring large 'iconic' projects over smaller, often higher value, investments; and not releasing the full business case for multi-billion dollar projects. In addition, a lack of transparency and genuine community engagement has undercut public confidence in governments' ability to make the best investment decisions. This makes it harder to build community support for future investments and complex reforms that will be required to meet Australia's infrastructure needs.

That sloppy approach has been pushed by specific Ministers, "experts" and advocates and of course under the Bairdijiklian model as it influenced iA and iNSW (and now GSC it seems). Hence the wasted \$30 billion or so and growing. The 2015 Election did not canvass the real changes to communities and systems that the backroom operatives planned so there's no "electoral mandate".

Communities have been deceived about how their legacy assets will be damaged and how their money will subsidise developers. Communities will be oppressed by the Greater Sydney Commission and UrbanGrowth. Congestion will rise and housing affordability and "heat sinks" will worsen.

Housing cannot be divorced from metros – both must be paused, not just one or the other. Coming generations will be scrabbling around trying to get more capacity out of a toy metro system and congealed local roads, with debt and inequity overhangs, and will be lamenting, "they knew how to do better, why did they leave us this mess?".

PLANNING STENCH (BOF)

Sydney is not short of visions – we're to have a 30-Minute City and our suburbs across the Cumberland Plain will be "Three Cities". The plans are very pretty and the media seem to be convinced. The questions about "how much will it cost?" and "how on earth will you force new systems on old suburbs" (after WestConnex's appalling damage to the garden suburb of Haberfield – where the GSC "ensuring orderly development" was absent), will bother many but they haven't been answered by the dreamers. The reality might be like this:

There are people from the national and State Governments sitting in a sound-proofed room, already instructed what to do by their ideologically-sound but inept masters, with local councils sitting in a breakout room waiting for the result. The main group say -

If we all say the same thing over and over, no one will notice that we're not saying anything

Then they call in the councillors who get excited about naming the new stations, not questioning why the Bradfield system has to close and not knowing that the developers now have a clear run.

The main group is confined to card-carriers only. Independents and critics are shunned, their names being unmentionable, not one has even heard of Jim Steer. **One member wears four hats – advocacy of metro and housing interests, appraisal of their metros, metro planning and project Government approvals, and planning land use around those metros.**

The psychology was described by Mark Rosenberg (Balanced Curve) thus:

When cohesive groups are making decisions there is a psychological drive for consensus that suppresses disagreement and prevents the investigation of alternatives.

It tends to corrupt a team's decision making in two ways.

First, it effectively bypasses the independent opinions of team members.

Second, it discounts the relevance of information from outside the team.

*...success can generate a hubris that is intolerant to all outside opinion, and **the team's thinking becomes divorced from reality.***

The first-line protection against groupthink is (implementing)... constructive conflict

The dominant element in the Bairdian regime is secrecy which is a shield behind which deals are done, contracts are negotiated and planning documents are prepared and reviewed – all before seeing the light of day. The community and professionals see little or nothing – 110 redactions in the Bankstown Metro “summary” Business Case and total rubbish in WestConnex’s (read the A-G and SGS reviews). With the Metro, all costs are socialised and all profits are privatised which is a classic oligopolistic/“regulatory capture” outcome.

Fairfax’s Peter Martin has published many leaked documents on this theme. A classic case is the West Metro which came out of the Labor larder, was resurrected by Baird/Berejiklian in 2016 and now is on iA’s and the Government’s preferred list. Ditto the dropping of the Parra/Epping link and sterilisation by long-term manipulation of tram approaches. Ditto the F6 exclusion of public transit options and related Tempe intersection machinations – don’t solve the problem, just announce the new deal and smash the archaic option through the community.

The whole process excludes the massive work done on the Main West corridor over many years and especially by Leighton Corp, Ron Christie and Nick Greiner’s iNSW. The West Metro is specifically disadvantageous over the RG-adapted EDDINGTON BEDROCK Christie/Greiner approach because it gives the Second Airport the best transit support option in the world Vs the dominant but stupid option of extending the SW rail line (which in turn has to move towards a high capacity freight line).

The Berejiklian approach of excluding options and the nefarious close-down of the Bradfield system (all or part – who knows?) puts her at the bottom of the Transport Ministers’ merit list, below George Entiknap and Bruce Baird, in this writer’s history of NSW transport planning and administration.

The post-March 2011 election phases are shown in this chronology:

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May 2011	BOF	Infrastructure NSW Bill introduced and passed: BOF 2nd Reading Speech - <i>This bill delivers what the New South Wales Liberals-Nationals have outlined in detail over the past 18 months. The creation of Infrastructure NSW will, at long last, take the politics out of infrastructure decision-making, to get the right infrastructure projects delivered on time and on budget. <u>We will put an end to the stench that has surrounded infrastructure decision-making for more than a decade during which projects were drawn up on the back on envelopes before media conferences, recycled with the regularity of new Labor leaders, started, stopped, varied and too often abandoned, and chosen by politicians and faction bosses in back rooms ... not in the public interest according to the actual needs of the taxpayers, citizens and our economy. NB supposedly Premier cannot take action without consulting portfolio minister/s. Treasury Regulations seemingly part-replaced by requirement for "business case" but WestConnex proceeded without a timely one, then a defective one.</u></i>
January 2012	Baird Gladys	Kerry Schott (to be on boards of IPA and iA and suppliant Moorebank IMT) presents Interim Report of her version of the Commission of Audit, following on from Michael Lambert's first one. It described the failures of the NSW system against Treasury Guidelines, in detail, and set out a prescription. Her final report in May was much more generalised and less critical. This is a key point: would BOF/Baird/Berejiklian clean up the mess; or shamble on? The Government Response referred to the NW Heavy Rail link being underway; and imminent preparation of the Transport Masterplan and 20 year Infrastructure Strategy (iNSW).
April 2012	Gladys Rodd Staples	Said Rodd Staples would lead the NW project, and said he should not be judged by his previous role. "We will not blame very, very talented people for the mistakes of the previous Labor government". Despite the CBD Metro debacle, which has cost NSW taxpayers more than \$400 million since it was cancelled by the Keneally government, Mr Staples won a reputation with private sector infrastructure groups. ... <u>Mr Staples is known to have been examining ways of converting part of the CityRail grid to a single-deck, high-frequency metro-style system.</u> Ms Berejiklian, however, confirmed that standard double-decked trains would run on the new rail line. "This is a heavy rail link," she said.
	TTF IPA Metro	The executive director of Infrastructure Partnerships Australia, Brendan Lyon, said Mr Staples's appointment was particularly welcome. " <u>Ms Berejiklian has appointed Owen Johnstone-Donnet, an experienced Liberal adviser and former executive with the infrastructure lobby Tourism and Transport Taskforce, as chief of staff. Larry McGrath, from the TTF's sister organisation, Infrastructure Partnerships Australia, is her policy director.</u> "
June 2012		Minister Berejiklian released "Sydney's Rail Future" with an accelerated program of new Metro (NW converted from double-deckers) and 2nd Harbour Crossing (brought forward by over 20 years), and conversion of Bankstown and part of the Illawarra lines to metro.
Budget 2012	Baird	In 2012-13, the Government will release strategies and plans to meet the State's infrastructure and planning challenges over the next 20 years. As part of this, iNSW will release the 20-year NSW State Infrastructure Strategy (SIS). Reforms and initiatives proposed will address blockages and impediments to infrastructure delivery and improve policies and processes to <u>continuously drive value for money throughout the capital lifecycle.</u>
July 2012	Gladys Staples TTF	Government decides to convert the NW heavy rail line to metro, after saving \$200 m on smaller tunnels (0.0002%) of project cost, but with unforeseen consequences of at least \$20 billion). There is no strategic land use/transport plan, full community engagement, or Treasury costing. DT: In 2012 Staples was already talking as if a second Harbour rail tunnel was inevitable. Staples must have been pretty happy to see Baird and Constance out on a barge where exploratory holes are being drilled under the Harbour... SMH 4 July: Berejiklian, said the decision to bore smaller tunnels for Sydney's biggest rail project in decades was not about saving money. But the commitment to smaller tunnels has sparked fears among some transport planners that, for the sake of a few centimetres on either side, the government could be forever locking off transport options. This is because the size of the tunnels may not affect only the type of trains that use the North West Rail Link. The government has also committed to connecting the north west link with another rail crossing for Sydney Harbour, so it will also have implications for the types of trains that use that crossing. One concern is that it could limit the harbour crossing's ability to accommodate double-deck inter-urban trains, or even high-speed trains if they were introduced on the east coast. The project director for the North West Rail Link, Rodd Staples, told an industry briefing last week the tunnels would have an internal diameter of 6.1 metres. This is about 40 centimetres smaller than tunnels bored for the Epping to Chatswood link. It is also too small to fit a Sydney double-deck train and its overhead wiring... The chief executive of industry group the Tourism and Transport Forum, John Lee, said it was conventional to shape the size of a tunnel around the type of train to run through it. "I think it has been a smart decision," Mr Lee said. Ms Berejiklian said: " <u>There will be some cost savings in building smaller tunnels, however, there will also be some additional costs like the conversion of the Epping to Chatswood rail tunnels to this new rapid transit system. The second harbour crossing will be part of the rapid transit network. Fast, high-capacity, single-deck trains means we can move more people every hour than regular double-deck services.</u> " However, the Herald's transport inquiry of 2009 and 2010 argued against this analysis and found that double-deck trains could carry more people.
	IPA	Mr Lyon said a metro-style rail system was a contentious political and planning issue in Sydney because of the CBD Metro "debacle". In its submission (to Minister Berejiklian), Infrastructure Partnerships identifies corridors where heavy rail or buses will not be able to meet future demand, including Victoria Road from Rozelle to Parramatta in Sydney's west, Military Road on the lower north shore and Anzac Parade in the south-east. It says the government should use feasibility and demand analysis conducted by the previous government to "lead the public in an informed debate around the future role of a metro system" (AFR).

The promise to end the "stencil"
The end of the promise
\$30 billion - hidden, illegitimate, trumped Greiner's iNSW

iA, post-Eddington, in its 2017 Australian Infrastructure Plan came close to endorsing the West Metro while the status was 5 to 10 years off, with a category of "business case development"; while the 2016 Federal Budget gave the definitely-not-legitimised Parramatta tram \$78.3 million.

It is incredible that Labor's woes with the Blueprint Panel are even worse now with not one project being properly validated and constructed without blunders, uncertainties and cost over-runs. Federal, State and even local governments do not accept constructive criticism. They do not adjust where their decisions are proven to be faulty. They feel embarrassment and defend themselves, rather than accept and move forward more positively.

A SHELL-SHOCKED COMMUNITY

In this situation, who is protecting the interests of current and future citizens?

iA and iNSW have fallen into a complacent partnership with the dominant ideologists; and NSW has left Part 3A in the dust by setting up two agencies which have much more undemocratic powers.

Government people including Treasury officers sit on lobbying boards and on the intervention agencies.

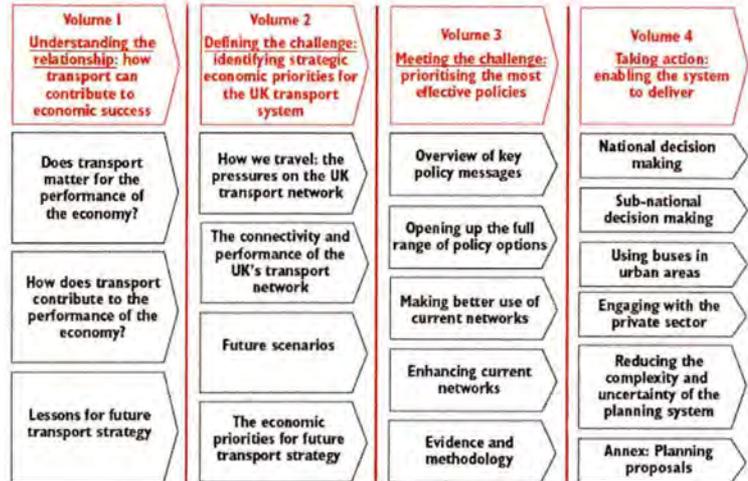
The NSW Treasurer is explicitly a political warrior acting on the Premier's behalf instead of the Costa intervention in 2009 that protected the public interests.

Not one agency has shown any sign of pursuing faster, cheaper and more effective options than the metromania.

NSW “planning” processes lack logic and rationale, being “ideology and stupidity” in the PM’s terms – there has been no adherence to iA, iNSW, Commission of Audit or Auditor-General protocols.

Eddington in London and Melbourne had a far superior approach as seen at right (London here).

The current writer used the same approach in Newcastle City’s reform, see *Newcastle Strategic Infrastructure Framework (NSIF)*. Minister Knowles saw it as a model for all regions.



As Eddington wrote in London, and as repeated by iA and iNSW as well as GSC in their nominal documents: *There are very high returns from making best use of existing networks. Getting the prices right across all modes offers a very real prize.... The economic case for targeted new infrastructure is strong and offers very high returns – the best schemes offer returns in the region of £5-10 for each pound invested. Government should therefore continue to deliver, together with the private sector, sustained transport investment. There are good returns across the priority areas, but smaller projects which unblock pinch-points, variable infrastructure schemes to support public transport in urban areas and international gateway surface access projects are likely to offer the very highest returns, sometimes higher than £10 for every pound spent. However, large projects with speculative benefits and relying on untested technology, are unlikely to generate attractive returns.*

This is so evidently true that it is shocking to find that the new planning documents from TfNSW and the Greater Sydney Commission pretend that none of Sydney’s problems exist; and propose a new system of “growth infrastructure compacts” which will perpetuate current problems including suppression of such options:



Methodological notes on GSC's District Plans and overall plans are set out elsewhere. Here, two simple points can be made:

GSC EXCLUDES CHRISTIE/GREINER, BRT, TRAM/TRAIN AND "LOCAL SOLUTIONS", CONFINING ITSELF TO "SOFT" OPTIONS:

Achieving better utilisation of existing assets increases infrastructure capacity to better support communities and has the potential to minimise or avoid the need to fund additional infrastructure.

... the demands on existing infrastructure need to be evaluated and managed. This can be achieved by exploring opportunities to:

- adopt new technologies such as smart traffic management systems and real time energy and water metering systems
- use land more efficiently by co-locating similar or mixed services, or by allocating road space to support increased mass transit services
- change behaviours through charging users, so that consumers are motivated to use services off peak.

GSC's District Plan avoided resolving another situation that has been mishandled and which is another of GSC's foci now: Bankstown Airport from a MANS perspective with the SSA making it redundant and Leda Holdings being treated abysmally by this Government over their commercialisation project.

A Parramatta Case Study is contained in the attached "recycling Incompetence". In short, GROPP is a retrofit designed to cover up a blunder just like the Bankstown Metro is, and GSC is not a democratic agency, it is an arm of a militaristic approach to community concerns:

<p>Parramatta Light Rail</p> <p><i>NB financials hidden from tax-paying owners of Govt</i></p>	<ul style="list-style-type: none"> • Failed iA legitimisation stages – Needs, Feasibilities, Business Case – no assessment of best means of support for Parra CBD development • Construction effects have started without approval e.g. demolition of Royal Oak hotel 	<p>Option is completion of the original line, Parra to Epping, which would take paths off Main West and link better with NW line and to Second Airport, especially if tram/trains run per RG's EDDINGTON BEDROCK.</p> <p>Also tram/trains and BRT more on original ParraCity basis (another case of cancel/restore)</p>
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TfNSW has studiously avoided the term "BRT" but hidden in its bulky text are a few "rapid bus links". This is a blind spot coming from the 2012 battle between Greiner and Berejiklian. The logic was explained in Greiner's SIS. Volvo produced this graphic showing the potential of Bus Rapid Transit to change congestion patterns (subway equalling metro trains) and it was also charted this way in SUTP's *Sustainable Transport: a sourcebook for policy-makers in developing cities* (2003 as updated), with congestion, equity and energy implications:

HOW MUCH PUBLIC TRANSPORT DOES A BILLION DOLLARS BUY?



10 kilometres of subway



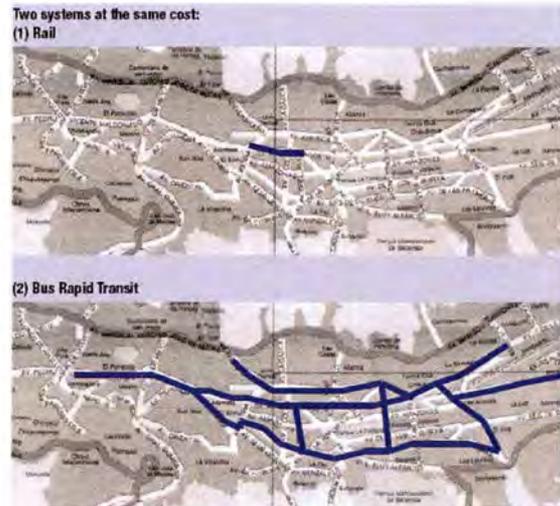
50 kilometres of light rail



250 kilometres of BRT

It is essential to remember that Labor’s Metro furore was re-ignited in 2012 when then Transport Minister Berejiklian reversed the Coalition’s promise to reject the “fiasco”/”stench” of the Labor metros.

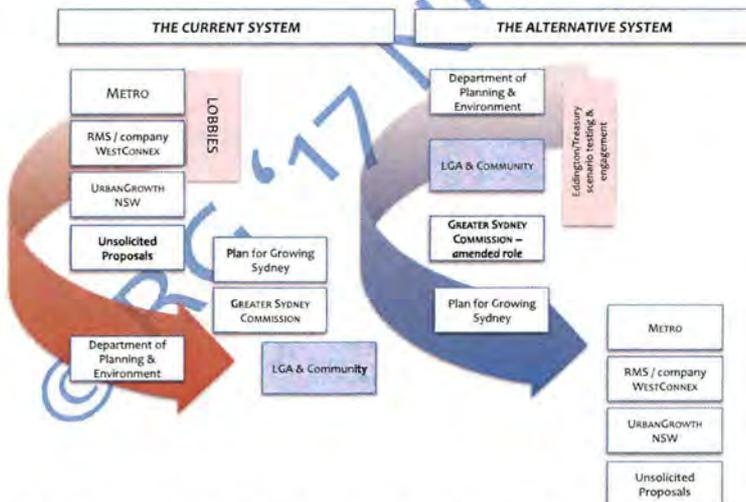
The Planning Institute’s views in 2009 on the CBD Metro still apply to the CBD and SW Metro – which had gone through no financial, planning, environmental, engineering or other statutory process when they commenced property resumptions, clearance of tenants in 50 high-rise buildings and community mis/information campaigns.



The innerwest process has looked like this:



The housing patterns inherent in different transport/land use development strategies have to be assessed independently of Government for reasons stated in the Grattan’s Roads to Riches, shown below with a synopsis of this author’s proposed reworking of the planning systems across Australia:



5.1 Governments should not be able to commit public money to transport infrastructure until a rigorous, independent like-for-like evaluation and the underlying business case have been tabled in the parliament

State spending

State government ministers should only be able to commit public funding to transport infrastructure projects after a rigorous independent evaluation and the underlying business case for the project has been tabled in the parliament.

The evaluation of the business case should be conducted by an agency that is independent, with clarity of mission, and is sufficiently resourced and skilled.

The patterns will include genuine mixtures of high, medium and low density housing, limitations of TODs, and equity and efficiency between taxation options. The dominant thinking of the MTR model is to be replaced by an independent and expert agency. Transport would follow, not lead, “planning” principles and engagement.

As to loss of skills in the public sector, former Commissioner for Main Roads Bruce Loder said it best in “Poor vision for the state in the blurring of the divide” - SMH on 10 April 2008:

Unfortunately, the Roads and Traffic Authority failed in its role as guardian of the public interest probably because, in common with the rest of the public service, it no longer has the ability to do so.

Both the Cross City and Lane Cove tunnels are ill-conceived and doubtful economically. It goes without saying that neither are financially viable as toll roads. The Lane Cove Tunnel has the further defect of virtually eliminating Epping Road as an effective link in the Sydney Metropolitan road system. In effect a toll is being levied on a previously existing untolled road - a technique used only as a means of limiting vehicular access to a centre as in Singapore and London.

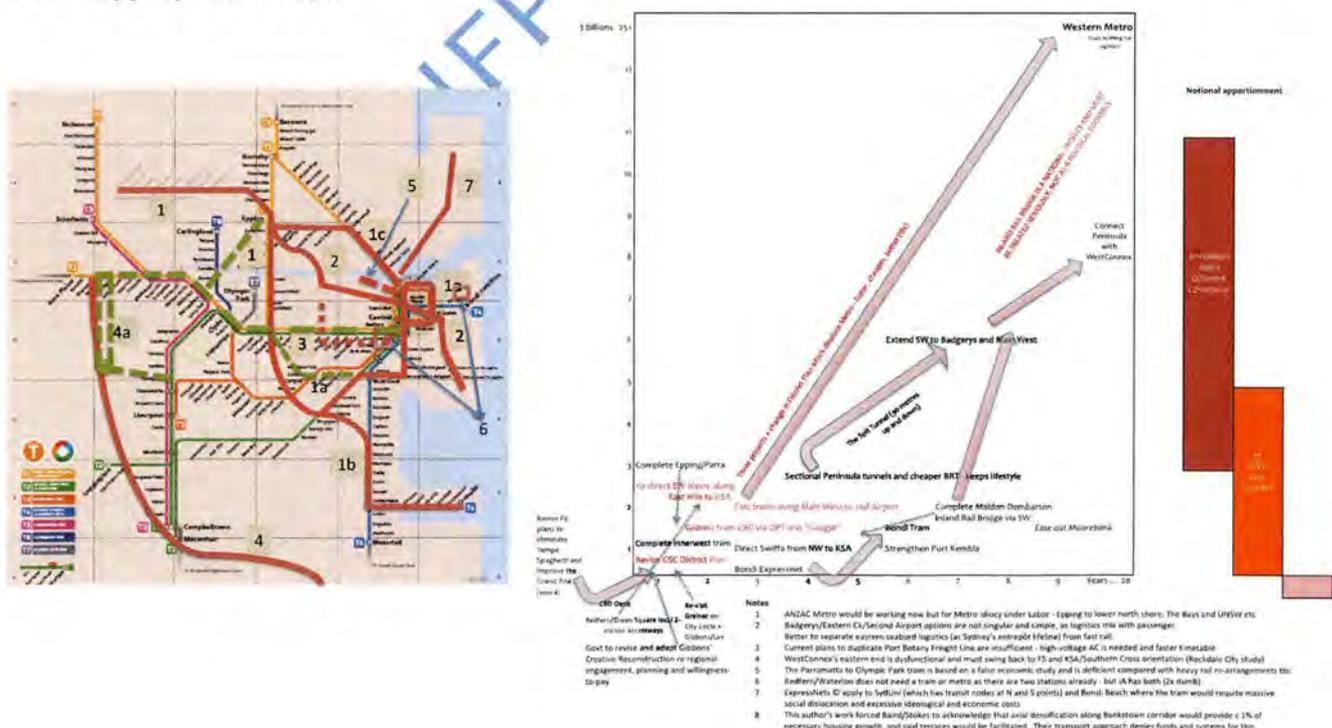
The deterioration in management and skills in the public service exemplified in the Roads and Traffic Authority extends throughout the service and explains in part the problems of delivery being experienced in health, transport and public works.

It will not be easy to restore the public service to an effective provider of works and services and guardian of the public interest, but until then and **until the roles of government and public service are once more clearly defined, we can expect the standard of government in NSW to continue to decline and the quality of services in NSW to continue to fall relative to other states.**

The current analyst has over 40 years of experience in these matters and achieved great things in his career. Six years' of effort have gone into the "SAVE SYDNEY" suite (see below) which includes:

- EDDINGTON BEDROCK: FROM CHRISTIE TO GREINER TO GIBBONS: taking the best ideas to produce a more effective, cheaper and faster set of integrated reforms to meet Sydney's challenges – save \$20+ billion
- THINKING LOGICAL LOGISTICS II: Eastern Seaboard economic, employment and land use positioning
- CREATIVE RECONSTRUCTION OF NSW LOCAL GOVERNANCE: better local democracy, more effective regional planning, development of a willing-to-pay culture
- CASE TO PAUSE THE METROS: Red Flagging the Bankstown Extravaganza and West Metro Mirage
- PENINSULA BRT (2008): faster and more affordable solution that will not destroy the Beaches culture
- Curing SYDNEY'S CIVIC CANCER: de-Bairdising NSW
- Barangaroo Expressnet: CBD traffic oasis, western transit boulevard, integration of eastern and western transit systems, GOANNA TRANSIT BRIDGE, the FIREWORKS icon

On the left below are the main route-coverage elements in EDDINGTON BEDROCK, and on the right, the increased costs and delays of the Government's signature mega-style as criticised (without naming names) by iA – timing is important, the Goanna sits in a different timeframe to the West Metro, the 2008 scheme to the Bairdian uber-tunnel, the CBD Oasis to Clover's bungling etc; and the loss of GOOGLE is enough pain from inappropriate delays:



The full scale forms are in separate documents

Following the Greiner/Christie logic on the Main West (below), probably with the re-conversion of the Parra/Epping link from tram to heavy rail, fast trains to Parramatta and to the Second Airport (giving it the best transit support of any world airport) would be permitted.

The 2001 Long Term Strategic Plan by then Coordinator-General of Railways Christie also proposed the future beginning of a new generation of Metro trains, mainly the River Metro from the North Shore through the city and out to UNSW. That would “fill gaps” in the double-decked Bradfield-era system. The RailCorp Board took this on and the Anzac Metro was announced by the Lemna Government in 2005-06. It was canned by the same Premier’s loony-toons “experts” in DPC in early 2008, but for which it would have been Sydney’s first successful transit PPP. (A major standing issue then was more north/south capacity through the CBD, as a new heavy-rail section.)

Notional "savings" from observing proper option and scenario testing

Project / Situation	Benefits	Savings / Benefits
Orbital Rail	Hurstville to Strathfield Middle band densification Multiple routes	c \$15 billion in route and widespread housing yields
Bankstown	Route Stations Assess option/add East Hills KSA Drop straightening & cattle chutes in 'burbs	who knows? \$2+20 billion
2nd Crossing	Defer	Save c \$10 billion*
The Bays / West	The Goanna Save 8 years, save \$7- b, + 16,000 units, achieve iconic "Fireworks"	\$7+ 10 billion
WestConnex	Eastern portal & route Use Brereton expressway and M5 connection Better plan and engage in advance (IA comments)	lower impact who knows?
Maldon-Dombarton	Eastern connection to Inland Rail Bridge Allow Pt Kembla to balance Pt Botany esp re cars, coal and grain - exclusive freight given industry forecasts. Add high volt AC locos and Pt track augmentation	Costs are minor, logistics benefits are not to be underestimated
Flexity Swifts	Widespread adaptation of fixed route webs • innerwest off Goanna to CBD/Nth Ryde • NW to East Hills then KSA w/o Harbour Xing • CBD to East Subs via Whitlam Sq Inc off Illawarra	Potentially the game changer * Deferral would have annualised savings and costs of corridor reservation

The “SAVE SYDNEY” suite covers a lot of ground. This presentation is more about “projects” as both national and state governments need better ideas; but governance is how the troubles started and how they’ll be solved for intergenerational fairness. The “critical issues” seem to be:

1. WS City Deal - a "completely new way for the Feds and NSW to work together", called-out by RG and now almost a year late
2. Bankstown Metro - in conflict with 3 Cities, BCR is approx. 0, densification/congestion rationale clearly wrong and housing targets unworkable
3. WestConnex - poor pre-planning led to engineering problems, site destruction and cost blow-outs to the extent no one knows what the cost will be. New Business case required
4. West Metro - an obsessive race to justify what is not a valid project, it is to supplement mainline which is subject to Christie/Greiner plans + new RG option to give SSA the best transit system in the world
5. Goanna Transit Bridge - immediate feasibility of service to The Fireworks icon, 16,000 dwellings, White Bay, Overseas Passenger Terminal and then tram/trains (see 13)
6. The Spit: another obsession, 2008 scheme was in keeping with the planning character required and cheap and fast. The Baldian tombstone approach is excessive in cost, risky in geotech* and too late
7. Parramatta tram: another obsession to replace the Parra/Epping link, led to waste on ParraCity options and a back-of-the-envelope call by Roads and Transport Ministers. Demolitions are like Labor's - invalid
8. GSC reports - out for discussion, aspects that will be questioned include impracticality of 3 Cities and “30 Minute City, budget/cost/ of implicit transport projects (too unclear), complementary and innovative options, non-adherence to IA protocols, to lose developer interface
9. UGNSW reform - revision so that it takes the outcomes of proper planning and put them to market like Infrastructure UK - to lose its community destruction roles
10. Second Airport - immediate feasibility testing of Christie/Greiner mainline upgrading v extension of SW v West Metro - SW to be reserved for logistics (see 12)
11. Fast trains - immediate feasibility testing of current in-fill and fringe densification v new city at or near Marulan etc, tied to economics of inter-capital fast rail, ACT proposal to be re-examined v RG alignment
12. East Coast logistics - current plans are too late, too derivative, and incomplete v RG long-standing work on Maldon-Dombarton, container and coal raiing, and western Sydney employment re-balancing
13. Expressnet - immediate feasibility of RG proposals for Bondi Beach & Broadway/SydUni PRT and extension of tram/trains off the Goanna Bridge to North Ryde and Central/3 unis and 2 major shopping centres

14. Immediate feasibility of Hurstville to Strathfield, RG adaptation of Jacana to use tram/trains and link NW to Airport w/o 2nd Harbour Tunnel

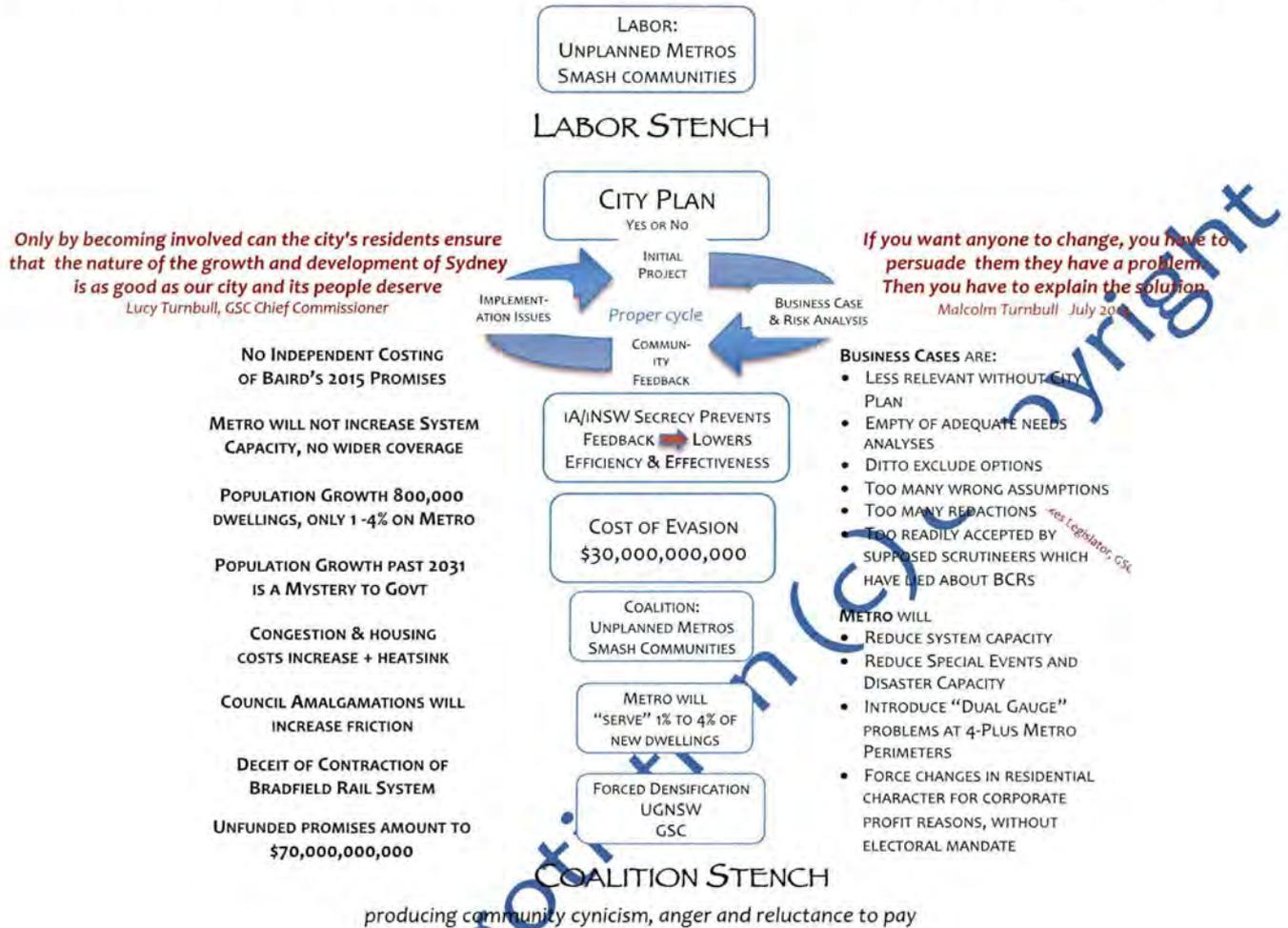
The value of the work to Sydney and even Australia is immeasurable. It was offered to Premier Baird in December '15, January '16 and November '16, to Premier Berejiklian in January '17, and to the PM, iA, iNSW, GSC and DIRD – all without response.

Sydney communities need a vigorous response from the level of government that is closest to them.

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RECYCLING INCOMPETENCE: LABOR'S STENCH* RETURNS TO HAUNT SYDNEY



**THE COMMONWEALTH & NSW GOVERNMENTS
HAVE A PROBLEM BUT THERE ARE SOLUTIONS ~**

TRI-GOVERNMENTAL FAILURES IN THE PLANNING, ENGAGEMENT & FINANCING OF INFRASTRUCTURE & LAND USE for INTERGENERATIONAL SUSTAINABILITY

METROS TRAMS WESTCONNEX LOBBIES CAPRICIOUS HIGH-RISES GOOGLE PLACES & TREES
GREYHOUNDS LOCAL GOVERNMENT PLANNING ACT DE-DEMOCRATISATION

Robert Gibbons

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* "Stench" was used many times by Barry O'Farrell and against him when he resigned. It is not my preferred term but reality is reality

RECYCLING INCOMPETENCE: LABOR'S STENCH RETURNS TO HAUNT SYDNEY

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Using meaningless participation as a facade to cover over disagreement merely clogs up conflict, creating a dam of resentment, which spills over in the form of increasing litigation, loss of trust in politicians and administrators, and poor planning outcomes ...

The progressive erosion of effective democratic institutions in planning by State governments is likely to increase the political potency of planning as an election issue at a state government level.

ROB STOKES PHD

In July 2008 the SMH published "Metro a \$12b disaster, says buried report", which summarised then Treasurer Michael Costa's commissioned report by a preeminent world expert, Jim Steer. The then Opposition criticised the subsequent item on Labor's merry-go-round, the CBD Metro, as a "fiasco" that no corporate board could ever endorse, coming from a "planning stench"; with the Telegraph's editor saying it would rank 998 if there was a 1,000-item priority list. The incoming Transport Minister Berejiklian said that metros were finished if the Coalition came into power.

Instead, what we have in 2017 is a new "stench": a metastasising litter of metros, expungement of massive work by Ron Christie and Nick Greiner as well as Sir Rod Eddington, community disengagement, secret documents, hidden benefit/cost numbers, poor pre-planning and ridiculous cost escalations, rejection of iA and iNSW prudential and probity standards, developer clients, cowed parliamentarians, and deceit over the damage to the Bradfield-era heavy rail system – and still no "city plan". The Grattan Institute has called this culture "negligent". It robs regions of promised funds and shows a lack of nous. Has there ever been a more inept situation?

The NSW Government and the Federal Governments are fused in their broad approach to Western Sydney and in particular a "WESTERN SYDNEY CITY DEAL", which led ...

Mr Turnbull (to) spruik the deal as a "very big change" in the federal government's relationship with the NSW government when it came to the investment in cities.

The metro and tram projects are early indicators of the success or failure of the CITY DEAL approach to achieve what an acknowledged planning expert, Dr Garry Bowditch, said, namely

Community support and trust towards credible infrastructure plans must be earned with sound community engagement and better customer service outcomes. These must form the central plank of the new long-term infrastructure-planning regime, not just a focus on assets and projects. This is by far Australia's most pressing infrastructure imperative.

It and the South West and West Metros are also tests of the Greater Sydney Commission's statutory duties to

- lead metropolitan planning for the greater Sydney region
- to promote the alignment of Government infrastructure decision-making with land use planning to integrate government infrastructure decision-making with land use planning and decisions ... (and, politically, to deliver)
- a "new paradigm of community engagement".

The mistakes in the Berejiklian 2012 Long Term Transport Master Plan are still the defects of 2017's GSC and TfNSW's "new" 30-Minute "strategy". The cost of non-learning? - \$30 billion in avoided options and climbing.

SUMMARY

1. Jacana, the RTBU and ParraCity had conducted train and tram planning exercises which have been subverted, there is no "city plan", and metros are haphazard: the CITY DEAL should redress these historical *faux pas*.
2. EISs are inadequate and the precursor tram "Options Report/s" did not meet the requirements for Business Case validation. Community trust is damaged.
3. There are better options which the EISs and Business Cases exclude which should be put before the Parliament and community in a proper engagement cycle and educate councils instead of the Labor-style PR hidden-data/ pamphleteering.
4. The Carlingford tram lies broadly along a heavy rail corridor that was long recognised as having strategic value if better used, the community has been misinformed.
5. The sterilisation of that heavy rail corridor has been deliberate which prejudices the Christie/Greiner potential for fast trains to Parramatta which in turn would
 - a) Save time and money and obviate the need for the cannibalistic metros (Berejiklian's)
 - b) Allow the most effective airport transit network in the world together with better carriages
6. The destructive process failures which caused community damage in Surry Hills and along Anzac Pde are being repeated in a mindless and deceitful manner along the Bankstown corridor and in North Parramatta, and must be stopped pending re-planning in accordance with iA and Grattan recommendations.
7. The NSW Government has funded the Parra tram to less than 1/3 and the West Metro not at all, but has not followed the probity and prudential stages required by the Federal Government or "bankers", and ignored requirements to test options and not separate stages, so the projects are unnecessarily both risky and operationally questionable.

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“City planning” is holistic, complex and ridden with conflicts and challenges. This document is an overview of the most important factors and correctible mistakes facing Sydney in the foreseeable future.

Overview

A recent Reachtel poll reported by the SMH found that **74.3% of those polled thought that Berejiklian was the same or worse than Baird**; while the *Australian’s* spin was that Berejiklian was carrying Baird’s dead cat in her handbag. The simple facts are, the policies were and are the same and the two BBs were in lockstep from about 2008 with nary a report of disagreement (Google at The Bays notwithstanding – that was a Berejiklian special).

In particular, O’Farrell and Baird made excuses for Berejiklian every time her statements, policies and projects were found to be based on wrong data, wrong principles and/or wrong motives – so the real governmental syndrome can be labelled the “3 Bs”. Some say “but she was elected unopposed” – yet she was the highest-risk candidate of all possibilities had but the media not been blinkered and complacent, councils slow if not stupid, and the Libs who had opposed Labor’s Metro “fiasco” not silenced.

None of the three will escape the odium of the “Bairdijiklian model” of July 2012 onwards and still running. An iteration of Berejiklian “plans” has produced waste of \$30 billion and \$70 billion in unfunded promises; and three current crises underway in Sydney have no visible means of resolution between agencies and in the community: the Bankstown extension of the Metro, the North Parramatta repetition of tram mayhem, and the completion of WestConnex; with massive other conundrums on the way.

All are in the hands of tunnel-minded, singular agencies, in the absence of an agreed and respected “city plan”. Hanging like a dead albatross in the north is an uber-tunnel to solve a local problem, and around Parramatta another in the West Metro that ignores Ron Christie and Nick Greiner, **all being suspect because no local solutions” and north/south needs study have been incorporated, all options and probity/prudence tests having been avoided.**

\$70 billion worth of unfunded promises shows that the system is broken while only 1 – 4% of new dwellings will be served by \$20 billion worth of shadowing metros. “Waste” from rejecting options amounts to some \$30 billion. That is a serious situation, of world-standing severity. A helicopter view looks like this (CITY PLAN refers to COAG’s 2009 directive to prepare one by 2012, see the cover).

The start point of the north/south thinking was in 1995 when the current author gained the approval of the then Cabinet to start a comparative corridor assessment; leading coincidentally to the *Urban Transport Statement* in 2006 –which showed the main corridors in Sydney as opposed to gaps (congestion axes, below left) versus the inherent mistake of the Metro alignment:

• Leading urban/transport scholar SydUni 1971-78 – detailed politico-economic studies of Chicago and Sydney – to M.Ec

• Manager Planning Co-ordination, later Executive Director (Planning), in DOT – ‘released’ by Langton/Carr/Moore-Wilton for “pushing Western Sydney too hard”

• Chief advisor to Minister for Minerals & Energy, Industrial Development etc (reform of AGL and Elcom)

• Manager Planning Co-ordination in Department of Industrial Development & Decentralisation / State Development

• Reforming General Manager of NSW Commercial Services

• Strategic consultant to Rockdale’s Brighton re-planning – pler, marina,

- Reforming General Manager of Newcastle City Council
Urban Transport Statement (2006)



Potentially the largest flow in Sydney:
Hurstville to Macquarie Park 4.46 m passenger kilometres per day
Camden/Combelltown to Macq Pk 6.37 m

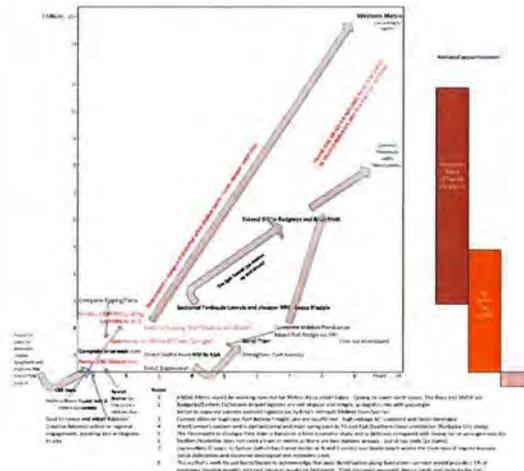
International hotel, Bay St boulevard, F6 re-design



The current Metro (at right) maintains the existing Bradfield's "spread" at great expense and no payback and does not service the north-south "orbital" flows – the essence of "reducing congestion". West Metro will exacerbate the catastrophe. RailCorp's Anzac Metro adaptation had an estimated direct catchment of 220,000 people against the CBD Metro's 10,000. The Labor Metromeisters killed the project for no logical reason. The current tram projects will worsen congestion and lower operational standards as will be shown. The myths, or "elephants in the room" remaining include:

- That a second rail crossing of the Harbour is necessary when the real need is for a N/S connection to the west of the CBD – like the one already there between Rhodes and Meadowbank on the Main North Line. There is no point in pumping more commuters into the centre only to send them out again but that is exactly what the TfNSW/Metro Black Box "thinkers" do
- That the extravagant closure then reconstruction of suburban lines to run metro trains is necessary. Metros can and do run in heavy rail corridors elsewhere and should do here. 50 large buildings are being demolished, with massive congestion and environmental damage, unnecessarily. Both Christie and the iNSW reports focussed on upgrading train and signalling controls on the existing network and that remains the real priority. Running metros then becomes easier. The saving would be in the \$ multi-billions.

On the left below are the main route-coverage elements in EDDINGTON BEDROCK, and on the right, the increased costs and delays of Berejiklian's signature mega-style as criticised (without naming names) by iA – timing is important, the Goanna sits in a different timeframe to the West Metro and the loss of GOOGLE and 16,000 dwellings is enough pain from inappropriate ideologies:



The full scale forms are in separate documents

The NSW Government cannot refute this critique because it hasn't done its homework on its own work let alone alternatives. It is not possible at the moment for anyone to assess and measure the operational, financial, environmental, aesthetic and other effects of one transport and land use pattern compared with others – as the RTA's Future Directions (1991) attempted. Forced densification will have congestion, affordability and heatsink "diseconomies" but no agency is known to have bothered to test it. The Metro already provides a station at Barangaroo that points the wrong way. The longer Metro cannot serve the dominant flows which will be road-based, increasing the public and private costs of congestion, in the absence of the Gibbons "augmentation" options. There is no meaningful basis for agency negotiation and community/media engagement.

THE REAL ORIGIN OF THE METRO JULY 2012

The Metros have had a charmed path since July 2012. It should be remembered that Rail Co-ordinator-General Ron Christie's 2001 long-term strategic plan had metros some 10 to 20 years off, including a "missing link" River Metro. The focus was on maximising the value of the city's world-class heavy rail system which has not been sufficiently adapted in line with changing urban needs. The RailCorp Board took an admirable stance by taking the River Metro into a slightly different Anzac Metro, which was an ideal configuration for the mode – some 19 kms long with 16 stations, taking buses off Victoria Road, the CBD, Oxford Street, Anzac Parade and the western end of the lower north and UNSW end of the south-eastern suburbs. The post-March 2011 election phases are shown in this chronology:

May 2011	BOF	Infrastructure NSW Bill introduced and passed: BOF 2nd Reading Speech - <i>This bill delivers what the New South Wales Liberals-Nationals have outlined in detail over the past 18 months. The creation of Infrastructure NSW will, at long last, take the politics out of infrastructure decision-making, to get the right infrastructure projects delivered on time and on budget. We will put an end to the stench that has surrounded infrastructure decision-making for more than a decade during which projects were drawn up on the back of envelopes before media conferences, recycled with the regularity of new Labor leaders, started, stopped, varied and too often abandoned, and chosen by politicians and faction bosses in back rooms ... not in the public interest according to the actual needs of the taxpayers, citizens and our economy. NB supposedly Premier cannot take action without consulting portfolio minister/s - Treasury Regulations seemingly part-replaced by requirement for "business case" but WestConnex proceeded without a timely one, then a defective one.</i>
January 2012	Baird Gladys	Kerry Schott (to be on boards of IPA and iA and applicant Moorebank IMT) presents Interim Report of her version of the Commission of Audit following on from Michael Lambert's first one. It described the failures of the NSW system against Treasury Guidelines, in detail, and set out a prescription. Her final report in May was much more generalised and less critical. This is a key point: would BOF/Baird/Berejiklian clean up the mess; or shamble on? The Government Response referred to the NW Heavy Rail link being underway; and imminent preparation of the Transport Masterplan and 20 year Infrastructure Strategy (INSW).
April 2012	Gladys Rodd Staples	Said Rodd Staples would lead the NW project, and said he should not be judged by his previous role. "We will not blame very, very talented people for the mistakes of the previous Labor government". Despite the CBD Metro debacle, which has cost NSW taxpayers more than \$400 million since it was cancelled by the Keneally government, Mr Staples won a reputation with private sector infrastructure groups. Mr Staples is known to have been examining ways of converting part of the CityRail grid to a single-deck, high-frequency metro-style system. Ms Berejiklian, however, confirmed that standard double-decked trains would run on the new rail line. "This is a heavy rail link," she said.
	TTF IPA Metro	The executive director of Infrastructure Partnerships Australia, Brendan Lyon, said Mr Staples's appointment was particularly welcome. Ms Berejiklian has appointed Owen Johnstone-Donnet, an experienced Liberal adviser and former executive with the infrastructure lobby Tourism and Transport Taskforce, as chief of staff. Larry McGrath, from the TTF's sister organisation, Infrastructure Partnerships Australia, is her policy director.
June 2012		Minister Berejiklian released "Sydney's Rail Future" with an accelerated program of new Metro (NW converted from double-deckers) and 2nd Harbour Crossing (brought forward by over 20 years), and conversion of Bankstown and part of the Illawarra lines to metro.
Budget 2012	Baird	In 2012-13, the Government will release strategies and plans to meet the State's infrastructure and planning challenges over the next 20 years. As part of this, INSW will release the 20-year NSW State Infrastructure Strategy (SIS). Reforms and initiatives proposed will address blockages and impediments to infrastructure delivery and improve policies and processes to <u>continuously drive value for money throughout the capital lifecycle.</u>
July 2012	Gladys Staples	Government decides to convert the NW heavy rail line to metro, after saving \$200 m on smaller tunnels (0.000025% of project cost, but with unforeseen consequences of at least \$20 billion). There is no strategic land use/transport plan, full community engagement, or Treasury costing.
	TTF	DT: In 2012 Staples was already talking as if a second Harbour rail tunnel was inevitable. Staples must have been pretty happy to see Baird and Constance out on a barge where exploratory holes are being drilled under the Harbour...
	beginning the 2nd phase of Metro mayhem	SMH 4 July: Berejiklian, said the decision to bore smaller tunnels for Sydney's biggest rail project in decades was not about saving money. But the commitment to smaller tunnels has sparked fears among some transport planners that, for the sake of a few centimetres on either side, the government could be forever locking off transport options. This is because the size of the tunnels may not affect only the type of trains that use the North West Rail Link. The government has also committed to connecting the north west link with another rail crossing for Sydney Harbour, so it will also have implications for the types of trains that use that crossing. One concern is that it could limit the harbour crossing's ability to accommodate double-deck inter-urban trains, or even high-speed trains if they were introduced on the east coast. The project director for the North West Rail Link, Rodd Staples, told an industry briefing last week the tunnels would have an internal diameter of 6.1 metres. This is about 40 centimetres smaller than tunnels bored for the Epping to Chatswood link. It is also too small to fit a Sydney double-deck train and its overhead wiring... The chief executive of industry group the Tourism and Transport Forum, John Lee, said it was conventional to shape the size of a tunnel around the type of train to run through it. "I think it has been a smart decision," Mr Lee said. Ms Berejiklian said: "There will be some cost savings in building smaller tunnels, however, there will also be some additional costs like the conversion of the Epping to Chatswood rail tunnels to this new rapid transit system." The second harbour crossing will be part of the rapid transit network. Fast, high-capacity, single-deck trains means we can move more people every hour than regular double-deck services." However, the Herald's transport inquiry of 2009 and 2010 argued against this analysis and found that double-deck trains could carry more people.
	IPA	Mr Lyon said a metro-style rail system was a contentious political and planning issue in Sydney because of the CBD Metro "debacle". In its submission (to Minister Berejiklian), Infrastructure Partnerships identifies corridors where heavy rail or buses will not be able to meet future demand, including Victoria Road from Rozelle to Parramatta in Sydney's west, Military Road on the lower north shore and Anzac Parade in the south-east. It says the government should use feasibility and demand analysis conducted by the previous government to "lead the public in an informed debate around the future role of a metro system" (AFR).

The promise to end the "stench"

The end of the promise

\$30 billion - hidden, illegitimate, trumped Greiner's INSW

The NW to SW Metro, with its commitment of \$20 billion-plus to replace one train system with another, with no extra capacity or spread, came from that spectacular smashing of promises and planning directions by Transport Minister Berejiklian, in concert with Premier O'Farrell and Treasurer Baird, in July 2012 (Infrastructure Partnerships Australia's comment in last box was sound but ignored). **In an electoral sense, the July '12 "decision" (which was a non-decision – MA Crenson) was illegitimate as it fundamentally breached election promises in a critical matter affecting the State's future.**

iA, post-Eddington, in its 2017 Australian Infrastructure Plan came close to endorsing the West Metro while the status was 5 to 10 years off, with a category of "business case development"; while the 2016 Federal Budget gave the definitely-not-legitimised Parramatta tram \$78.3 million. NSW Labor was compliant and co-defendant.

HISTORICAL REALITY – WHERE SHOULD THE “BUSINESS CASES” HAVE FOCUSED?

This document is an overview. There are detailed documents including

- *Bairdian citicide collides with democracy*
- *Secrecy is expensive as well as toxic*
- *Sydney's tri-governmental crisis*
- *Costs Vs benefits of Berejiklian's Bradfield "reforms"*
- *Repairing Sydney – project planning & approval processes (a deceitful & destructive privatisation)*
- *Case to Pause the Disastrous Metros*
- *West Metro probity & fact sheet*
- *GSC's fate in prospect*

Eddington Bedrock: from Christie to Greiner to Gibbons

Various on Peninsula transit crisis & Baird's fiascos, Localism solution to greyhounds crisis,

Creative Reconstruction of NSW Local Government, ReviveBlueMountains, East Gippsland Revival Plan etc

Thank God for the Plague (1900-10)- the great Improvement Generation; and Sydney's Stumbles – the failure of Greater Sydney

The principal characteristics of transport “projects” since about 1995 were that “projects” were divorced from “city planning”, without meeting Treasury Guidelines on Economic Appraisal (“engineering & economics”), but dictating the exclusion of options in accord with the PM's derogatory term “ideology and stupidity”. The first examples were Bruce Baird's “Airport Ghost Train” and the tram compromise that had to be baled out by Fed Labor; but Labor rolled the non-system out through two failed motorway PPPs, railway disorders and the crowning glory, the “stench” of its metros which erupted from a unit within Premier & Cabinet. At about the same time, lobbyists invaded a declining Executive Service, making for “corruption in plain view”. It is now common for the same faces to appear on competing planning, operational, regulatory and boards; and for personal relationships to hinder impartiality.

Here follows a report card on Berejiklian's project achievements since 2011. Not all failed promises are tracked such as wi-fi on airport link trains, nor the intrinsic Metro lies such as “extra 600,000 passengers a day”, “transformative”, “congestion busting”, “customer orientated”, and “anyone who wants a seat will get one” (against Andrew Constance's more honest, it's a metro, get used to it):

OVERVIEW OF MAIN PROJECTS & TRANSPORT MASTER PLAN MISBIRTH

PROJECT	STATUS	CONSEQUENCES
INSW	<ul style="list-style-type: none"> • Its “plan” is 3 years old and was an endorsement of Berejiklian's wish list – like <i>Plan for Growing Sydney</i>, without legitimacy* - it is “ideology & stupidity” • keeps files under password in intranet so unknown if and what they with BCAs • No sign of effective work seen in media or debates 	<p>INSW's 2014 plan had none of the technical back-up that Greiner's had in 2012.</p> <p>There was no sign that it or TfNSW had done east/west needs assessments or of rail by-pass of CBD + Badgery's-Maldon-Dombarton which had been urged in my 2012 submission – this leading to a waste of \$20 billion+ and delaying Sydney logistics security and W shift of jobs</p>
CBD/Eastern Suburbs tram	<ul style="list-style-type: none"> • Started as political deal between Gillard, LM Moore and then Berejiklian – no meeting TA guidelines esp re BRT options. • Max Moore-Wilton urged speed - no BCA or other reports – also Crikey's analyst said project looked alright (2 x clangers) 	<p>This project suffered classic signs of incompetent pre-planning – massive cost overruns, trees removed, questions not answered at public meetings, bus network changes disadvantaged community. Grattan did special report on ineptness. “Business plan” was a PR brochure, benefits claim was highly optimistic</p>
Newcastle rail/ tram	<ul style="list-style-type: none"> • Labor and then LM Tate had several panels, all dominated by developers, so political cynicism increased • Berejiklian passed legislation in 2015 to close line, Baird said corridor would be developed • Controversy continued, over Xmas Berejiklian ordered track to be removed then sped off o/s 	<p>The options were not explored, Berejiklian insisting on a tram. RG published an op-ed in Newcastle Herald arguing for Broadmeadow bus interchange, partly on 1880 precedent. Line was cut at Wickham thus leaving the problem of Hamilton level Xing for a future generation to have to fix Berejiklian's mistake.</p> <p>Local professionals see the outcome as the worst Berejiklian could have achieved if she'd tried.</p>
Parramatta trams - see case study in Addendum	<ul style="list-style-type: none"> • ParraCity published a rail plan in 2010, before the explosion of interest in trams • The Chatswood to Parramatta line had been Labor policy since 1998 but was broken into two due to cost blowouts and construction incompetence in Chatswood to Epping 	<p>Current tram is worst option, like Labor the Royal Oak is being demolished ahead of legitimisation. Parra/Epping is a most important section of “missing links” and the adaptation of the rail skeleton to better serve future needs. Berejiklian resented Labor's use in a Federal election and sterilised the route by installing trams. As elsewhere, she eschewed options and Swifta tram/trains can deliver rapid transit on the route except on public street sections – a © part of EDDINGTON BEDROCK</p>

PROJECT	STATUS	CONSEQUENCES
WestConnex	<ul style="list-style-type: none"> Major route factors are uncertain, funding short by up to \$30 billion – worse, the real number is not known The Age printed a leaked report which revealed a Government directive that public transport modes were NOT to be considered in F6 Business Case. That would be contrary to iA/Treasury guidelines and illegitimate generally. 	<p>WestConnex is a logical concept done badly. iA and SGS pointed to adverse consequences from poor pre-planning; Grattan attacked the initial concessional loan as pre-legitimation. Eastern end near F6 is archaic: Rockdale City engaged high-level consultants to incorporate Brereton's airport roads which is so typical of DMR/RTA recalcitrance. Tenderers have pulled out of the Tempe spaghetti, allowing time for revision.</p> <p>Actual benefit/cost ratio will not be higher than 0.7, meaning the project should not have proceeded. It will be "full" by 2031.</p>
Peninsula transit	<ul style="list-style-type: none"> Recycled road and rail plans over years but Govts not keen for lifestyle preservation 	<p>Baird commissioned cost-effective scheme from RG in 2008 but pinched it. SHOROC blew out the scale and cost, leading to Berejikian committing to uber-tunnel from Rozelle to Allambie Hts. No plan, no options, no sense</p>
Bankstown/ Green Square Metro	<ul style="list-style-type: none"> Airport Link has two stations but Metro will put in one more and iA sees additional tram as essential. The Bankstown extension was decided by the project team (TfNSW advice) which is weird, undemocratic and inept – they didn't realise they'd "have" to "straighten" platforms, massively increasing costs – but all unnecessarily 	<p>No known needs analysis of E/W demand (cross-regional), focus is on CBD axis which may be stupid. iA was appeasing Berejikian and especially LM Moore w/o logic or analysis.</p> <p>Metro: "public" benefit/cost ratio appears to be about 0. A complete mis-statement and misunderstanding. Greiner and Christie proposed rapid transit on upgraded Bradfield lines, with capacity of 40,000 passengers per hour in each direction. The Metro is a "white elephant" and its cost burden prejudices more logical options.</p>
West Metro	<ul style="list-style-type: none"> Labor idea, one of many on the merry-go-round, A "lot of money" has been spent out-of-sequence (attacked by Grattan as pushing up costs) – but it reduces investor and community confidence Goanna Transit Bridge out of RG's work vs Labor 	<p>Might be valid but there are many internal options and no testing of the main Christie/Greiner one which has major advantages.</p> <p>Berejikian rejects all of RG's work <i>ex cathedra</i> and thereby lost Google and 16,000 housing units – Goanna has a different function but councils also tricked</p>
UGNSW	<ul style="list-style-type: none"> "Landcom on steroids", Berejikian took personal control (UG tried to steal Goanna) 	<p>Obvious motive is forcing the West Metro against all accepted planning and project principles Vs better options. Its engagement incompetence forced backdowns on Anzac Pde, Parra Road and inner-SW. It needs revision and possibly abolition.</p>
GSC	<ul style="list-style-type: none"> Statutory body but subject to dismissal without reason 	<p>Has a strategic planning role but no powers and is confined to <i>Plan for Growing Sydney</i>. Recently excluded from regional panels – a confused situation. Defies central Greater Sydney focus which was abolition of statutory authorities. Act needs to be strengthened and clarified.</p>
Cruise ships	<ul style="list-style-type: none"> Labor's closure of "working harbour" by Carr/Costa saw ships move from Darling Harbour to White Bay w/o transit support 	<p>Carnivale refused to consider Goanna which offers a 2-3 minute transit; while current moves to remodel Garden Island adds to \$70 billion in unfunded promises</p>
Logistics	<ul style="list-style-type: none"> Strategic documents excluded logical logistics leading to wrong approach to Port Botany, WS employment and long-term mercantile security 	<p>Greiner rightly observed a lack of relevant skills in government. Then head of transport planning, now head of DOPE, refused in 2012 to consider <i>Thinking Logical Logistics II – Eastern Seaboard Rail Strategy</i>, leading to continued incompetence and high costs. Moorebank IMT has no market legitimacy but Fed DIRD produced a silly report justifying short trip + double handling, for political purposes</p>

* There are extensive discussions in the Commission of Audit, iNSW and iA reports about the logic and merits of compliance with accepted probity and prudential standards. iA proposes that no Federal money be allocated to projects which have not been so legitimised. Not one of the NSW projects has been fully legitimised. All might meet the PM's notion of "ideology & stupidity".

Tramways are a special case. The economics of BRT and the importance of Euro 6 emission standards are not well-understood. Bi-articulated buses outperform trams in every dimension – no coal-fired electricity, no embedded perway costs, no operational limitations in times of mishap and special events etc. iNSW made some of these points but a full exploration is overdue, the last having been in Scully's time.

It is rare to find a Prime Minister who articulates urban reform values, but it is unfortunately characteristic of modern culture that “projects”, without a “plan”, frustrate those intentions; and the PM seems to have no recourse to better expertise because of “groupthink”, lobby infiltration and agency.

NSW’s two un-elected agencies have to push the “ideology & stupidity” projects across Sydney, in the Government’s jumble of capricious Ministerial announcements, political intimidation, destructive project management, inequitable proposed taxation, and growing community disaffection and cynicism.

NSW Planning & Environment’s CEO sits on IPA advocating metros and tollroads, in Planning (doing “planning”? and project approvals), on GSC (quasi-planning, scheme approvals and mandated community interventions), and on iNSW doing evaluations of metros and tollroads.

She was appointed from Transport without planning qualifications, announced to be due to her support to the then Transport Minister, now Premier, with the underpinning transport documents. The Transport Long Term Master Plan in 2012 was the start of Berejiklian’s ideology-led and probity-light “strategic” statements. (One on Rail Futures lasted less than a month – of course, June to July 2012.) . At the time the officer refused to consider Gibbons’ work, leading to “Transport thinking stuck in bureaucratic black box” (DT 5 Apr ’12) and Andrew Clennell cited their arrogant failure to consider options in his classic “Liberal Bromance between Barry O’Farrell and Nick Greiner hits great divide” (DT 29 Oct ’12):

submissions to Berejiklian's draft transport masterplan closed on Friday but Transport for NSW is not even expected to make those submissions public.

One, from a former head of planning at the transport department Robert Gibbons, released to The Daily Telegraph, suggests a Hurstville to Strathfield train line could take pressure off a second Harbour rail crossing and a Maldon-Dombarton rail line could service Port Kembla in terms of freight and take the pressure off traffic around Port Botany. Gibbons argues both the transport masterplan and the State Infrastructure Strategy have failed to properly take into account those two projects, which when last assessed would cost about \$1 billion each.

A spokesman for Transport for NSW did not give a commitment to release the submissions. "Transport for NSW will collate his latest feedback and make a decision on the most appropriate way to present all of this information with the final masterplan."

Of course all such ideas were filtered out (ditto local government and planning reviews – and Labor’s Blueprint too, part of the long-term decline in public sector competency.)

Here is a summary of the background to the comments in 2012 on NSW Long Term Transport Master Plan (cf DT *Transport Thinking Stuck in Bureaucratic Black Box* (5 Apr ’12):

The Masterplan and iNSW’s SIS should be expected to cover every important factor, but no	
Non-strategic approach to logistics	No mention of Maldon-Dombarton or of Western intermodal terminal needs associated with Parkes but also no mention of Moorebank! No mention of community dimensions such as in Botany and Randwick and re-use of electric locomotives (but high voltage AC). It proposed a Port Botany Precinct Plan and such amorphous propositions as:
Strangely, wanted smarter project procurement, the opposite of what happened	Implement rail freight infrastructure enhancements to increase the share of freight carried on the rail network, with new investment in rail pinch points, measures to improve rail competitiveness and the development of a metropolitan intermodal terminal network
Bradfield system seen as a drag on economy	Came out 2 months after July ’12 decision and shows no respect for Christie’s and Greiner’s work as well as generations of reformers back to the Improvement Commission in 1908-09 and Eddy and others before. Missed opportunities to use the mainlines to run different types of vehicles across a very large and potentially flexible matrix.
No N/S assessment, all CBD-centric	Metromania seems to be a psychological disorder associated possibly with Dunning-Kruger Disorder and certainly symptomatic of groupthink
No methodology given for comparing investment in different modes, routes etc	Continued the long-standing lack of analytical and evidentiary frameworks but calls for the metrics approach (in theory). Massive financial commitments missed sound investment ranges. No project- or industry-economic and financial studies, no scenario testing, no sensitivity testing within a robust benefit/cost analysis, no engineering and technology understanding underpinning passenger and freight

The quality of discussion was low and generalised, too much was concealed, the worry is, this was clearly Berejiklian's standard of analysis and policy formulation as it continued through policy publications, project decisions, community presentations and the media. The latter swallowed the lot, with a few exceptions.

The "cold bath" reality appears to be:

the Westmead to Carlingford tramway started as a semi-sensible regional approach supported by \$100 million in feasibility studies - wasted, to an obsessive Ministerial desire to sterilise the incredibly important Parra-to-Epping rail link with a thought bubble-driven by real estate speculation. Its new EIS has too many redacted numbers.

Damage to the local competitive position and tax base, the loss of quality and cost-effective transit to the Second Airport, and Christie/Greiner mainline upgrading logic, is immeasurable. It is also unfunded, with a quasi-Benefit Cost Analysis that is full of holes and vapid hopes of voluntary contributions which didn't work in London – and why would they work here?

Then Minister Berejiklian capriciously chose Devonshire St as the Surry Hills passageway without realising it didn't run through. She ignored protests from the resident action group and Sydney Lord Mayor and smashed through blocks of flats. She is unlikely to be swayed by NPRAG's objections no matter how valid.

FEDERAL INTERFACES

The Federal Government is involved in Sydney through many means¹:

1. Its own biases change with PMs but are expressed in pro-project terms – pro-tram, pro-Metro, pro-WestConnex, pro-value capture, pro-inland rail, pro-CSG and coal mines, and so on. These unqualified preferences are now seen to have been based on inadequate agency support
2. It sets rules on States and for PPP interactions but there is dissatisfaction with delivery – *it now has leverage over NSW which is desperate for out-of-priority subsidies*
3. It allocates funds through grants (with different terms applied under mainstream Budget grants)
4. It advises on tax incentives and capital funding
5. Its Department of Infrastructure and Regional Development surveilles iA, funds feasibility studies, organises Ministerial speeches and travel, and participates in lobbying boards especially Infrastructure Partnerships Australia's – the web of interactions now looking like a spider's web and needing a Herculean clean-out, and
6. It now has funding and urban policy units with the PM's own Department which has been criticised, rightly or wrongly, by IPA. "30 Minute Cities" and related high-level conceptual reports and speeches have been produced but there are no known practical results or corrections of factors that are adverse to stated objectives.

The current document is one item in a series around the "Save Sydney" theme. Three conclusions seem to be reasonable from the overall directions:

- the failure to meet accepted standards of project assessment and the exclusion of consequential damage to the Bradfield-era heritage rail system means that Metro and associated tunnel actual or theoretical funds should not be expended until it is known what the contingent liability from the Bradfield degradation will be. This is a "Catch-22" that is consequential to ideology-based decisionmaking that is so decried by PM Turnbull. Minister Constance should be encouraged to meet his promise to release details of real estate factors in Business Cases which are shams now.
- IA and its chairman emphasised the importance of feasibility testing of options and then business cases for short-listed prospects. Its comments on WestConnex suggested that better pre-planning might have reduced costs as well as community rejection. There are options that have the potential to produce better outcomes more cheaply and quickly. iNSW and iA do not pursue such options.
- The inherent complexity between Metro system development, the cannibalisation of the Bradfield-era double-decker system, and the risky air-space residential densification of the MTR model, makes this a potentially disastrous case study: sacrificing the hard-won proceeds of privatisation on a system that is

¹ See Prof Richard Tomlinson UMelb's critique

https://www.google.com/url?sa=t&rct=j&q=&esrc=s&source=web&cd=1&cad=rja&uact=8&ved=oahUKewiUvpTgzefWAhXD7YMKHYR_DP4QFggoM AA&url=http%3A%2F%2Fwww.theaustralian.com.au%2Fnews%2Fnation%2Fmalcolm-turnbull-follows-up-on-30minute-cities-aspiration%2Fnews-story%2F60b0ac4948cab6227c04db2acb87f73f&usq=AOvVaw1a-likDYN8CPTIGHwqS-oK

unlikely to meet more than 4% of new dwellings over 15 and more years does not have the ring of success about it.

Federal protections have failed – the 2009 COAG determinations have not yet been implemented and iA post-Eddington is a cheerleader for Metros, making egregious errors of fact and logic (especially regarding the 2nd Harbour Crossing, the West Metro and the Waterloo-Green Square metro/tram/BRT confusion). After Greiner's iNSW was monstered in 2012, iNSW retreated into a safe shell from which it has not re-emerged.

The current disaster is the latest of the Parramatta tramways, the former and righteous Epping to Parramatta link. The financial position appears to be:

- Cost is \$3.41 billion
- NSW funding is \$1 billion
- Value capture targetted to raise \$1.3 billion, unlikely, see <http://www.onlineopinion.com.au/view.asp?article=17989&page=0#>).
- Balance from Feds - \$1.1 billion – why would they pay even more for an illegitimate fraud?

THE FORGOTTEN LEVEL – LOCAL

A background factor is the colossal failure of the Coalition's suite of local government and planning legislation. Every sector of society had called for both and BOF made meaningful promises. Closed shops and corrupt links befouled the resulting inquiries, all of which disappeared. Baird's ascension saw 2010-11's promises burnt – forced amalgamations (with suppression of opposition) replaced localism while the abandonment of Part 3A saw Hazzard's "Landcom on steroids", activation zones then Priority Precincts – as based on State control through un-elected officials lacking accountability and under oppressive internal sanctions.

All are much worse than Part 3A which was co-authored by the Planning Institute which is now dominated by commercial imperatives. The former long-standing Director-General of Planning proposed a simple path to a new Planning Act but that was ignored and Planning has shown itself to be incapable of policy innovation.

At the time of Minister Hazzard's reforms, an alternative scheme to **avoid amalgamations but maximise effectiveness** was prepared on the suggestion of Chris Hartcher MP which was based on a thorough knowledge of Australian and international reform movements and of "evidence":

Broad direction

- Restore the relevance of local government and "fix the house": self-governance + less interference, financial strength, participation in infrastructure, better planning of housing and catchments, proactive responses to climate events
- Improve communities in all respects
- Set the basis for long-term progress – within and between councils and the State

Local government has a reputation for resisting reform, sometimes unfairly. Tom Lewcock, city manager of Sunnyvale in California who was a leading reformer in municipal planning in America, and he addressed this sensibly, in a leadership way:

One of the keys in government is to take things that aren't politically acceptable in the normal context and change the context - to create a different way for the decision makers to look at them ... the very same issue often turns out to be politically acceptable.

In the right environment, all of the myths about how elected officials behave have come falling down for me. They don't have to be short-range thinkers, they can be long-range thinkers.

Examples of issues	Community e	Councils
1. All is a patchwork, original ambiguities and gaps exacerbated	1. Ambiguities and the patchwork nature of local government	1. All council areas are essentially the same
2. Aspirational boundaries in operation - requires	2. Aspirational boundaries in operation - requires	2. Aspirational boundaries in operation - requires
3. Inward looking, not connected with communities	3. Inward looking, not connected with communities	3. Inward looking, not connected with communities
4. Financials not enabled	4. Financials not enabled	4. Financials not enabled
5. Distorted franchise/directions	5. Distorted franchise/directions	5. Distorted franchise/directions
6. Executive weaknesses	6. Executive weaknesses	6. Executive weaknesses
7. Low skill levels in many councils	7. Low skill levels in many councils	7. Low skill levels in many councils
8. Complex government structure & cases	8. Complex government structure & cases	8. Complex government structure & cases
9. US equity issue interference	9. US equity issue interference	9. US equity issue interference
10. Poor meeting procedures	10. Poor meeting procedures	10. Poor meeting procedures
11. Regular conflict within councils	11. Regular conflict within councils	11. Regular conflict within councils
12. Regular conflict with external	12. Regular conflict with external	12. Regular conflict with external
13. Councils often rarely involved	13. Councils often rarely involved	13. Councils often rarely involved
14. Councils often rarely involved	14. Councils often rarely involved	14. Councils often rarely involved
15. Councils often rarely involved	15. Councils often rarely involved	15. Councils often rarely involved
16. Councils often rarely involved	16. Councils often rarely involved	16. Councils often rarely involved
17. Councils often rarely involved	17. Councils often rarely involved	17. Councils often rarely involved
18. Councils often rarely involved	18. Councils often rarely involved	18. Councils often rarely involved
19. Councils often rarely involved	19. Councils often rarely involved	19. Councils often rarely involved
20. Councils often rarely involved	20. Councils often rarely involved	20. Councils often rarely involved
21. Councils often rarely involved	21. Councils often rarely involved	21. Councils often rarely involved
22. Councils often rarely involved	22. Councils often rarely involved	22. Councils often rarely involved
23. Councils often rarely involved	23. Councils often rarely involved	23. Councils often rarely involved
24. Councils often rarely involved	24. Councils often rarely involved	24. Councils often rarely involved
25. Councils often rarely involved	25. Councils often rarely involved	25. Councils often rarely involved
26. Councils often rarely involved	26. Councils often rarely involved	26. Councils often rarely involved
27. Councils often rarely involved	27. Councils often rarely involved	27. Councils often rarely involved
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30. Councils often rarely involved	30. Councils often rarely involved	30. Councils often rarely involved
31. Councils often rarely involved	31. Councils often rarely involved	31. Councils often rarely involved
32. Councils often rarely involved	32. Councils often rarely involved	32. Councils often rarely involved
33. Councils often rarely involved	33. Councils often rarely involved	33. Councils often rarely involved
34. Councils often rarely involved	34. Councils often rarely involved	34. Councils often rarely involved
35. Councils often rarely involved	35. Councils often rarely involved	35. Councils often rarely involved

Lobbies had called for cities the size of Brisbane and Auckland – in ignorance of the actual arrangements there. Still, the 1 million average was useful to map six "regional planning councils" in a Sydney of 7 million, with over 60 individual "community governments" in the eventual growth boundaries (the GSC's district boundaries fail on such grounds). Integrated State through to precinct planning frameworks were flow-charted so as to build a "willingness to pay" culture. The RPCs would corporatise all council planning staff so meeting the Hawker Committee's "toxic employment culture" (2002):

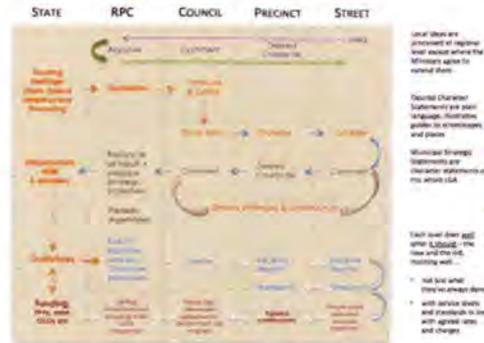
JRPPs Vs RPCs

JRPPs can

- improve assessment quality of larger DAs,
- improve independence of assessment in contentious circumstances,
- utilise council resources,
- conflict council officers where they also have to advise councillors,
- identify weaknesses in instruments.

JRPPs cannot

- improve community engagement,
- de-toxify the council environment,
- keep planning instruments up-to-date,
- strengthen infrastructure financing cycles,
- provide state/local partnership assessments over all DAs,
- improve handling of state-significant projects requiring both community engagement, "public inquiry" and professional assessment in good time.



Preparing a Council-level Planning Instrument linked with regional financing

It would be too easy to recall the survey findings of various bodies including the Australian and NSW Local Government Associations, ACELG, the UNE's experts especially Professor Brian Doherty, and notably Professor Percy Allan's inquiry for the LG&SA. The main area of community distrust is the handling of development applications: *Creative Reconstruction* solved that group of problems through its internal reform structures and flows. It also would have improved discipline on errant officials, economies, develop confidence in pre-negotiated design statements, and financing of infrastructure.

GOVERNANCE

The Baird Government introduced the creation of the Greater Sydney Commission with much fanfare about surpassing past coordinative efforts. The Committee for Sydney's *Are we there yet? Value capture and the future of public transport in Sydney* (December 2015) erroneously asserted it had inspired the "emergence of the first metropolitan coordination structure Sydney has seen in the form of the Greater Sydney Commission".

The Transport & Highways Commission failed in 1952, Professor Wilsenski did not succeed in persuading Premier Wran to integrate planning, later Minister Knowles failed with a statutory scheme to implement planning schemes as did the Urban Strategy Group under Bob Wilson and John Mant. The western Sydney growth commission was re-absorbed back into the Planning Department which was potentially positive, but "delivery agencies" in Barangaroo, Metros from 2008 and priority development zones have further distanced decision-making from community.

The GSC was made subservient to Ministerial whim and chained it to illegitimate projects (explicitly rejecting outsiders' ideas). Its draft District Plans avoid controversy and maximise GSC's West Central District Plan regards the tram as game-changing and transformational and accepts it and the possible West Metro as *fait accompli*, devoid of any need for analytical and empirical justification. The tram (with its poisoned origin) is the spine of its first collaboration exercise which is mainly real-estate-driven and means concordance with TfNSW:

Greater Parramatta and the Olympic Peninsula (GPOP)

Greater Parramatta and the Olympic Peninsula (GPOP) is the first Collaboration Area of the Commission. GPOP spans 13 kilometres east-west from Strathfield to Westmead and seven kilometres north-south from Carlingford to Lidcombe and Granville and includes the strategic centres of Greater Parramatta and Sydney Olympic Park. The Parramatta River flows east through the heart of GPOP and the planned Parramatta Light Rail forms the GPOP spine.

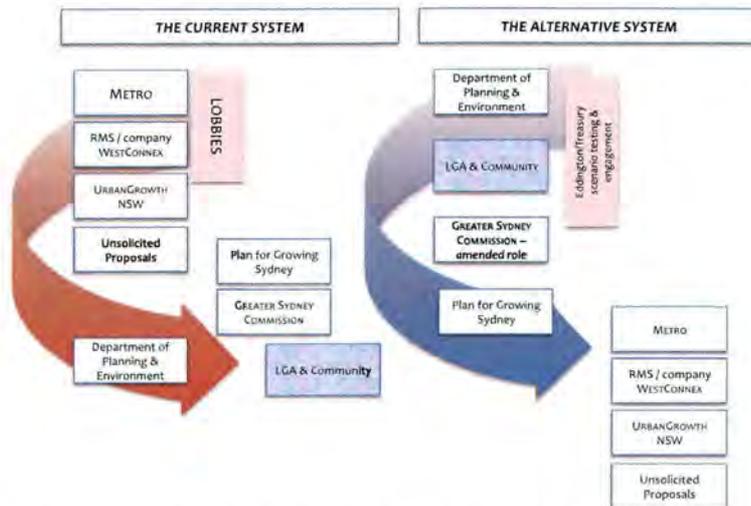
GSC appears to have little understanding of the capacity and cost differentials between trams and BRT under apple v apple assumptions – BRT is far more effective as well as being much more energy responsible. GSC has some of the best talent in Sydney among its employees but some notable duds in the clouds as showed by simple internet searches. Its "Three Cities" vision and District Plans are barely relevant when it is realised that:

- Three Cities means nothing without fundamental changes in infrastructure and commercial and residential “culture” including collapsing small centres into the bigger ones to enable central economics, breaking arterial routes that diffuse movements, and creating new transit “expressnets”[®] around the three nodes where all foreseeable money has been sunk into an unproductive arterial metro network centred on the Sydney CBD
- GSC is heavily conflicted with its planning structure omitting municipal officials and its board membership interlinked with “hidden in plain sight” links with Infrastructure Partnerships Australia with its monothematic obsession with the advocacy of tollroads and metros etc, with Planning (setting plans and approving metros and tollroads etc), iNSW with its assessment of metros and tollroads etc, and with GSC which is charged with the implementation of tollroads and metros etc, with . The Chief Commissioners’ reported seat in Cabinet must restrict her elsewhere (it didn’t work for the spritely and independent Nick Greiner)
- Their densification in Canterbury-Bankstown lacks a transit or road basis – increased congestion is inevitable as well as worsened affordability and heat-sink effects – none analysed by any Government agency and regarded by silo-thinkers as fairy-tale factors
- They don’t mention known problems and negotiate solutions, Bankstown Airport being a famous and notable case
- Capricious announcements based on owner profiteering are foisted on it by Ministers, Canterbury Racecourse being the most recent known case
- It uses “productivity” as a measuring stick but the definition is hidden and sits badly with such statements as that Peakhurst (without a rail station) is more productive than Mortdale and Penshurst (both of which have)
- Its affordable housing targets are difficult to achieve where the ownership pattern of new apartments is so risky, apart from the reality that no extra transit capacity will be available
- Its commitment to “metrics” lacks a meaningful feedback loop to mega-projects-making which have political/ideological momentum that repels logic
- Value Capture as mooted will be anti-competitive and impose spatial and intergenerational inequalities. In any case, it is also known as “drip funding”.

GSC is a suave sledgehammer – required to force through Government-dictated densifications without demur. Reality would indicate that such a commission should lead, not just follow – see the quotes on the cover of this report. GSC’s survival is essential and a review of its Act should be brought forward.

UGNSW makes no pretence that it is anything but a herd of ex-employees from a hard-edged development company/s. It has mismanaged a succession of community interfaces and embarrassed Ministers. It also pushes high-rises as the answer then seeks to garner infrastructure out-of-order and without planning logic. There is no place for UGNSW in a properly-functioning planning regime: priorities would be set as on the right-hand side of the following graphic, then passed to the market for quality decision-making and implementation. As with “planning” and DAs generally, it would be better to revert to the Wran/Greiner 1980 scheme, as it was before Carr & Crew fragmented it under lobby contamination.

The housing patterns inherent in different transport/land use development strategies have to be assessed independently of Government for reasons stated in the Grattan’s *Roads to Riches*, shown below with a synopsis of this author’s proposed reworking of the planning systems across Australia:



5.1 Governments should not be able to commit public money to transport infrastructure until a rigorous, independent like-for-like evaluation and the underlying business case have been tabled in the parliament

State spending

State government ministers should only be able to commit public funding to transport infrastructure projects after a rigorous independent evaluation and the underlying business case for the project has been tabled in the parliament.

The evaluation of the business case should be conducted by an agency that is independent, with clarity of mission, and is sufficiently resourced and skilled.

The patterns will include genuine mixtures of high, medium and low density housing, limitations of TODs, and equity and efficiency between taxation options. The dominant thinking of the MTR model is to be replaced by an independent and expert agency. Transport would follow, not lead, “planning” principles and engagement.

Former Commissioner for Main Roads Bruce Loder said it best in “Poor vision for the state in the blurring of the divide” - SMH on 10 April 2008:

Unfortunately, the Roads and Traffic Authority failed in its role as guardian of the public interest probably because, in common with the rest of the public service, it no longer has the ability to do so.

Both the Cross City and Lane Cove tunnels are ill-conceived and doubtful economically. It goes without saying that neither are financially viable as toll roads. The Lane Cove Tunnel has the further defect of virtually eliminating Epping Road as an effective link in the Sydney Metropolitan road system. In effect a toll is being levied on a previously existing untolled road - a technique used only as a means of limiting vehicular access to a centre as in Singapore and London.

The deterioration in management and skills in the public service exemplified in the Roads and Traffic Authority extends throughout the service and explains in part the problems of delivery being experienced in health, transport and public works.

It will not be easy to restore the public service to an effective provider of works and services and guardian of the public interest, but until then and until the roles of government and public service are once more clearly defined, we can expect the standard of government in NSW to continue to decline and the quality of services in NSW to continue to fall relative to other states.

CITY PLAN

COAG responded to NSW’s Metromania (the PM’s “ideology and stupidity” label), in 2009 by adopting this resolution, which is mirrored by IA’s policy that only legitimised projects should be eligible for Commonwealth funding – not observed in practice:

CAPITAL CITY STRATEGIC PLANNING SYSTEMS – Minister Albanese’s press release

State and Territories will have capital city strategic plans by 2012 that meet national criteria for transport, housing, urban development and sustainability.

State and Territory planning systems will be independently assessed by the COAG Reform Council in this major microeconomic reform agreed by Governments at today’s COAG meeting.

Capital city strategic plans are needed to lift economic productivity, respond to climate change and ensure the nation is geared up for 35 million people by 2049.

The national criteria will deliver better integrated and longer term - 30 year - infrastructure and land use plans. The criteria require planned, evidence based land release to improve housing affordability, better transport planning to tackle urban congestion, and new urban development to be better linked to transport, jobs and services.

Work will begin in 2010, with an initial report on each jurisdiction’s plan to be completed during 2011. The Commonwealth also has agreed to contribute to the reforms through its own property, assets, service delivery and approval processes.

The reforms adopted today will secure better outcomes from investments of all governments in Australia’s cities and they will strengthen public confidence in planning systems.

DIRD might be asked to explain why this was not followed through to completion, albeit some weaker moves are afoot now, maybe. (As said later, there is little hope of sufficient reform.)

The City Plan would be best carried out, it is suggested, through a set of steps starting with State priorities and involving Regional Planning Councils* as described in CREATIVE RECONSTRUCTION OF NSW LOCAL GOVERNANCE (and nowhere else, lobbies have been incapable of thinking outside the amalgamation box).

BUSINESS PLANS

The reality is, there is no democratic or even unelected body with a genuine planning role over the metropolis. There are too many options under various peoples' carpets, with iA saying that

A more comprehensive options analysis may have identified [its] evolutions or other approaches earlier in the planning and delivery process, potentially mitigating some risks around project certainty and scope.

That was about WestConnex but it applied to all of the Government's projects as the Grattan Institute made clear in "Mike Baird can make real reforms ..." (SMH 9 Dec '16) – NB iA has described a BCR of 1.3 as "low" in its documentation:

The first lesson: Only promise infrastructure after you've done your due diligence

Kristina Keneally was the first politician to commit to the Sydney Light Rail project, in 2010, at a cost of \$500 million – before the route had been determined. In 2012, Barry O'Farrell revised the project's cost up to \$1.6 billion – without a properly assessed business case. Given how little homework had been done on the project, it's unsurprising that the cost shot up to \$2.1 billion by the time Mike Baird signed contracts, in late 2014.

The Sydney Light Rail is a textbook case of premature announcement. Grattan Institute analysis has found that 75 per cent of the value of cost blowouts come from projects where a politician made the first cost promise too early – before a formal budget commitment and generally before a proper business case. This is because these prematurely announced projects need larger cost upgrades not just early on, but throughout their lives.

The current guess-and-check approach to planning multi-billion dollar investments is negligent. If Premier Baird wants to deliver projects "on time and on budget", the first lesson to take from the Sydney Light Rail would be to improve the governance of project announcements. Proper business cases should be reviewed by Infrastructure NSW or Infrastructure Australia and tabled in Parliament before public funds are committed.

The second lesson: Learn from history

The fate of the Sydney Light Rail project demonstrates that that we need to get scientific about estimating projects' cost risks. Cost estimates for Australian transport infrastructure projects are systematically optimistic – over the past 15 years, these projects have cost 24 per cent more than first estimated.

The saga of the Sydney Light Rail is a perfect illustration of this problem. For a large project that is announced prematurely, expect the cost to be substantially higher – 38 per cent on average – by the time a contract is signed. Nor are the overruns over and done with at that point. Projects with troubled beginnings like the Sydney Light Rail typically incur an additional 10 per cent cost overrun during the construction period. If this were to occur on the Sydney Light Rail, the project's benefit cost ratio would fall further, to below 1.3.

Of course, insiders may explain the cost overruns on infrastructure projects by pointing to scope changes. And it's true that scope changes do explain a modest share of cost overruns – 9 per cent, in this latest cost hike. But even where the scope changes are so substantial as to alter the whole character of a project, cost changes matter because it's unlikely that the project will be cancelled even if it is no longer worth building.

If Premier Baird wants his legacy projects to finish on budget, he should demand much more than closer monitoring of costs as projects are built. **The actions that would really make a difference would be to curb his fellow politicians from promising to spend public money before a business case and project evaluation have been tabled in the Parliament, and to publish the post-completion report on projects afterwards. Then perhaps Mike Baird could be the Australian premier that finally nails "on time and on budget".**

"Business Plans" are extra important now that they are a regulatory necessity. The recent ones have been found wanting (a full technical critique is part of this suite). Even Tibby Cotter has to be included.

Grattan's summary of the ES tram understates the level of community disturbance this project caused unnecessarily. The loss of trees has been reported extensively. Less well known are consequential changes to bus service patterns that inconvenience elderly residents in the main Randwick areas.

The Government has split projects into bits and away from planning logic, with neither the Greater Sydney Commission nor the imminent City Deal making a difference. Governance is little-understood (as explained in my EVERYONE SAYS THEY KNOW 'GOVERNANCE BUT WHO DOES IT HALF-COMPETENTLY'), and there is little chance there will be because of distorted Ministerial powers and diminished executive independence and expertise.

Infrastructure Australia has an important role to play but it has made serious errors since Sir Rod Eddington's departure in 2014 – apparently in appeasement of Infrastructure Partnerships Australia and the NSW Premier, with the PM supporting the WestConnex, Metro and tram ideas without apparently being briefed on process defects including non-consideration of options.

Reform ideas have been prepared by a correspondent to John Menadue's blog, by Professor Derek Scrafton and by me – but iA is steadfastly isolationist.

INTERGENERATIONAL EQUITY

Finally, to summarise **intergenerational equity implications**, the Metro and tram projects, done in the ideological mode that ignores probity and prudential guidelines applied to options, are breaching every guideline:

1. Metros will change urban structure to increase congestion and worsen housing affordability – servicing no more than 5%, and more likely 1%, of population growth with 100% of the transit budget is monumentally questionable
2. Metros will damage the Bradfield-era system which the Government is glossing over – what will future generations be able to do with these degraded assets?
3. Real social dislocation will come from over-densification in terms of private and public places and heat sinks/energy irresponsibility. Terraces will be under-serviced and discouraged while congestion will worsen across Bankstown's Maginot Line and generally where trams are expected to over-densify
4. Value Capture will create two classes of living places and generations and even then fail to meet funding expectations
5. Metros and trams will use up so much capital that better technologies will be neglected, reducing proportional transit usage (cf Christie's 50% more rail usage by 2021 to just maintain air quality) - NB the Premier seems to be some \$70 billion over-committed which means that all of the projects that have not started might be "deferred" Labor-style
6. The metro has chosen a technology that will inflict unnecessary financial waste on coming generations
7. Community cynicism will worsen, creating political instability and growing community rejection of conjoined agencies and commercial lobbies
8. The agencies involved will not be able to contribute positively once amalgamated councils exercise their base values – increasingly NIMBYism and fringe parties holding casting votes across more powerful constituencies.

There is a long list of reasons why the Westmead to Carlingford tramway should be paused so as to not repeat the damage caused to Surry Hills, Anzac Pde and Haberfield – but the best single reason is to restore community confidence in CITY PLANS and budgets.

CONCLUSION & COULTAN QUOTES

The solutions have been set out in volumes within the SAVE SYDNEY suite. There seems to be little chance that the leopard will change its spots, that regions will get a fair share of funding, or that unfunded promises will curry favour; and with a State election looming in March 2019 (Fed possibly only 10 months hence), Mark Coultan's words seems to be the most apposite:

“NSW... is an effective one-party democracy. All things being equal, Labor almost always wins NSW elections. The Liberals are there to share the spoils of parliamentary office, occasionally threatening ... Unless, that is, Labor so comprehensively stuffs things up that the electorate decides it must be punished.... Both times the characteristic of the failing government was a perception that it was blowing the state's fortunes on the centre of the city, to the disadvantage of the majority.”

“... it is not so much the project itself but the priority it has been given that represents the misallocation of resources”.

“The politics of the Rozelle metro must have the hard heads at the ALP head office - if there are any left - scratching their heads. By the next election the only thing the Government will have to show for its efforts will be resumed properties, lucrative construction deals, and the prospect of years of construction noise for local residents”.

Mark now advises Berejiklian, one can only hope that they realise that evasion and PR will no more save them that Labor found.

I seek fairness after a long period of unfairness from Baird and Berejiklian and without that, I'll leave Coultan in the dust. The return from the IP value of the SAVE SYDNEY suite grossly exceeds the likely cost of acquisition.

Draft for negotiation (© copyright)

ADDENDUM – PARRAMATTA AS CAPITAL OF SYDNEY’S WEST & GOANNA TRANSIT BRIDGE

Famous and infamous names have tried to come up with a practical scheme to speed transit between and around the Sydney and Parramatta CBDs: Bradfield, Cox, Greiner, IMROC/WSROC, Parramatta City Council (ParraCity), Leighton/Easson, Christie, Keneally, and the TTF/IPA/Dialogue’s-cum-Labor’s Metromeisters.

One integrated bi-level strategy, the Parramatta REP, was completed but it has been said often enough that all transit promises were defeated except Bradfield’s (which is now being under-valued and undermined).

The recent collapses of the signature Google project in White Bay and the Walker Corp’s in Parramatta Square are the public signs of a deep malaise – the crippling self-delusional effect of sitting in the CBD Privatised Metro Control Centre (PMCC) and thinking “you” (*salubrious Canberran, Eastern or North Shore dwellers, fully subsidised*) care about Western Sydney’s needs past and overdue, now and in the near future. **“You” exclude options, outsiders and probity as they are inconsistent with your Lobbyist religion.**

Results = *wrong technologies, highest possible costs, longest possible timeline, least effective service levels, community cynicism, business frustration and professional disaffection.* Solutions have to be holistic.

The current dominating notion is the Labor-cum-Berejiklian West Metro, which in turn is “fruit of the poisoned vine” from the 2012 Berejiklian NW mini-tunnels. There is still confusion: at each end, The Bays vs ParraCity’s rail/tram/metro successive pushes; and along the middle – what is the purpose of greater transit capacity, to serve existing or new activity centres, to be integrated or free-standing (something Berejiklian criticised in 2012)? *Why underground?* – that doesn’t make sense given you cannot increase passenger capacity and numbers with metro trains in most circumstances, contrary to popular belief.

It is time to stop the iA/iNSW nonsense, listen to the Grattan Institute and Commission of Audit, and use resources wisely and quickly. **Politicians and agencies need to be honest and open.**

OVERVIEW OF WESTERN CORRIDORS

SUPPRESSION OF OPTIONS

SUPPRESSION OF PROBITY

NSW	Feds	NSW	Feds
<ul style="list-style-type: none"> Parra Road tram cancelled (recent) Greiner mainline upgrading ignored No release of paths by completing Epping-Parra and serving 2nd Airport (deliberate sterilisation of Epping link) Ignore Google redevelopment of White Bay after the PM and Baird had described it as “the most exciting urban redevelopment project in the world” No Goanna Transit Bridge to link E/W tram/train and bus services and relieve Anzac Bridge, cheaply and quickly 	<ul style="list-style-type: none"> Non-enforcement of WestConnex to KSA/Pt Botany Non-support for integrated mainline trains to 2nd Airport Non-enforcement of COAG and iA standards and protocols on handling of projects Funding projects in breach of PM undertaking to restore iA credibility and iA’s supposed exclusion from funding of non-legitimised State thought bubbles Embedding of lobbyists in Ministerial offices and cross-membership of agency committees 	<ul style="list-style-type: none"> Reversal of Commission of Audit Interim to its Final Report Non-integration and indeed reversal of LG & Planning Acts reform Exclusion of WestConnex from GIPA protections and not sufficiently pre-planning to get better outcomes (iA opinion) Embedding of lobbyists in Ministerial offices and agency committees Theft of Intellectual Property Non-enforcement of iNSW protocols and continued capricious announcements of transport and housing “priorities”, exclusion of GSC from proper planning, and smashing of Surry Hills and other communities through unreversed mistakes Lies about funding sufficiency, capacity of metro trains and availability of adequate seating ratios on long-distance metros Deceit through incomplete and heavily redacted “business cases” 	<ul style="list-style-type: none"> Non-implementation of COAG 2009 requirement for “city plans” to precede sectoral projects Non-implementation of the PM’s promises to restore iA’s credibility and reduce congestion etc Allowed continuation of conflicts of interest between IPA, iA, DIRD, and central and line agencies Non-enforcement of iA/Eddington protocols for complete and integrated planning cycles where projects are parts of solutions Exclusion of outsider contributions Deceit through incomplete and heavily redacted “business cases”

Ron Christie’s *Long Term Strategic Plan for Rail of 2000-01* had hoped that the NW be built within 20 years and Epping to Chatswood to open in 2008. Epping to Parramatta was to be finished in 2011-16 (i.e. “now”).

In June 2009 the RTBU published its Rudd related shovel-ready three-project booklet (NW, SW and Parra-Epping) which Berejiklian and Hartcher liked so much they taxied down to Pitt St to thank State Secretary Nick Lewocki. The documentation presented economic and engineering logic including this ----->

The issue became a political football in the later days of the NSW post-Carr Labor metromania. In 2010 PM Gillard promised to fund the completion with \$2.1 billion but the then NSW Opposition retaliated by saying it would prefer its heartland of the NW proceed instead and put the money into the Pacific Highway upgrading. This reversed its more genuine Sydney focus (rather than Party political).

(Remember that Berejiklian advocated NW heavy rail up to June '12 but the metro lobbyists on her staff seem to have persuaded her into a *volte face* the very next month – a saving of \$200 million costing NSW taxpayers \$30,000,000,000 and climbing.)

Project Two: Epping to Parramatta

The second priority is the balance of the Chatswood to Parramatta railway, namely the section from Epping to Parramatta, which would complete the link between the northern and western lines. The first section from Chatswood was controversial as the cost doubled as the length halved, largely related to the decision to tunnel under the Lane Cove River. This final section from Epping to Parramatta will be even more important when the West Metro proceeds.

The features are:

- Heavy rail link will increase east-west capacity in the rail system overall and ease pressure on the main western tracks
- Connects West Metro (Central to Penrith, should it be built) with southern destinations from Rouse Hill to Chatswood. This would require a review of the NW Metro
- Links with contracted government bus routes into the Manly-Warringah Peninsula
- Provide improved interchange possibilities across several major regions
- Supports massive CBD redevelopment in Parramatta providing linkages into the business district and other precincts
- Good example of using railways to "develop" rather than to support known patronage
- Facilitate positive land use and other changes, which will encourage other travel patterns and patronage.

RESULTS

Estimated cost

- \$1.4 billion (updated from 2003 using ABS General Construction Index NSW indicating an increase of about 35%)

Key Features

- 2,700 construction phase over 2-3 years
- 3,400 permanent jobs spread through all occupations across the State

Revenue potential

- ongoing benefits in the order of \$54 million per annum in economic activity.

Note that the Link was described as being even more important when the West Metro proceeds (as with all Labor thought bubbles, it didn't until Berejiklian's conversion in July 2012).

The starting point was in the Bradfield days and later Carl Scully's when there were professional discussions about how to serve the lower north-west suburbs and, later, take pressure off the Main West Line. It was there, a bit ugly but an arterial *par excellence*. A lot of the trains on it were heading north from Strathfield – so why not put those trains over the Bridge and free-up paths so that fast passenger and freight trains could use the Main West legacy assets more productively (as Greiner's INSW proposed)? (That would require a link from Chatswood to the west, and Carr chose a tunnel under Lane Cove River which turned into a debacle.)

Berejiklian was reminded of her past support for sensible planning, by fax, at that time. In this context, Greiner's INSW's SIS in 2012 saw mainline track upgrading as producing a capacity of 40,000 passengers per direction, per hour, obviating the need for complementary metro trains (but boosting the case for the Anzac Metro which the metromaniacs had foolishly cancelled – it would be operating now if the Lemma and Rees Governments had had commonsense). Greiner's text summary was:

.... introduce rapid transit services on to the existing network. Services on the NWRL would be extended into the CBD using the existing Harbour Bridge Line. Trains would then continue on the existing Inner West Line from Central to Strathfield. This approach would provide high capacity metro-style services on the most congested part of the network from Strathfield to Chatswood via the CBD. The target capacity for the rapid transit lines would be 40,000 passengers per direction per hour. It would allow passengers from the NWRL to travel to the CBD without interchanging at Chatswood.

Additionally, once rapid transit is introduced on the Inner West Line, the other four lines between Strathfield and the City could be exclusively used as express lines. This would mean faster and more frequent services to the CBD for passengers on the Western, Northern and South Lines.

Some background on tram planning will be found on pp 7-10 above.

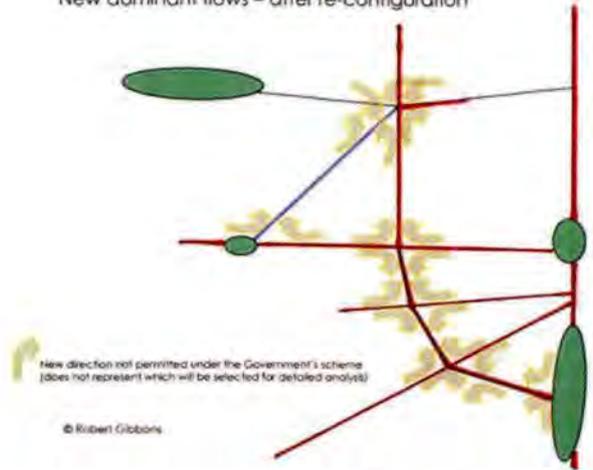
An option contained in this author's work and no others of previous date (especially WSROC's or RDA Sydney's) is to use Flexity Swifta tram/trains® to rail from the NW to Strathfield and thence over road to Hurstville, traversing and possibly linking with the Main West, Bankstown and East Hills lines, with minimal delay and low cost.

I prepared this map for SSROC but like all ROCs it was incapable of initiative (even though it had funded a 2010 exercise by Jacana):

Summary of "public" benefits of Hurstville to Strathfield/Parramatta (and Parramatta to Epping)

1. It would reinforce Parramatta's, Hurstville's and other centres' role as commercial and cultural centres, and increase rail patronage through the middle suburbs and generally
2. It would free capacity in the central system for NW trains as necessary, delaying or eliminating the need for expensive eastern rail works
3. It would decrease congestion throughout a major sweep of Sydney
4. It would mesh with demographic projections which show that well over 50% of future residents in Sydney's south-west will commute to the northern end of the "global arc" around North Rye, Macquarie Centre, Norwest Business Park and the like, meaning
 - a. They unnecessarily will have to travel through the CBD and Bridge otherwise, contributing to the over-loading of Ilwarrara and other trains
 - b. A massive waste of time if not money for those commuters, the time loss will encourage car usage even more, worsening congestion and probably imposing tolls on family budgets
5. It would facilitate the more efficient movement of coal, containers and other rail freight, taking trucks off our roads
6. It would facilitate special event and emergency operations by adding multiple route options and extra bus interchange points (as well as alternative track, signalling and power systems)

New dominant flows – after re-configuration



Charles Casuscelli at WSROC has suggested an "outer orbital", a railway from Campbelltown to Hawkesbury. That deserves to be in the mix for a proper "city plan" exercise done in accordance with IA and Greiner's iNSW's guidelines, say through a revamped GSC.

Here's a small chronology (there's more under the Goanna Bridge later):

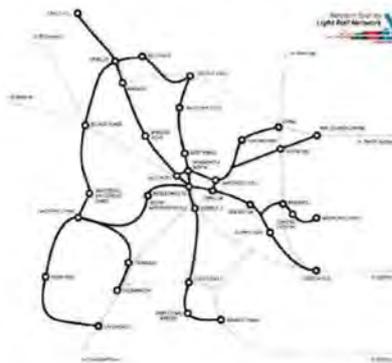
- Aug '03 Michael Costa dropped Epping to Parra link due to low patronage (15,000 new trips per day) and impact on Parramatta Park. This was the end of Scully "big projects" with emphasis back to Christie's line untangling
- 11 Aug '10 Gillard - \$2.1 b Parra-Epping with \$520 m from State. NSW Coalition objected
- Mar '11 Coalition election, Epping project abandoned, BRT proposed
- Dec '15 Baird announced Parra-Olympic Park route, dropped Macq Pk via Carlingford line (preferred by Lee MP), Castle Hill, Bankstown and Strathfield
- Feb '17 Berejiklian announced Carlingford line alignment, 16 tram stops between Westmead and Carlingford with long detour around Parra Park
- March '17 possibly extend tram to Epping – the irony!

Thus the NW would have access to KSA and the CBD quickly and the 2nd Harbour Crossing would be delayed or obviated by reducing CBD train paths by up to 30%. **No more would commuters be forced into and then out of the CBD unnecessarily – which is Berejiklian's direction.**

Similarly, none of the highly-paid "borrow your watch to tell you the time" consultants and public servants around town thought of running express services through the suburban network to the Second Airport via the Main West.

Berejiklian has many false starts on Parramatta Road trams and metros in the Labor fashion, leading in to cancellation of the \$2.7 billion tram project after she determined to push on with the West Metro instead of viable options.

Finally, under History, were ParraCity's two strategic exercises which are summarised in these maps. The future rail extension to Hurstville is otherwise known as the inner orbital. Jacana proposed it in 1998 going to Burwood, and changed that to Strathfield in 2010 for SSROC (which has since declined to be involved). The Strathfield form is the most prospective (cf EDDINGTON BEDROCK: FROM CHRISTIE TO GREINER TO GIBBONS), the tram version emerging quickly after Premier Keneally and Opposition Spokesperson Berejiklian jumped from the Bradfield battleship into the light rail barque:



Finally, the logic of the Goanna Transit Bridge from the western side of the CBD to Rozelle, but with extended linkages, include:

1. Linking of the street transit systems (bus and tram) on the eastern and western sides of the CBD via street systems and the construction of a curved Goanna Transit Bridge³ from above Barangaroo to Rozelle off the tips of headlands (minimising land disruption). Its “mother” bridge was built 10 years ago at Coalcliff, costing just \$60 million. Extending for length, the Goanna would cost about \$500 million – cheap for its great value
2. Resolution of CBD congestion by the elimination of 7 E/W conflicted intersections through a circumferential road and transit boulevard – where the Jan Gehl and George St tram schemes ignored the realities
3. Provision of fast transit through The Bays to the Victoria Road corridor at Rozelle, including the Overseas Passenger Terminal and White Bay Power Station (the Google site, now foregone due to delays in providing transit enablement)
4. Relief of the ANZAC Bridge (and speeding-up buses) which is about to experience more congestion off the WestConnex works
5. Promotion of walking and cycling in extension of current programs, and
6. Provision of a basis of a long-term fast transit service using Flexity Swifta or similar tram/trains to link street and rail transit systems. (This is urban innovation but of a type well-known in Europe, checked by a former Bombardier senior engineer.) One stream could run to Victoria Road and thence North Ryde; the other via Norton Street and back to Central via three universities and two regional shopping/services centres.

Since Google’s departure, the concept of The Fireworks³ apartment and mixed-use tower was developed by RG. This might be 110 floors in height with the Goanna Bridge going through its middle, creating a transit and retail/services structure over several floors. Two vertical firing pipes would allow spectacular fire curtains to harmonise with the Harbour Bridge’s firework curtain. The configuration would be developed by a Joint Venture: the Goanna is an “un-locking” stratagem.

Other firing sites through the CBD are horizontal.

The point is, the Goanna sits in a different time and space to the West Metro, they are not substitutes but complements. There is no time to lose on the Goanna at least because of the 20,000 extra vehicles on the Anzac Bridge; but the Government said it would make every effort to find a substitute for Google – learn from Google and include the Bridge! The community might find the debate instructive if it is professionally prepared and conducted, through say the GSC.²

² Copyright provisions have been preserved but offered to Government under fair terms.

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: **GEORGE JAMES ZANTIS**

Address: **68 FLOSS 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



6/300-306 Canterbury Road

Canterbury 2193

16 October 2017

Major Projects Assessment

Department of Planning and Environment

GPO Box 39

SYDNEY NSW 2001



Sydney Metro – City and Southwest

Application SSI 17_8256

Attention: Director, Infrastructure Projects

I object to the extension of the Sydney Metro from Central to Bankstown which is not needed. Further, at a community information session held on 11 October 2017 I found out that it is intended to have this service privately run, including maintenance of the track (which fact was omitted from your September 2017 Newsletter).

Safety and a profit making objective are incompatible.

As a former Railways employee I am aware of a previous NSW State Government strategy to privatise track maintenance. A contract let in the late 1990s to a private contractor for track maintenance led to poor maintenance of track resulting in derailment of two carriages of a train at Kingsgrove in 2000 and people were injured. In response the State Government brought track maintenance back under the control of the relevant government corporation (Rail Infrastructure Corporation and later Railcorp).

Privatisation of railways , particularly regarding track maintenance, in England in the 1990s has likewise proved to be a failure resulting in the derailment of trains.

The proposed Sydney Metro extension to Bankstown is touted as a better service because it will run more trains. However, the current train service is nowhere near capacity. I take the train from Canterbury to the city in peak hours and always get a seat. I also note that the NSW Long Term Transport Masterplan states that crowding level on the Bankstown Line is very low to low. That plan also states that the Illawarra Line is the busiest followed by the East Hills Line. Why have those lines not been considered before the Bankstown Line? Is it just a coincidence that the Bankstown Line is held by Labor seats?

It seems that the Bankstown Line has been chosen for the Sydney Metro because this has been designated as a priority precinct and it is intended to cram thousands of new apartments into this area. I note that there has been significant community resistance to this and it may not eventuate in the currently planned numbers.

I reject the proposal that the Sydney Metro line is a better service for the Bankstown Line because:

- The current service is very good and is not crowded.
- The Metro trains are mainly standing room. More Metro trains will mean less seating than at present. (I also note that metro trains in places like London, Paris and New York are only intended for short trips around those inner cities. Our double deckers are a superior service).
- The Metro trains don't connect to the city circle meaning that people will need to change at Central for those stations.

In conclusion, I strongly urge that the Sydney Metro not be given to a private operator, in particular for track maintenance. History shows that **safety will be compromised** by doing that. I also request that further consideration be given to the decision to extend the Metro to Bankstown. Illawarra and East Hills lines are much more crowded by your own analysis.

Yours Sincerely



Philip Mirabito

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 6:22 AM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 06:22:13 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details

Confidentiality Requested: yes

Submitted by a Planner: no

Disclosable Political Donation: no

Name: [REDACTED]

Email: [REDACTED]

Address:
 [REDACTED]
 [REDACTED]

Content:

I object to:

- * the entire project; AND
- * the proposed design for Canterbury Station.

The project has limited justification and the State Government has not provided adequate explanation for why the Bankstown Line needs to be picked as the terminus for the Metro line. In particular, the project will cause significant disruption to the Sydney Trains network, in that:

- * the Bankstown Line already has an adequate train service that can be increased without a metro service, the line is less frequently used than other lines, ill-suited to metro trains, and the project seems aimed at driving building developments in the area rather than a public transport benefit (even though the Canterbury-Bankstown area already has taken a fair amount of housing development)
- * the use of the Bankstown Line as an alternative through route for trains to western Sydney will be no longer available - direct services will not be available which causes inconvenience to passengers.
- * while time increases for direct services to north of the city might be significantly decreased, the time savings for stations in the city have been inflated improperly. In fact there will be significant inconvenience to city commuters, particularly by loss of direct services to the City Circle (particularly Museum and St James). This hasn't been taken into account adequately.
- * the need to merge lines at Central and Sydenham could be provided by other means (for example, sextuplication of the tracks between Sydenham and Redfern)
- * the proposed shutdowns to build the line are unacceptable and inadequate provision has been made to transport passengers during those times - the EIS admits that there won't be enough bus services to replace trains. This will significantly exacerbate traffic congestion in the area.
- * as a resident who lives near the line, I object to having significant line works take place over such a long period, including at night. It is really unclear, for example, why the bridges on the line have to be replaced or strengthened when the line already takes heavy goods trains. Residents haven't been consulted on all of these proposals and shouldn't have to trawl through the pages of an EIS to find out what is going to affect them.
- * heritage items will be damaged or removed. Platform screen doors of the type proposed are not necessary.

Please do not rebuild a perfectly functioning line. The Southwest metro should be built as a separate line elsewhere to an area that needs it more and doesn't have a train service already (such as the Southeastern suburbs which currently don't have a train service - or paralleling the proposed F6 corridor).

In addition, I object to the building of a new concourse at Canterbury Station in the middle of the platform. It will spoil the heritage aspects of the station (particularly the remains of the old turnback from the days when the racecourse platform existed, which will be demolished, and the heritage buildings will be overshadowed by the new concourse) The existing entrance on Canterbury Road should remain the main entrance and be upgraded or rebuilt with lifts. This entrance provides the easiest access for all residents of Canterbury, particularly those who live east of Canterbury Road and south of the station. The proposed new concourse will require passengers to walk further to access the existing station, because the Canterbury Road entrance is proposed to not lead directly to the platforms but to a passageway leading to the new concourse (where the existing stairs will be removed). This is inconvenient and makes little sense - the staircase to the platforms at present provides easy access for passengers, and should only be upgraded to modern standards with a lift added). Secondly, if the new concourse must be built, please consider building the concourse underground instead of on an overhead bridge to reduce visual impact - the topography of the land lends itself to this, and it can connect with the new development immediately south of the station. If the new concourse is built, the new developments in Charles Street should be connected directly to the station entrance, not requiring passengers to walk all the way around to Broughton Street to access the station. Please ask residents more about this proposal before changing the station without their consent.

Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=230966

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

DPESYDMET Scanned

From: [REDACTED]
Sent: Thursday, 9 November 2017 12:13 AM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Andrea Turner (object)
Attachments: 231189_Metro sub AT-2017-11-07_2017Nov09_0011.pdf

From: system@acelo.com On Behalf Of andrea.turner
Sent: 09 November 2017 00:12:27 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Andrea Turner (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Andrea Turner
[REDACTED]
[REDACTED]

Hurlstone Park, NSW
2193

Content:
See attached submission

[REDACTED] . [REDACTED]
Submission: Online Submission from Andrea Turner (object)
https://majorprojects.acelo.com/?action=view_activity&id=231189

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

Personal Submission on
the Environmental Impact Statement for the
Sydney Metro Sydenham to Bankstown Upgrade

I object to the proposal to convert the existing heavy rail system, the Sydenham to Bankstown Line, to a Metro system. I am a resident of Hurlstone Park and commute to the city on the existing T3 Bankstown line most days.

I object to the proposed Metro for various reasons as outlined below:

- The premise for the Metro is based on the growth of Sydney and the proposed land upzoning associated with the DRAFT Sydenham to Bankstown Urban Renewal Corridor Strategy, which has been strongly opposed by the local community along the corridor since its initial release in 2015. The Sydenham to Bankstown corridor is already one of the most densely populated areas in Sydney, with an existing green space to developed area ratio far below current recommended standards. The existing community should not be subjected to further urban densification, disregard for the existing residents or destruction of heritage homes. The previous Administrator, recently elected Canterbury Bankstown Council and Mayor, as well as other affected Councils along the corridor, oppose the current proposed level of upzoning, which is over 25 storeys in some areas. Without the excessive proposed Sydenham to Bankstown Urban Renewal Corridor Strategy upzoning there is no need for the Metro.
- The Government has not adequately assessed other infrastructure options. The astronomical level of funding proposed to upgrade the existing well functioning T3 line to a Metro system would be far better spent on other infrastructure options such as decentralisation, and rural investment, a strategy for Parramatta Rd which is in need of renewal, radial rail connecting systems and/or rapid connecting bus transit system, to name but a few.
- Investment in infrastructure on this scale should have bipartisan and community support **before** it is approved. Millions of dollars have been spent on marketing spiel for the Metro to “convince” the public of its merit. It is NOT in the public interest and is a waste of public funds that could be far better spent on other options and projects with a public good outcome.
- Community consultation on the Metro has been inadequate and disingenuous and information biased and misleading since it was first rolled out along the corridor in 2015. 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 submission, as well as language access issues. Community information sessions have been poorly attended, reflective of a lack of community engagement and trust of the Governments intentions.
- The 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, system optimisation, peak shifting and improving (not privatising) bus services.

- Accessibility (including lifts) and safety issues are stated as a benefit of the Metro. These issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts. Lifts can and should be installed at Dulwich Hill and Hurlstone Park stations without a Metro.
- The planned demolition of numerous heritage items including station buildings and straightening of platforms (of state and local significance) is unacceptable. The EIS states that the project will *“Protect and promote heritage through appropriate design, planning, and management controls”* and that it will *“Conserve and re-use heritage fabric wherever possible.”* *“Ensure elements and items of heritage significance are appropriately managed and respected. Identify opportunities for heritage conservation to contribute to the celebration of local identity in station design.”* However, several of the key heritage elements of stations along the corridor including Hurlstone Park station, that has recently been recommended for heritage listing, will be destroyed. This is in direct conflict with the heritage intent identified in the EIS. So too are the station designs as they do not in any way conserve the “local identity” but represent more of a cookie cutter design and branding exercise by the NSW Government. There is also inconsistency in approach (i.e. Dulwich Hill station platforms will be kept whilst Hurlstone Park will not thus “requiring” demolition of heritage elements).
- Due to the interconnected nature of the Metro project and the Sydenham to Bankstown Urban Renewal Corridor Strategy upzoning proposal the Metro will result in the demolition of hundreds of irreplaceable heritage Federation era homes along the corridor.
- The temporary transport strategy set out in the EIS is insufficient and will cause delays and unacceptable levels of disruption 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. Roads such as Canterbury Road are already virtually at a standstill during peak periods and will not cope when rail commuters try to find alternative means during rail construction periods.
- The construction process will be highly disruptive to the residents of Hurlstone Park and mitigation measures have been insufficiently considered. 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 damage from vibration. This includes the old Sugar Mill and new units backing onto Canterbury Rd.
 - Streets in Hurlstone Park acting as “haulage routes”, such as sections of Crinan, Garnet, Kilbride, and Melford Sts will have heavy truck traffic, noise and dust during construction periods.
 - The highly congested Canterbury Rd will be rendered almost impassable for many months.

- 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 metro is **not** in the public interest, it is **not** supported by the local community, is enabling the **over development** of the corridor and is a **waste** of public funds. I **oppose** the construction of the Metro between Sydenham and Bankstown.

Resident

Hurlstone Park

DPEYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 9:24 AM
To: DPEYDMET Email
Subject: FW: APPLICATION NUMBER: SSI 17_8256

**Dept of Planning & Environment
GPO Box 39, Sydney NSW 2001**

**APPLICATION NUMBER: SSI 17_8256
EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade**

I wish to submit my very strong OBJECTION to the proposed Metro line to replace the existing Bankstown-Sydenham rail line.

Firstly I wish to express my shock, concern and anger about how information about this project has been disseminated to the community – I had no idea about this proposal until just now when alerted by a friend and I know my friends and neighbours are equally oblivious to it, and of course will now be unable to provide feedback due to the deadline for submissions. A project with such overwhelming impacts on the area – in terms of disruption, loss of service, noise, and the accompanying rezoning/redevelopment proposal – demands a thorough, sensitive, all inclusive approach to reaching out and making sure everyone in the community is apprised of the plans and its consequences, in order to make timely feedback possible. In my opinion, this has not happened and this is a disappointing failure in communication.

I do not support the idea to remove the existing rail system which functions perfectly satisfactorily, and replace/duplicate it with a different sort of rail system. This is a waste of time, effort and money that could be more productively applied to providing better public transport services to areas greatly in need of it, for example in western Sydney.

It is an enormous waste of taxpayer money, and is a completely irresponsible and reprehensible spending of public money, when so many other areas of public services are in dire need of more funding which would benefit the wider community, and not the pockets of a private corporation and its contractors.

A privatized “public” transport system is not in the best interests of the community. Profits go to a private overseas company, whose main focus will be on maximizing profit to itself/shareholders, not on the public service. Public transport should be publically owned and operated for the benefit of the public.

The proposed Metro line will remove 7 stations from the existing rail service, including my closest rail station at St Peters, and also important CBD stations will be bypassed which will in no way be compensated for by the addition of the new stations. The loss of St Peters and Erskineville stations will impact on my local area in two ways – these are popular stops for visitors to our busy and successful entertainment and eating strips, and this may affect viability of businesses in the area; there are huge residential redevelopments recently built/planned to be built with many more commuters needing to use the rail service, Erskineville in particular is extremely busy now with many complaints about overcrowded trains.

A different rail system to the standard rail system is planning madness – there should instead be a future plan to link up all existing rail networks and close up all the missing links, to provide a holistic public

transport system for all communities around Sydney for the future. The Metro line with different tracks/bridges/tunnels will make this impossible.

The Metro trains will be smaller, with less capacity and less seating accommodation – it is very doubtful that increased frequency will compensate for these deficits, and it will be very inconvenient and uncomfortable for older people, people with disabilities, pregnant women, children etc to find seating on these trains in peak times, or perhaps any time.

Our inner west rail line is dotted with heritage rail stations that are part and parcel of the charm and history of the area – these stations must be protected and preserved not destroyed. Upgrading to include lifts for mobility access should be initiated, not duplication of the whole service!

The disruption of this proposal will have serious impacts on the communities and businesses along the rail corridor – with demolition and construction (probably 24 hour operation), traffic diversions, parking issues, increased large truck movements, noise, dust etc – affecting the amenity and quality of life of residents. The same issues will affect businesses near the rail lines and stations, including Marrickville station which is located on a narrow and very busy main road route through the area, and surrounded by homes – businesses along this strip will suffer from reduced customer traffic due to accessibility and parking difficulties. This will not be a short term disruption, as the project will take several years to complete - so the severity of the impacts cannot be trivialized, it will be real, and many many people will be adversely affected in many ways including health risks due to noise, loss of sleep, dust etc.

The Sydenham-Bankstown Priority Planning Precinct is predicated on the proposed Metro line (though why? We already have a rail line.) This massive, large scale, inappropriate plan to rezone and redevelop along the corridor seems to be just another opportunity to grant developers a golden egg to seize land and built skyscrapers and line their pockets. The acquisition and demolition of buildings along the rail corridor to make way for the Metro line which include the destruction of existing low cost housing, which will not be replaced by the shiny new towers. People on low incomes will be forced further away from their community, public transport and other facilities – many people live in these areas because they are close to rail to get to work, affordable housing options etc etc. This is another not so subtle attempt at social cleansing. In addition, where are the rezoning plans to put aside land for the construction of new schools, child care, open green spaces, medical facilities etc to service the proposed massively increased population?

This proposal is not in the best interests of the community. It will only benefit the private corporations, contractors and developers who will get to reap profit, from the destruction of a functioning rail line and the surrounding businesses and communities.

How about asking the community what it thinks it needs? It won't be a duplicate rail line.

Yours sincerely
Sally Browne
10 Murray St MARRICKVILLE 2204

DPEYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 9:31 AM
To: DPEYDMET Email
Subject: FW: Sydney Metro Rail Project comment.(note : name details NOT for Publication)

Subject: Elevated Train LINE over the M5 West (RMS CORRIDOR) as alternative to Sydenam to Bankstown train line demolition.

The following is "in-confidence " and " Commercial-in-confidence "

Message: Re: The Sydenam to Bankstown Train-Line Proposed Conversion to METRO RAIL Project ALTERNATIVE SOLUTION .

ATTENTION ::

Having attended a recent talk by TONY BURKE MP for Watson (Federal Seat) and listened to the spokesperson for Sydenam to bankstown Alliance, and read the group's submission for the marrickville Regionas opposition to the RAIL PROJECT, I feel there is " serious " deficiency issues " in the proposal. This is compounded by a 100% increase in house prices in Sydney in last 5 years (source = telegraph media) . This higher pricing may mean people feel the need to live further away from job locations, even living in Central Coast or Woolongong area, but working in Metro Sydney.

So this has potentially PROFOUND IMPACTS, that are not properly understood, and " solved " with a large scale ROAD PROJECT (WEST CONNEX) or

a Large RAIL PROJECT (SYDNEY METRO)

The SYDNEY METRO web-site says the following about the BANKSTOWN Line causing " congestion " in the NETWORK, but if we look at the SYDNEY HARBOUR BRIDGE we get " congestion point " issues that BLOCK an easy route for a future TRAIN EXPANSION to the NORTHERN BEACHES (which " strangely had the support in 2016 of Federal MP for MacKellar, Jason Falinski MP.

As Ron Hoernig MP in NSW Parliament has spoken out about the WEST CONNEX south being a FLAWED " concept" that was about a TRUCK TUNNEL thru Marrickville in the past, but then " morphed into the current vision " that has generated criticism of both Inner West Council, and City of Sydney Council, The acceptance of that criticism would assist in " re-visioning " the " Bigger picture " at a METRO SCALE.

THE Sydney Metro (Govt) WEB-SITE says

The Bankstown bottleneck

The Bankstown Line causes one of the biggest bottlenecks on the current Sydney suburban railway because of how it merges with other lines close to the city. By removing the Bankstown Line from the suburban system, the trains currently operating on the T3 Bankstown Line could be allocated to other railway lines in the west and south west.

Clearing the bottleneck



Built over 160 years, our railway network is one of the most complex in the world. Trains from 15 lines from all across Sydney compete for just six tracks, creating a bottleneck. Sydney Metro, a new standalone railway network, is the solution to clearing our public transport bottleneck

BUT THE SOLUTION to focus on the **BANKSTOWN LINE**

takes a " **DIFFERENT SOLUTION** " in this criticism by having a **NEW TRAIN LINE** built over the **M5 WEST**, and leaving the existing **LINE** (as not demolished), and thus Links **LIVERPOOL** more directly to a **NEAR CITY DESTINATION**. It can then **Bi-PASS** the **CITY** by going to **WHITE BAY** and then up the **Victoria Road Corridor** (using an **ELEVATED TRAIN LINE** ??? if visually acceptable (and noise issues solved ?)). It can then have a **TRAIN LINE** between **Ryde** or **EPPING** connect to **Parramatta**. (Note : various other groups have in past suggested a **TRAIN LINE** between **Epping** and **Parramatta**, so maybe it is **OK?** so it can also consider an **Elevated Train line** operation, as in **Vancouver** they have the **Sky-train** network, ad even part of the **North West train line** in **Sydney** is an " **elevated train line**" .

The proposal to **SELL OFF** the **Hurlstone Farm** is a " **Simplistic example** " of how difficult it is to accomodate another **80 %** population in **Sydney**, **SPACIALLY**. In reality it needs attention to detail. And hopefully a far greater " **INNOVATION** " ability than just " **re-zoning Heritage Sites, or School Sites** for " **priority precincts** "

The **School site** mentioned here has **NSW Premier** and the **NSW Education Minister** plan to sell **Hurlstone Park Farm** for " **Urban Housing Development** " indicates some problem with " **detail space planning** at a **Large Conceptual level** by the former **NSW Planning Minister**. The potential to provide " **environmental habitat space** within the **FARM** area, would should greater " **ESD planning skill** by the former **NSW Environment Minister**, who once claimed to support **ESD principles**.

The lack of " **credible bio-diversity corridor** " solutions in areas with less bushland areas already preserved, has not yet been solved by the **Office of Government Landscape Architect** , as evidenced by the " **Sydney Green Grid Document**.

So a " review " of the RAIL VISION is proposed that can cope better with the LANDSCAPE " deficiency " of the past. and move people long distances " with Speed being a factor " as in Europe they already have lots of FAST TRAIN LINES in EUROPE, unlike in Australia.

So the St Peter's to Liverpool Elevated Train Line is an alternative vision to " UNBLOCK" the bottleneck mentioned by the SYDNEY METRO web-site " problem" and " use the " budget" available within the Sydenam to Bankstown Line demolition differently to INCREASE public Transport Capacity in the area (and to the South West) .

The " COMPLEX network design of the TRAIN NETWORK " is not a MATRIX but a radial network focussed on SYDNEY CBD, and this may be its critical FLAW .

The centre of SYDNEY is now PARRAMATTA and this is West of Olympic Park.

So to accomodate a FUTURE TRAIN LINE to Northern Beaches, the SYDNEY METRO (or its alternative) is re-routed to the Victoria Road Corridor. (and the WEST CONNEX connect tunnel budget re-directed to a REGIONAL TRAIN TUNNEL (or BRIDGE ?) to the NORTHERN BEACHES or CENTRAL COAST.

This may assist FREIGHT LINE movement north of Sydney as the RAIL CORRIDOR between Central Coast and Sydney has to carry lots of passenger trains, that have JOURNEY TIMES that " FAIL " the 30 minute city concept.... So its rather complex ???

So using the European Example in Germany may assist, when the current " expertise " is using a " HONG KONG " model ?

In China, it is clear, after talking to visitors from china, living in cities out from the Main City, that they travel by FAST TRAIN to the MAIN CITY, and the same for JAPANESE not living in TOKYO.

I

Tony Burke MP's speech seemed to be concerned about the proposed increase in Urban Density and its " simplistic Open Space Design Quality " Lack of Open Space in the area historically. At the meeting on Monday Nite Tony Burke MP indicated that the OPEN SPACE in the region was only 5% but 15 % in the North Shore area.

So its easy to understand the community " wish" for more Open Space, instead of more housing density on Canterbury Race Course.

The Harold Park Trotts Course was " sold Off" and allowed to become a multi-storey apartment Complex, instead of a Community Farm site, as proposed by the City of Sydney Council in the earlier stages of the " transition to multi-storey dwellings " and in the process seeming to under-estimate the alternative land-use of multi-sports fields, over Community Gardens.

REGIONAL BIO-DIVERSITY CORRIDOR – "CONCEPT " (from Lane Cove National Park to Royal National Park (future World Heritage National Park ?) .

The following is " in-confidence " and " commercial-in-confidence "

I have spoken directly with the then NSW Environment Minister, Robyn Parker MP about implementing a bio-diversity Corridor from Royal National Park to North of Sydney (perhaps to Port Stephens). So in the initial stage I found it difficult to get between Lane Cove National Park and Callan Park, unless it was a night-time fauna ferry trip.

Its now 2017, years later. Former Aust Govt Environment Minister, Peter Garrett has verbally acknowledged that the Gladys Berkijeklian (as NSW Transport Minister) has not provided an industry best practice, bio-diversity corridor " review solution " after she abandoned the Inner West Greenway. So by contrast, I suggest a " GREEN ROOF" of native bushland over the existing Light Rail Corridor (Which may need to allow a future expansion of the number of tracks, e.g. to allow a Mascot to Strathfield Express Light Rail service ? .

So the Lane Cove National Park to Iron Cove Bridge can consider the RMS Corridor options including a "

Green Roof“ over the existing RMS roadway, or lowering the Roadway and putting a GREEN ROOF at Street Level.

Next it can pass east-west thru Callan Park (as approved in the Masterplan by all 12 councillors), or accept that the Local Council is more interested in Sporting Field Spaces, so re-locating the REGIONAL BIO-Diversity Corridor to the “ GREEN ROOF “ over the City West Link from Victoria Road to Hawthorne Canal is the NEXT ALTERNATIVE. And the SPORTS GROUND now in Callan Park are potentially re-located to “ NEW SPACE built in Air-space of the Rozelle Goods Yard Area east of Lilyfield Road, east of Balmain Road and West of Victoria Road.

Next imagine a “ GREEN ROOF “ over the Light Rail Corridor of 10 m wide (and preferably 30 m wide) (refer to Ecological experts, to determine the correct width ?) .

Next imagine a “ GREEN CORRIDOR “ passing over Marrickville Golf Course, and Cooks River to Wolli Creek Bushland Area.

Next Imagine COOKS RIVER now has a “ CLEAN WATER STRATEGY “ and the Platypus have returned. And perhaps the Soil in near the creek is capable of growing Australian Cedar trees ???

Next Imagine a “ GREEN ROOF “ over the M5 WEST is BUILT to allow a bio-diversity corridor in an area of Sydney with a low % of OPEN SPACE.

Next imagine a “ GREEN ROOF “ is built over the RAIL CORRIDOR east to SYDNEY PARK, St Peter’s ???

(This part may require the proposed WEST CONNEX to be abandoned, in the South. The City of Sydney Council, and Inner West Council both oppose the project) .

The Sydney Park could have a “ small habitat area for KOALA able to travel safely to Royal National Park, and out to Wedderburn area “, with “ retained koala habitat area “ on an existing Golf Course proposed to be “ re-zoned to Urban Housing I the Bankstown Area “ (Riversdale Golf Course ?) .

THE RAIL ALTERNATIVE to PROPOSED SYDENAM TO BANKSTOWN demolition of existing Train Line and conversion to METRO RAIL.

The following is “in-confidence “ and “ Commercial-in-confidence “

This proposal DOES NOT demolish the existing Sydenam to Bankstown Train Line, but takes the “budget” to build an elevated Train line over the M5 West “ green roof “ Bio-diversity Corridor, from Sydney Park to Liverpool. In its “ simple form “ it connects into the proposed Sydney Metro at a Train Station (alternative vision) at Sydney University, or into the Waterloo Station (Redfern area) .

As there is community opposition to the Sydenam to Bankstown Train Line project, a wider investigation can assess the merit of a NEW STYLE TRAIN (Double Deck with a two level entry point, like on the Sydney Ferry to Manly, that can speed up Station Dwelling time, but allow lots of seating capacity, as is available now with 2-level trains travelling to Blue Mountains) .

So the Alternative is to have CAPACITY for a 2-level train from Liverpool to StPeters, to White Bay area, to Ryde/ Epping then if sensible an EPPING TO PARRAMATTA route, and then potentially completing the LOOP to Liverpool.

In Liverpool a “ NEXT GREAT CITY, project has been “ conceptually proposed “ using the Height Limits of 95 storeys in Parramatta as a Guide. This potentially “ re-locates the Urban Density” .

NOTE :: I have a letter of support, from the Mayor of Sydney, supporting the Alternative, and within that letter she is critical of the WEST CONNEX project.

So a " review " of the potential capacity increase of 30,000 to 45,000 per hour RAIL COMMUTER capacity, to reduce the demand for the M5 East Road Tunnel can be assessed in detail.

DPESYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 9:32 AM
To: DPESYDMET Email
Subject: FW: APPLICATION NUMBER: SSI 17_8256 - EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

Subject: APPLICATION NUMBER: SSI 17_8256 - EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

Dept of Planning & Environment
 GPO Box 39, Sydney NSW 2001

RE: APPLICATION NUMBER: SSI 17_8256 regarding EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

I strongly OBJECT to the proposed Metro line to replace the existing Bankstown-Sydenham rail line.

1. I was alarmed and shocked to only just discover the existence of this proposal and the requirement for feedback from another concerned neighbour. There has been a distinct lack of comprehensive and far reaching communication to inform the community. This massive project will gravely impact the amenity of the area, disrupt services, create chaos/traffic/noise/dust for a period of years, and is linked in to the Bankstown-Sydenham redevelopment proposal – and a great part of the affected communities involved are unable to submit feedback due to a failure in communication.

2. The existing rail system performs its function perfectly well, there is absolutely no need for it to be removed and replaced with a different rail system. Other areas of Sydney are in great need of public rail service where currently none exists or needs improvement.

3. This is an excessive and ridiculous waste of public money, which could be far more productively spent on rail infrastructure where it is lacking, or to upgrade existing stations to include lifts.

4. This is a private enterprise, with profits going to an overseas company and other private contractors. Public transport should remain as public property.

5. A privatized rail model will focus on maximizing profit for the company or its shareholders, and the public it services will not be a priority.

6. The removal of many rail stations from the line will have negative impact on city commuters (loss of key CBD station stops) and to businesses in the busy retail/entertainment strips of Newtown, Enmore, Erskineville (St Peters and Erskineville stops), as well as reducing transport options for these 2 very busy inner city locations that are currently undergoing massive residential redevelopment and increased population density.

7. The Metro is a different rail system to the standardized current system, making it impossible for future link up of all existing rail networks across Sydney (the lines, stations, bridges, tunnels will not be compatible.) This is not good future planning.

8. The Metro carriages will be smaller than current rail carriages with less seating. This will be extremely

inconvenient for all passengers, but will greatly impact those commuters with disabilities, or the elderly, pregnant women, people with children, sick or tired people etc.

9. Our railway stations are often heritage structures, and reflect the history and character of the area. It would be unacceptable to remove or damage or detract from these structures, which should be maintained and preserved for future generations to continue to enjoy.

10. The chaos of several long years of demolition, excavation, construction, traffic diversions, parking issues, increased truck movements, noise, dust etc will seriously negatively impact those living and working in the affected area. Noise, dust and lack of sleep will contribute to health risks for people subjected to these conditions where they live or work. Business areas are also likely to be adversely affected financially with road closures, diversions, loss of parking, and noise etc discouraging customer traffic over the period of years of this activity.

11. The premise for the large scale rezoning and redevelopment of the Sydenham-Bankstown Corridor is predicated on the Metro line project. This proposal is wildly inappropriate in terms of heights and density, lack of planned infrastructure such as schools, childcare, medical services, open spaces etc. Both projects seem not so much aimed at providing benefits to the community, as offering profit-making opportunities to private corporations, contractors, and developers.

The destruction of a functioning rail system, imposition of inappropriate redevelopment, acquisition and demolition of existing housing and business – to build a duplicated rail line with less services – is not in the best interests of the community your department serves.

Yours sincerely

Paula Garrod
2/17 Bass Rd, Earlwood 2206

DPESYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 10:58 AM
To: DPESYDMET Email
Subject: APPLICATION NUMBER: SSI 17_8256 EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

From: Jai Kee [mailto:jaikee@y7mail.com]
Sent: Thursday, 9 November 2017 1:38 AM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Cc: lanecove@parliament.nsw.gov.au
Subject: APPLICATION NUMBER: SSI 17_8256 EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

Dept of Planning & Environment

GPO Box 39, Sydney NSW 2001

APPLICATION NUMBER: SSI 17_8256

EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

I OBJECT to the proposed Bankstown – Sydenham Metro line replacement.

- It is an unnecessary duplication of an existing underground rail service
- It is an extraordinary waste of tax payer money
- Lack of effective community consultation and notification regarding the proposal
- Public transport should not be privatised – a private corporation is primarily in the interests of profit not service of the community
- The Metro line will bypass important high speed rail destinations, especially our high speed stations such as St Peters and Erskineville – the loss of XBA stops will impact workers, and the loss of local stops will impact the viability of our bus services
- The Metro carriage will be single level, with less seating – causing inconvenience and lack of comfort to commuters, particularly the elderly, infirm, children etc
- Our heritage stations should be preserved as part of our historical and cultural landscape
- The Metro system is incompatible with the standard rail system – why spend money on a system that will be replaced by a more efficient system?
- The long period of disruption and chaos will be caused by the high speed system being destroyed and replaced with the new proposed system will be horrendous for those living in the affected areas; and replaced bus services will be in no way comparable to the existing services and speed of the rail service, and will add further congestion to bus routes
- There is no business case for the Metro; there is no transpacific
- The Metro line is the premise upon which the proposed rezoning and redevelopment of the same corridor is built; the massive redevelopment project is simply unachievable in its scale and density and appropriate for the area it will impact
- The whole proposal looks like a shakedown deal between the government and a private entity, to enrich a few at the expense of the public
- The proposal is a proposal that does not benefit the community; it is not a fit and proper use of public funds to represent the community, to protect the public interest, to

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γηεδ βψ τηε μαψ δισαδπαανταγεσ το τηε πυβλιχ, ανδ τηε ονλψ βενεφαχτορσ ωιλλ βε τηε χ
ορπορατιονσ, χοντραχτορσ ανδ δεπελοπερσ

I urge you to put a stop to this ill-conceived and catastrophic proposal. Money for public transport should be spent on improving current services, and providing services for disadvantaged areas particularly in western Sydney, and joining up the ‘missing links’ in our current system.

Yours faithfully

Prashant Jain

41 Day St

Marrickville 2204

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: EDUARDO F. UGARTE

Address: 7/11 CANTERBURY RD., 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 Eduardo Ugarte
 EDUARDO UGARTE

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.

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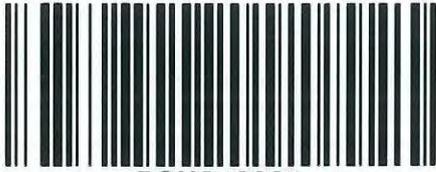
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Signature





PCU072624

Department of Planning Received 13 OCT 2017
Scanning Room

46 Dennis St.
Lakemba 2195
Sydney
28/9/2017

The Major Projects Assessment.
Dear Sir

I have before me "Sydney Metro City & Southwest" your colourful pages with underneath "The new Lakemba Station" part of the "122 year old railway line" - Very pretty. But why does Lakemba or any of the other seven stations (sorry six) from Canterbury to Bankstown need a new railway stations just for people to get on and off trains? The stations are mostly unattended, the toilets locked, there used to be a bubbler on Lakemba. Progress? Yes, lifts have been installed at Lakemba, and the platform could be raised. Some to say like most stations, or a lot, it is not safe of a night. Why should this still sound old brick and iron-roofed railway station - Lakemba - be "fully upgraded with new safety features." I was unaware it needed "upgrading" or was "unsafe." I don't use it now but never felt unsafe, although a few times came home quite late, felt a little unsafe on the streets, and "upgrading." It has had the new sleepers, fresh ballast, new unbroken track and track grinding and work on overhead wiring and posts, more times since I retired twenty years ago than possibly the one hundred previous years. Rail records would show. One more thing, the old rail stations on the Bankstown line could and should be heritage listed, as are country stations. Many of these like Gundahqui, are beautifully restored and painted. Others like Bundanbon and Marulan are like brand new, yet original. Albion Park Rail is from memory still a wood station building. Any attempt to "upgrade with new safety features" on these

beautiful and original and historical old rail stations
would almost certainly bring the whole town out in protest.
I can save the NSW Govt. Millions of dollars, which it could
spend helping out needy and desperate ratepayers, by
reducing council rates via consultation with Councils,
also by financial handouts to those struggling with
power bills increases and gas increases. How much better
than a Boeing wing over Lakemba station. As for fifteen
train an hour in peak is that necessary? From the bottom
of Dennis street, about 10 houses, I can see into anything
but crowded carriages, what dreamer thought of that.
Cycle paths and, God forbid, not more trees, more noise,
more dust, it helps getting worse. Lakemba, the best or
used to be, suburb on the Bankstown line. Never floods,
no bushfires, no hail storms, no heavy damaging storms.
Very little heavy rain or lightning, fixed to many years
ago. No trees down or tiles off roofs. No gangs on streets.
"DON'T CHANGE IT" Don't waste struggling taxpayers
money.

Yours sincerely
Ron Barnett

The three R's of people.
Wreck, Ruin and R-

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: HAWADI, RANDING

Address: 17 DANIELLO AVE
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

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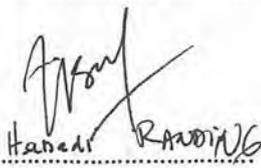
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Signature  Haniadi Raddi

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Mail to :

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

Name: Janet Koller
Address: 47 Fildes St Hurlstone Park 2193

Application number: SSI 17_8256

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Mail to :

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DPE
GPO Box 39
Sydney, NSW, 2001**

Name: BRENT WILSON

Address: 4 HILLCOT STREET HURLSTONE PARK

Application number: SSI 17_8256

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DPE

GPO Box 39

Sydney, NSW, 2001

Name: PAUL HARVEY

Address: 14 DUNSTAFFENAGE ST, HURLSTONE PARK, NSW 2193

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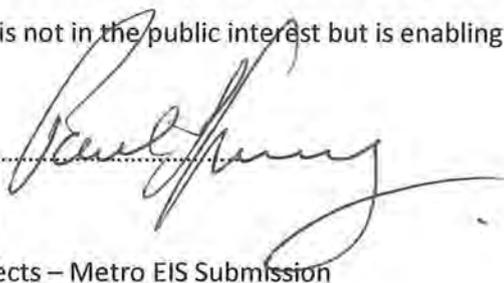
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Major Projects – Metro EIS Submission

DPE

GPO Box 39

Sydney, NSW, 2001

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

Name: C. KOUMALATSOS.

Address: 25 KEIR AVE HURLSTONE PARK.

Application number: SSI 17_8256

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I do not consent to my name being published

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Signature.....

DPESYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 11:24 AM
To: DPESYDMET Email
Subject: FW: APPLICATION NUMBER: SSI 17_8256 regarding EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

From: Angela Vercoe [<mailto:angela.vercoe@gmail.com>]
Sent: Friday, 10 November 2017 10:33 AM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Cc: lanecove@parliament.nsw.gov.au
Subject: RE: APPLICATION NUMBER: SSI 17_8256 regarding EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

Dept of Planning & Environment
 GPO [Box 39, Sydney NSW 2001](#)

RE: APPLICATION NUMBER: SSI 17_8256 regarding EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

I strongly OBJECT to the proposed Metro line to replace the existing Bankstown-Sydenham rail line.

1. I was alarmed and shocked to only just discover the existence of this proposal and the requirement for feedback from another concerned neighbour. There has been a distinct lack of comprehensive and far reaching communication to inform the community. This massive project will gravely impact the amenity of the area, disrupt services, create chaos/traffic/noise/dust for a period of years, and is linked in to the Bankstown-Sydenham redevelopment proposal – and a great part of the affected communities involved are unable to submit feedback due to a failure in communication.
2. The existing rail system performs its function perfectly well, there is absolutely no need for it to be removed and replaced with a different rail system. Other areas of Sydney are in great need of public rail service where currently none exists or needs improvement.
3. This is an excessive and ridiculous waste of public money, which could be far more productively spent on rail infrastructure where it is lacking, or to upgrade existing stations to include lifts.
4. This is a private enterprise, with profits going to an overseas company and other private contractors. Public transport should remain as public property.
5. A privatized rail model will focus on maximizing profit for the company or its shareholders, and the public it services will not be a priority.
6. The removal of many rail stations from the line will have negative impact on city commuters (loss of key CBD station stops) and to businesses in the busy retail/entertainment strips of Newtown, Enmore, Erskineville (St Peters and Erskineville stops), as well as reducing transport options for these 2 very busy inner city locations that are currently undergoing massive residential redevelopment and increased population density.

7. The Metro is a different rail system to the standardized current system, making it impossible for future link up of all existing rail networks across Sydney (the lines, stations, bridges, tunnels will not be compatible.) This is not good future planning.

8. The Metro carriages will be smaller than current rail carriages with less seating. This will be extremely inconvenient for all passengers, but will greatly impact those commuters with disabilities, or the elderly, pregnant women, people with children, sick or tired people etc.

9. Our railway stations are often heritage structures, and reflect the history and character of the area. It would be unacceptable to remove or damage or detract from these structures, which should be maintained and preserved for future generations to continue to enjoy.

10. The chaos of several long years of demolition, excavation, construction, traffic diversions, parking issues, increased truck movements, noise, dust etc will seriously negatively impact those living and working in the affected area. Noise, dust and lack of sleep will contribute to health risks for people subjected to these conditions where they live or work. Business areas are also likely to be adversely affected financially with road closures, diversions, loss of parking, and noise etc discouraging customer traffic over the period of years of this activity.

11. The premise for the large scale rezoning and redevelopment of the Sydenham-Bankstown Corridor is predicated on the Metro line project. This proposal is wildly inappropriate in terms of heights and density, lack of planned infrastructure such as schools, childcare, medical services, open spaces etc. Both projects seem not so much aimed at providing benefits to the community, as offering profit-making opportunities to private corporations, contractors, and developers.

The destruction of a functioning rail system, imposition of inappropriate redevelopment, acquisition and demolition of existing housing and business – to build a duplicated rail line with less services – is not in the best interests of the community your department serves.

Yours sincerely

Angela Vercoe
6 Rosedale Street
Dulwich Hill 2203
NSW

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

Name: [REDACTED]

Address: [REDACTED]

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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: DAVID BUJELL

Address: 15 EVSTON 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:

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Signature..... *M. P. Bodeck*

21/10/17