

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

Name: ROBERT IRVING
 Address: 83 ENAIRT STREET DULWICH HILL
 Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

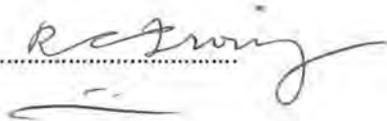
The planned heritage destruction and diminution along the line is reckless:

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

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

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

Signature.....

A handwritten signature in black ink, appearing to read 'R. King', written over a dotted line. Below the signature is a horizontal line.

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature...



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

Name: REGAN PALLANDI

Address: 38 DUNSTAFFENACE ST HURLSTONE PARK

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

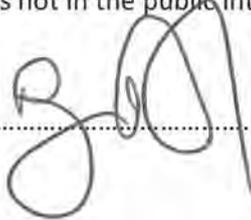
The planned heritage destruction and diminution along the line is reckless:

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

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

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

Signature.....

A handwritten signature in black ink, consisting of a large, stylized 'S' followed by a vertical line and a horizontal stroke at the top, resembling the initials 'S.A.' or 'S.A.'.

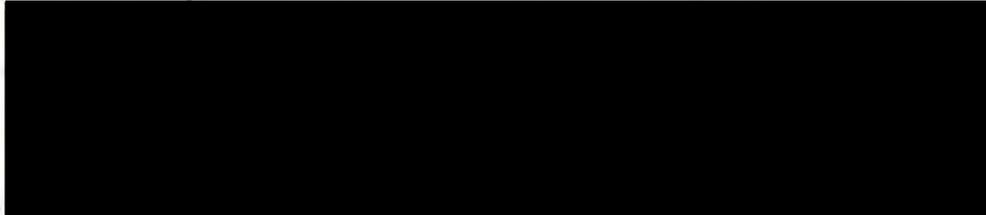
Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

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

Name:

Address:



Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

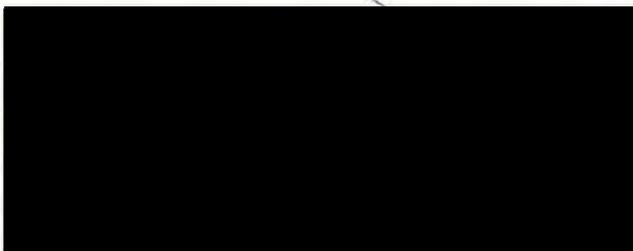
The planned heritage destruction and diminution along the line is reckless:

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

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

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

Signature



7/11/2017

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....



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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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

Name: SALLY MAIR

Address: 22/72-74 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 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.....

Sally Meir

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

Name: *Sheila Falcon*

Address: *23 Stackey Street, Hurlstone Park*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: LIZ UHLMANN

Address: 37/610-618 New Canterbury Rd Hurlstone Pt

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: *Dominic Correia*
 Address: *4/31 FOORD 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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

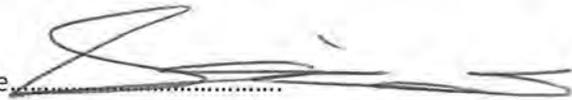
The planned heritage destruction and diminution along the line is reckless:

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

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

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

Signature

A handwritten signature in black ink, consisting of several overlapping loops and a long horizontal stroke at the end, written over a dotted line.

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

Name: D. FOUNDAS

Address: 6 Hill St Hurlstone Park NSW 2193

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

A handwritten signature in black ink, appearing to be 'J. [unclear]', written over a dotted line. The signature is stylized and extends to the right.

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

Name: *MARK POLVERINO*

Address: *PO BOX 41 HURLSTONE PARK 2193*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature 

PO BOX 41
HURLSTONE PARK NSW 2193
MARK POLVERINO

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

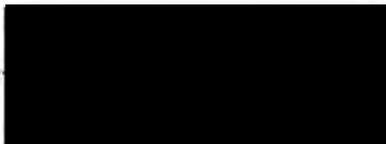
The planned heritage destruction and diminution along the line is reckless:

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

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

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

Signature.



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

Name: *Myles Evernden*

Address: *31144 Ewart Street Dulwich Hill*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature...



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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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

Name: RONALD JAMES WEBSTER

Address: 26 TENNYSON ST DULWICH HILL

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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

Name: Sebastian Ulriksson

Address: 3/144 Ewart St

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: *Amita Krivickas*

Address: *31, 793-799 New Canterbury Rd + Dulwich Hill.*

Application number: SSI 17_8256

consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: *MARIA ATHANASSIOU*
 Address: *11 EUSTON 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 plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

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

Signature.....

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

Name: *Benny*

Address: *12 Crinan St Hurlstone Park NSW 2183*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

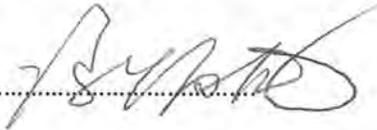
The planned heritage destruction and diminution along the line is reckless:

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

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

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

Signature.....



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

Name: *Susan Graham*

Address: *48 Hardy St Hurlstone Park*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

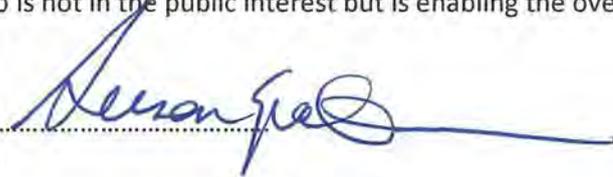
The planned heritage destruction and diminution along the line is reckless:

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

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

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

Signature.....



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

Name: ~~HELEN~~ Helen Karas
 Address: 18 Crinan St Hurlstone Park 2193

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Name: Sue Rance

Address: Unit 4205- 137 Victoria Street, Ashfield 2131.

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature..........:

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

Name: DAVID LEE

Address: 10 WALLACE 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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

A handwritten signature in black ink, appearing to read "D. Fisher", written over a dotted line.

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

Name: RAY THURLOW

Address: 32 TENNENT PD HURLSTONE PARK.

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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: *Renee Squire*

Address: *42 Acton St Hurlstone Park.*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature 

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

Name: ROBERT MAY

Address: 2/58 FLOSS ST HURLSTONE PARK

Application number: SSI 17_8256

2193

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....  0438-717 932

Robert May

58 FLOSS ST

UNIT 2

HERNSTONE PARK

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: **DAVID COTSIOS**

Address: **3 WOODSIDE AVENUE
HURLSTONE PARK.**

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



7/11/17.

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: *Samantha Moran*
Address: *2127 Cobar St, Dulwich Hill*

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

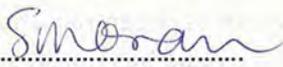
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

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

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

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

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

Signature 

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

Mail to :

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature 

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:

Matthew Tyll

Address:

1 Westerville St Gunnedah

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature 

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

Mail to :

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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:

DMITRY KuzNICHENKO

Address:

28 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 

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

Mail to :

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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: *M. EIRIH*

Address: *33 craigie Ave
Padstow 2211*

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



DPESYDMET Scanned

From: [REDACTED]
Sent: Friday, 10 November 2017 11:54 AM
To: DPESYDMET Scanned
Subject: FW: SSI 17_8256: Sydenham to Bankstown Environmental Impact Statement - AIA Submission
Attachments: South West Metro_AIA Submission.pdf

From: Joshua Morrin [<mailto:Joshua.Morrin@architecture.com.au>]
Sent: Friday, 10 November 2017 11:47 AM
To: [REDACTED]
Cc: Andrew Nimmo <a.nimmo@lahznimmo.com>
Subject: SSI 17_8256: Sydenham to Bankstown Environmental Impact Statement - AIA Submission

Hi [REDACTED]

Thanks for returning my call.

Please find attached a submission on behalf of the Australian Institute of Architects.

Regards,

Joshua Morrin | RAIA
Executive Director, NSW
Australian Institute of Architects
Tusculum, 3 Manning St
Potts Point NSW 2011
m. +61 408 294 280
e. joshua.morrin@architecture.com.au



architecture.com.au



National Architecture Awards 2017,
Canberra Nov 3

10 November 2017



Australian Institute of Architects

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

To whom it may concern

**Re. Sydenham to Bankstown Environmental Impact Statement
Ref. SSI 17_8256**

The Institute welcomes the opportunity to comment on the EIS for the Sydenham to Bankstown component of the Sydney Metro.

Our opinion is that from a strategic planning point of view, the Metro is a critical addition to the Sydney transport network, and fundamental to the future sustainability of Sydney as a city. The success of the project will rely not only on the network however but the design of the key built infrastructure – the stations – which facilitate the movement and gathering of the public in their use of the Metro. These important pieces of infrastructure stimulate a pattern of movement and commerce which need to be supported by good design outcomes.

The emphasis should therefore be on transformation, not just transportation. In our view it is not solely the stations, but their constituent elements – edges, thoroughfares, points of alighting, landscape etc. – that are each important to the outcome. Together these elements make a series of places. We believe it is incumbent on the project to ensure that these places are well designed, and well integrated into their local contexts. To this end we encourage the Department to take advantage of the NSW Government's recently released integrated design policy, *Better Placed*. This policy outlines some very good principles for the successful design of places.

The design of the station buildings themselves should demonstrate design excellence, relating to the desired future character of the respective contexts. We do not believe that this should result in a uniformity of design approach, but a variety of design expression that is as diverse as the communities that each of the stations along the line represent.

Specifically, the design of the stations and their surrounds should emphasise connectivity, including the construction of additional overpasses and the improvement of existing ones, via the incorporation of accessible and adequately wide footpaths, and separate cycleways. This will increase liveability and enhance the dynamics of existing communities along the route. Provision of appropriate amenity to the street edge should also be made, such as awnings to allow for weather protection. They should enhance and build on the existing and future desired fine grain urban fabric of each centre, and make every effort to stitch together the two sides that are left by the railway line.

We also provide the following comments.

1. **Maximise the place outcomes for each centre and for the corridor as a whole.** This includes retaining and enhancing the character of centres and providing opportunities for activity day and night.
2. **Landscape** is an essential part of making good places. Landscaping is also highly cost effective, particularly when the design approach seeks to retain existing trees. We are concerned by the quantum of tree loss that appears likely, based on the current plans. Notwithstanding the obvious advantages that tree canopies provide, the scientific research demonstrating the impact of the urban heat island effect suggests that there should be more trees, not less.
3. **Transport hierarchy.** With increased capacity infrastructure will come increased patronage. In our view, each station should therefore be designed with a clear sense of user hierarchy, in the following order with the first being located closest to the station entry and the last furthest from the entry: 1) Pedestrians; 2) Cyclists; 3) Buses; 4) Disabled parking spaces; 5) Taxis/Uber; 6) Delivery vehicles; 7) Private vehicles.
4. **The changed (and increased) pedestrian traffic flows around stations will have a natural impact on the nature of their localities.** Each instance should be assessed particularly with regard to connectivity and pedestrian amenity. There is an opportunity to reevaluate on a case-by-case basis, which might result in more positive urban design outcomes.
5. **Transform Bankstown Station into a major interchange.** The transformation of Bankstown Station must consider its role as a major interchange and engage with the opportunity to reconnect the split (north-south) centres of the CBD.
6. **Deliver active transport options.** The EIS should include a firm commitment to the delivery of the Active Transport Corridor (Greenway South West) with the Metro service.
7. **Manage the impacts on the community.** We believe that state government agencies should work with local councils to ensure that the impacts of the construction and operation of the Metro are minimized.
8. **Over station/within corridor development.** With the level of disruption anticipated as part of the process, it would seem prudent to encourage that any other likely development within the corridor should be encouraged during the same timeframe.
9. **Process after approval.** A Design Review Panel should be established to ensure quality throughout the construction process.
10. **Value capture.** The development of the new Sydney Metro, and accompanying rezoning around stations, will provide substantial uplift in land value for existing landowners. We strongly urge that the Government utilize some of this uplift as part of the "value capture" to assist in funding public domain improvement.

We note from the EIS that the history of the existing railway line is more than 100 years old. The scale of this project suggests that it will likely be at least 100 years before a similar scale of work is next undertaken – this is all the more reason to get it right.

Yours faithfully



Andrew Nimmo
NSW Chapter President

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: *Jacqui Charlesworth*
Address: *22 Jesmond Avenue, Dulwich Hill*

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature

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

Mail to :

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

Name:



Address:



Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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

Mail to :

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

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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

Mail to :

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

Name:

Address:



Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature

.....

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

Name: *Alicia Miller*

Address: *47 Dunstaffenage St. Hurlstone Park, NSW, 2193*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature.....

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

Mail to :

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

Name: *Alex Clark*
Address: *2/76 Carnet St
Hurlstone Park*

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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

Mail to :

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

Name:

Address:



Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature 

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

Mail to :

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

Name: *SUE BRETT*
Address: *99 CRINAL ST, HURLSTONE PARK*

Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature 

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

Name:

TESS

Address:

17 BURNETT ST HURLSTONE PARK

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

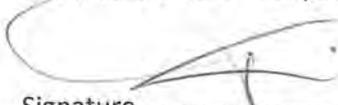
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

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

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

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

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


Signature.....

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

Name: ANGELA FERGUSON

Address: 3 Richmond St Earlwood 2206

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

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

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

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

The environmental impacts are unacceptable, including:

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

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

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

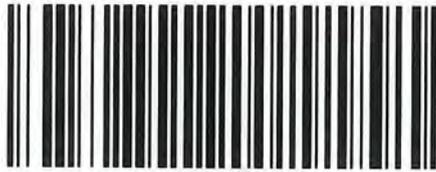
In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

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

Signature.....



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



PCU072966

Mail to :

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

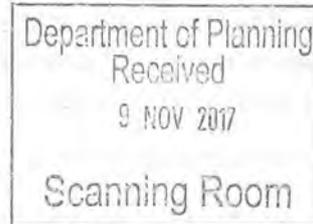
Name:



Address:



Application number: SSI 17_8256



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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature

A large black rectangular redaction box covers the signature area, obscuring the name and any handwritten notes.

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

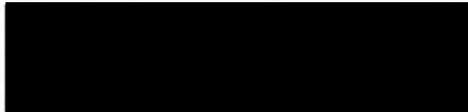
Mail to :

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

Name:



Address:



Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature 

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

Mail to :

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

Name:

Address:



Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

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

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

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

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

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

Signature



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

Mail to :

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

Name:



Address:



Application number: SSI 17_8256

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

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

The Metro conversion of this line is not justified because:

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

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

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

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

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

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

- potential vibrational damage to dwellings

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

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

The environmental impacts are unacceptable, including:

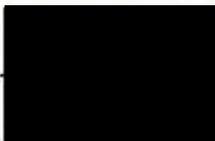
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

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

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

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

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

Signature 

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

Mail to :

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

Name: *Oliver Small*

Address: *92 Bankstown Street, Hurlstone Park*

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: *Leslie P. Holcomb*

Address: *13 Burnett St., Hurlstone Park 2193*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature



Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: *Lauren Poulet*

Address: *106 Ewart St
Dulwich Hill NSW 2203*

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name:

Andrew Papaioannou

Address:

119 Rawson Road, Greenacre
2190.

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

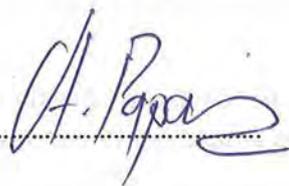
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature



Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: *Shannon Stein*

Address: *89 Crinan St, Hurlstone Park NSW 2193*

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

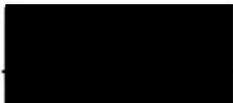
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature



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:

Edward Tully

Address:

61 Court St Dulwich Hill

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature



Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name:

Address:

Application number: SSI 17_8256

- I consent to my name being published
 I do not consent to my name being published
 I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

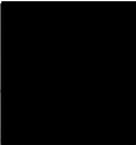
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to highlight the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: JOANNE KINSLOR

Address: 8 FERNHILL ST. HURLSTONE PARK NSW 2193

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings

- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage-listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

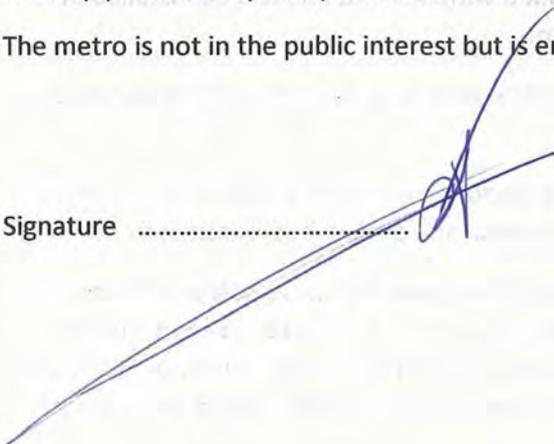
The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the 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



DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 8:36 AM
To: DPESYDMET Email
Subject: FW: Submission Details for Irene Fotiadis (object)

From: system@acelo.com On Behalf Of Irene Fotiadis
Sent: 08 November 2017 08:35:16 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Irene Fotiadis (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Irene Fotiadis
 [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.

I do not want my personal details published
 irene fotiadis

[REDACTED]
 Submission: Online Submission from Irene Fotiadis (object)
https://majorprojects.acelo.com/?action=view_activity&id=230976

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 8:45 AM
To: DPESYDMET Email
Subject: FW: Submission Details for DAVID HARDING (object)

From: system@accelo.com On Behalf Of DAVID HARDING
Sent: 08 November 2017 08:45:12 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for DAVID HARDING (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: DAVID HARDING
 [REDACTED]
 [REDACTED]

Hurlstone Park, NSW
 2193

Content:
 I object!

"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.

David Harding

[REDACTED]
 Submission: Online Submission from DAVID HARDING (object)
https://majorprojects.accelo.com/?action=view_activity&id=230982

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 8:49 AM
To: DPESYDMET Email
Subject: FW: Submission Details for THEODORE HARDING (object)

From: system@accelo.com On Behalf Of THEODORE HARDING
Sent: 08 November 2017 08:48:10 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for THEODORE HARDING (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: THEODORE HARDING
 [REDACTED]
 [REDACTED]

Hurlstone Park, NSW
 2193

Content:

To planning and environment,

"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.

Theodore Harding

Do not publish my personal details

[REDACTED]
 Submission: Online Submission from THEODORE HARDING (object)
https://majorprojects.accelo.com/?action=view_activity&id=230986

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 9:21 AM
To: DPESYDMET Email
Subject: FW: Submission Details for company Vicinity Centres (org_support)

From: system@accelo.com On Behalf Of Vicinity Centres Company
Sent: 08 November 2017 09:20:26 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company Vicinity Centres (org_support)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Vicinity Centres Company
[REDACTED]
[REDACTED]
[REDACTED]

Sydney, NSW
2000

Content:
See attached documentation

[REDACTED]
Submission: Online Submission from company Vicinity Centres (org_support)
https://majorprojects.accelo.com/?action=view_activity&id=230995

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

This email is missing attachments because they were too large to send. Please contact [Vicinity Centres Company](#) to retrieve them, or reply to this email.



**TOWER 2, LEVEL 23
DARLING PARK, 201 SUSSEX ST
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

08 November 2017

Director
Transport Assessments
Department of Planning and Environment
GPO Box 39
Sydney
NSW 2001

Dear Sir / Madam,

SYDENHAM TO BANKSTOWN EIS PUBLIC EXHIBITION - SUBMISSION ON BEHALF OF VICINITY CENTRES

This letter is prepared on behalf of Vicinity Centres, in response to the public exhibition of the Environmental Impact Assessment (EIS) for the Sydenham to Bankstown Metro upgrade proposal, which has been lodged by Transport for NSW. The EIS is on exhibition until 8th November 2017.

Vicinity Centres (Vicinity) has been working with their project team on plans for a major redevelopment of the Bankstown Central site for over two years. Throughout this period there has been significant and ongoing engagement with various Council departments within the City of Canterbury Bankstown.

This work by Vicinity has informed the preparation of a Masterplan for the Bankstown Central site, which has now been presented to Council. The evolving Masterplan foreshadows the preparation of a Planning Proposal that is intended for Q4 2017 lodgement, and will seek increased height and density across the site. This will be shortly followed by the lodgement of a Concept Development Application and Staged Development Application for various building envelopes and detailed proposals for a variety of uses at the site.

The Masterplan scheme will bring forward a comprehensive, mixed-use redevelopment of the centre, which aligns with the Sydenham to Bankstown Urban Renewal Corridor Strategy, published by the NSW Department of Planning and Environment (DPE). This is because the Masterplan will, amongst other benefits, promote additional density in a sustainable location close to public transport infrastructure, and will help to renew Bankstown centre and promote additional community services and facilities.

As part of the initial studies and investigations commissioned by Vicinity at the site, an assessment of flooding and stormwater improvements associated with the Masterplan was undertaken, which included the potential for new culverts in the road reserve and the Sydney Metro line corridor.

In addition, an assessment was undertaken of the requisite road design upgrades needed for the proposal, including along North Terrace where the site has an interface with the Sydney Metro line.



The scenarios identified within both the Flood Study and the Civil Road Design, prepared by TTW on behalf of Vicinity, have now been considered in light of the detailed proposals within the Sydenham to Bankstown EIS. The following sections of this letter set out Vicinity's response on these key matters.

FLOODING AND STORMWATER

The Flood Study prepared by TTW (attached at Enclosure 1) includes Flood Study Reports from November 2016 and July 2017. The November 2016 report confirmed the required stormwater upgrades to reduce flooding along The Appian Way, The Mall and within the existing development site. The July 2017 report provided further options of keeping all stormwater upgrades within The Appian Way road reserve and out of the development site, whilst also allowing for removal of flows to the open channel in the Metro Rail land.

The Flood Study uses the existing flood model provided by the Council for the base scenario for flood levels. It also details the proposed works associated with the current Masterplan scheme and provides an assessment of the works, which include:

- Keeping all proposed stormwater works along Appian Way within the road reserve.
- Removing the culvert under the site boundary and providing a large 5.0m wide culvert in The Appian Way.
- Removal of the open channel within the Metro Rail land.
- Connection of The Appian Way Culverts to a large 7.5m wide culvert along North Terrace to replace the open channel in Metro Rail Land.
- Allowing for a raised pedestrian-only area at North Terrace to provide access between the development site and the Metro Station.
- Widening the rail underpass to allow for additional lanes.
- Lowering the rail underpass to allow for 4.5m clearance.
- Diverting the existing culvert at the underpass.

It is noted that the Sydney Metro City & Southwest EIS flood report provides design criteria for flood impacts for adjoining land. The flood modelling results for the Masterplan confirm that flood depths are reduced along The Mall, The Appian Way and North Terrace. The flood depth is also reduced at West Terrace and is in accordance with the design criteria stated within the EIS.

In conclusion, the flood modelling results show that the proposed development works and stormwater upgrades will reduce downstream flooding up to the 100 year ARI. The proposed works also significantly reduce flooding along The Appian Way, North Terrace, The Metro Rail Land and the development site.

The reduction in downstream flood levels is in accordance with the EIS flood Impact design criteria. The lowered road levels at the underpass will locally increase the flood depth at the underpass and suitable warning measures will be required subject to discussions with Council.



Further works are required to refine the model and include:

- Additional survey around the underpass to provide a more accurate ground model.
- Modelling a pump at the underpass.
- Modelling proposed buildings and levels within the development site and Metro Land
- Modelling proposed stormwater within the development site.
- Discussion with Council for the flood warning system at the underpass.

ROAD WORKS

The key element of the road design proposed within the Masterplan which may impact the Sydenham to Bankstown line upgrade, is the works to the underpass between North Terrace and South Terrace, to the east of Bankstown Station.

The existing underpass has a height restriction with a maximum clearance of 2.4m. This clearance prevents buses from using the underpass. The current underpass is signalised at both the North Terrace and South Terrace junctions with two lanes through the underpass in each direction. The underpass originally had a single lane in each direction and was upgraded in 2011 to the current configuration.

The proposed works allow for a widening and lowering of the underpass. The road level of the underpass will be lowered by approximately 2.1m to allow for bus access between North Terrace and South Terrace that is currently unavailable. The proposed maximum clearance is 4.5m.

The underpass will be widened to allow for an additional third lane in the north direction. This additional lane will allow for two dedicated right turn lanes and one dedicated left turn lane. The lane widths and road alignment have been designed to allow for the swept paths of buses. Further details and diagrams of this proposal are contained within the appended Bankstown Central Masterplan Underpass Road Works Report prepared by TTW (attached at Enclosure 2).

The Sydney Metro City & Southwest EIS includes allowance for widening and maintenance of the rail bridge over the road between North and South Terrace, but does not provide any further detail. The proposed underpass and road works are in accordance with the key design elements of the EIS.

SUMMARY

Vicinity Centres wish to support the proposed upgrade works to the T3 Bankstown Line between Sydenham to Bankstown, and the delivery of a world-class metro system for Sydney. The proposed works to the Metro align with the aspirations for Bankstown Central to create a contemporary mixed-use health, education, leisure and retail location, with residential accommodation above, which is linked to a modern and efficient rail corridor with high quality pedestrian integration to the Metro Station.

Vicinity Centres wish to become a key stakeholder in this process and participate in future consultation stages on this proposal, in order to achieve the most appropriate and beneficial outcome for Bankstown Station and Bankstown Central.



The work undertaken to date and described in this submission indicates that Vicinity takes seriously its role in contributing to the revitalisation of Bankstown CBD, and is ensuring its future development aspirations respond to the broader infrastructure upgrades anticipated for the locality.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Nik Wheeler", with a long, sweeping flourish extending to the right.

Nik Wheeler
Senior Consultant

Enc Bankstown Masterplan Civil DA and Flooding Report
 Bankstown Central Masterplan Underpass Road Works

Bankstown Central Masterplan Flood Study

Previous Flood Studies

Previous flood modelling and flood study reports have been completed in November 2016 and July 2017:

- *Bankstown Redevelopment Flood Study, November 2016*
- *Bankstown Central Masterplan Flood Study Options, July 2017*

The November 2016 report confirmed the required stormwater upgrades to reduce flooding along Appian Way, The Mall and within the existing development site. These proposed upgrades are shown in figure 1.

The July 2017 report provided further options of keeping all stormwater upgrades within the Appian Way road reserve and out of the development site, whilst also allowing for removal of flows to the open channel in the Metro Rail land.

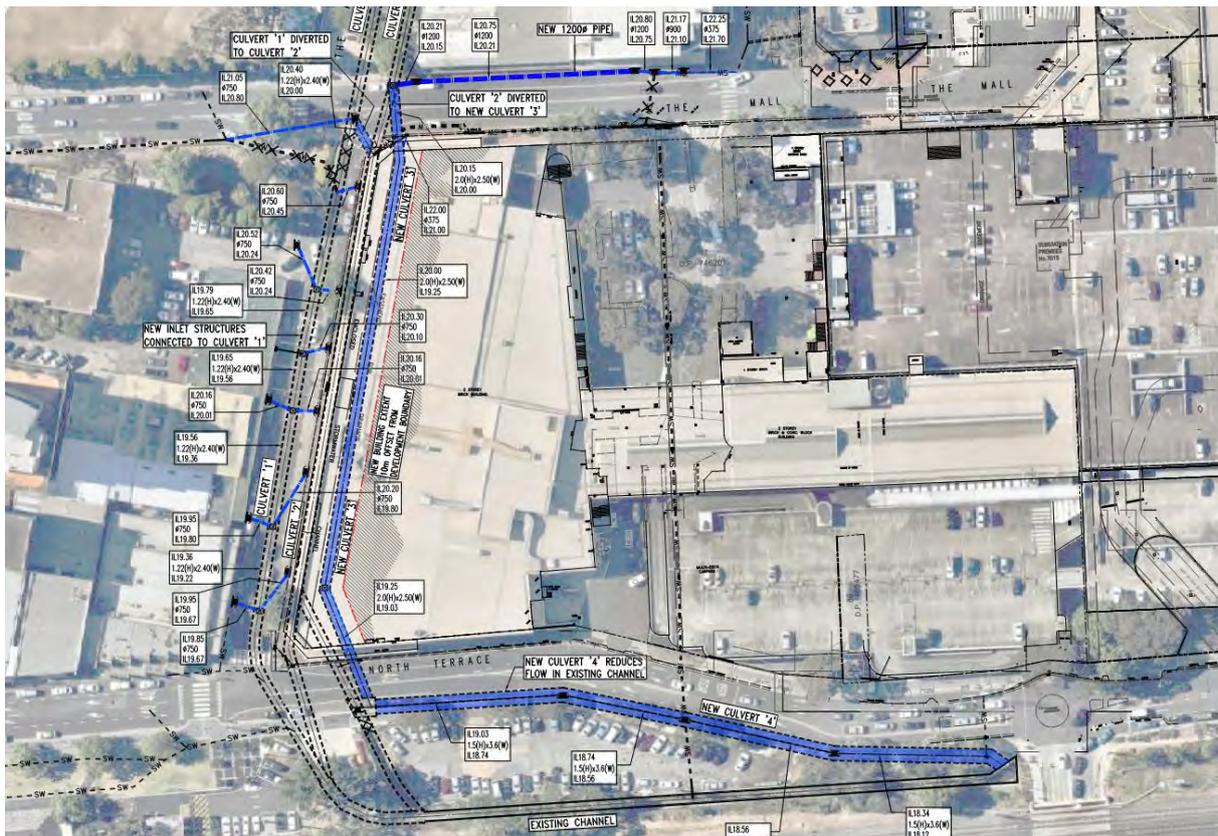


Figure 1. Proposed Stormwater upgrades from November 2016 Flood Study.

Proposed Masterplan Works

This summary report details the proposed works associated with the current masterplan development and includes an assessment of the following, which are schematically shown in figure 2 and included in Appendix A:

- Keeping all proposed stormwater works along Appian Way within the road reserve.
- Removing the culvert under the site boundary and providing a large 5.0m wide culvert in Appian Way.
- Removal of the open channel within the Metro Rail land.
- Connection of the Appian Way Culverts to a large 7.5m wide culvert along North Terrace to replace the open channel in Metro Rail Land.
- Allowing for a raised pedestrian-only area at North Terrace to provide access between the development site and the Metro Station.
- Widening the rail underpass to allow for additional lanes.
- Lowering the rail underpass to allow for 4.5m clearance.
- Diverting the existing culvert at the underpass.

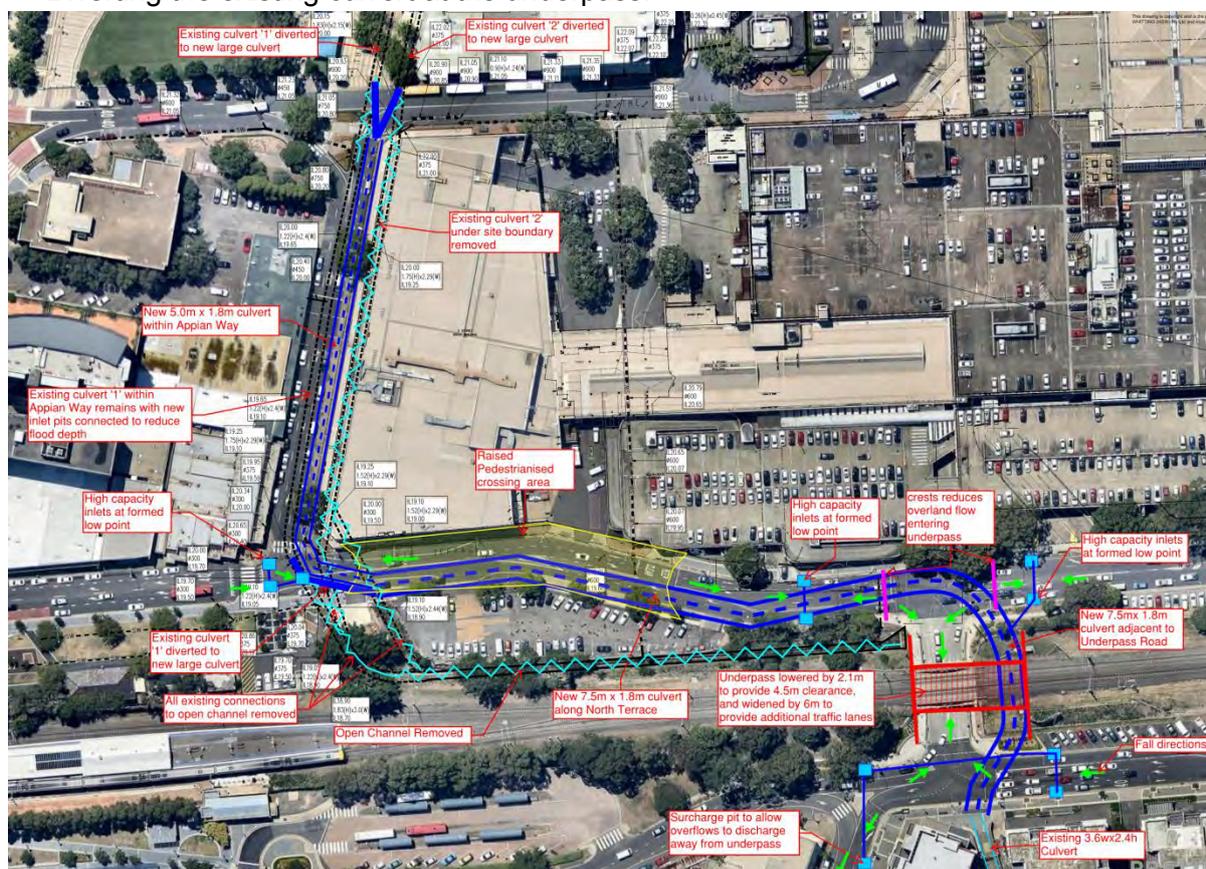


Figure 2. Proposed Masterplan Works assessed under this study.

The existing flood model provided by Council (BMT WBN, 2011) is used for the base scenario for existing flood levels. The proposed flood results include the stormwater upgrades included in the November 2016 along with the proposed changes and upgrades detailed within this report. The 2d flood modelling simulations use the original settings and parameters provided by Council.

The main flooding objectives for the proposed works are as follows:

- Reduce flood depth along Appian Way, North Terrace and at the underpass.
- Ensure the pedestrianised area from the development and Metro Station is flood free.
- Provide sufficient capacity within the new culvert systems to receive upstream culvert and overland flows.
- Ensure downstream flood levels are not significantly increased.

Flood Modelling Results

Figure 5 below shows the existing flood depths for the 100 year ARI and figure 6 shows the flood depth following the Masterplan works. These results are included in Appendix B.

The flood model results confirm that flood depths are reduced along The Mall, Appian Way and North Terrace. Flood depth is also reduced by 60mm at West Terrace and is in accordance with the design criteria stated within the Sydney Metro City & Southwest EIS.



Figure 5. Existing 100 year ARI flood depth.

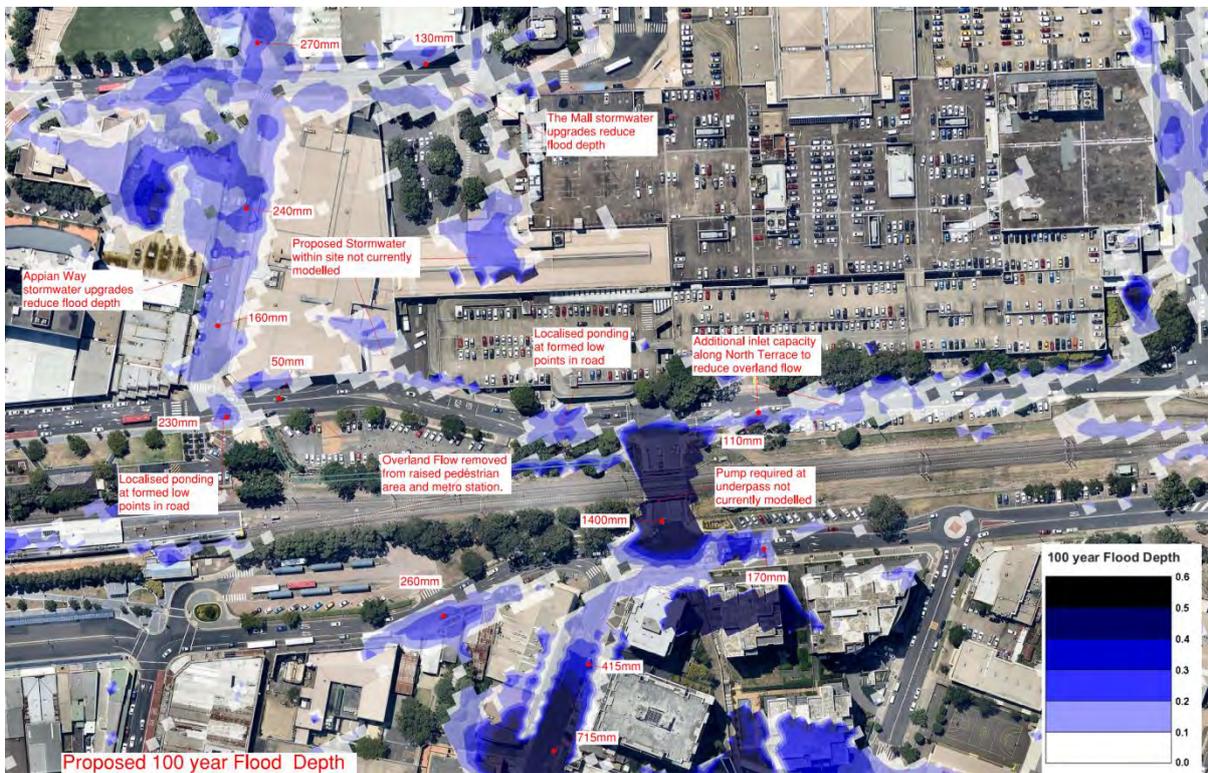


Figure 6. Proposed 100 year ARI flood depth.

Conclusion and Further Works

The flood modelling results show that the proposed development works and stormwater upgrades will reduce downstream flooding up to the 100 year ARI. The proposed works also significantly reduce flooding along Appian Way, North Terrace, The Metro Rail Land and the development site.

The reduction in downstream flood levels is in accordance with the Sydney Metro City & Southwest EIS flood Impact design criteria.

The lowered road levels at the underpass will locally increase the flood depth at the underpass and suitable warning measures will be required subject to discussions with Council.

Further works are required to refine the model and include:

- Additional survey around the underpass to provide a more accurate ground model.
- Modelling a pump at the underpass.
- Modelling proposed buildings and levels within the development site and Metro Land
- Modelling proposed stormwater within the development site.
- Discussion with Council for the flood warning system at the underpass.

Prepared by
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



EIRIAN CRABBE
Senior Civil Engineer

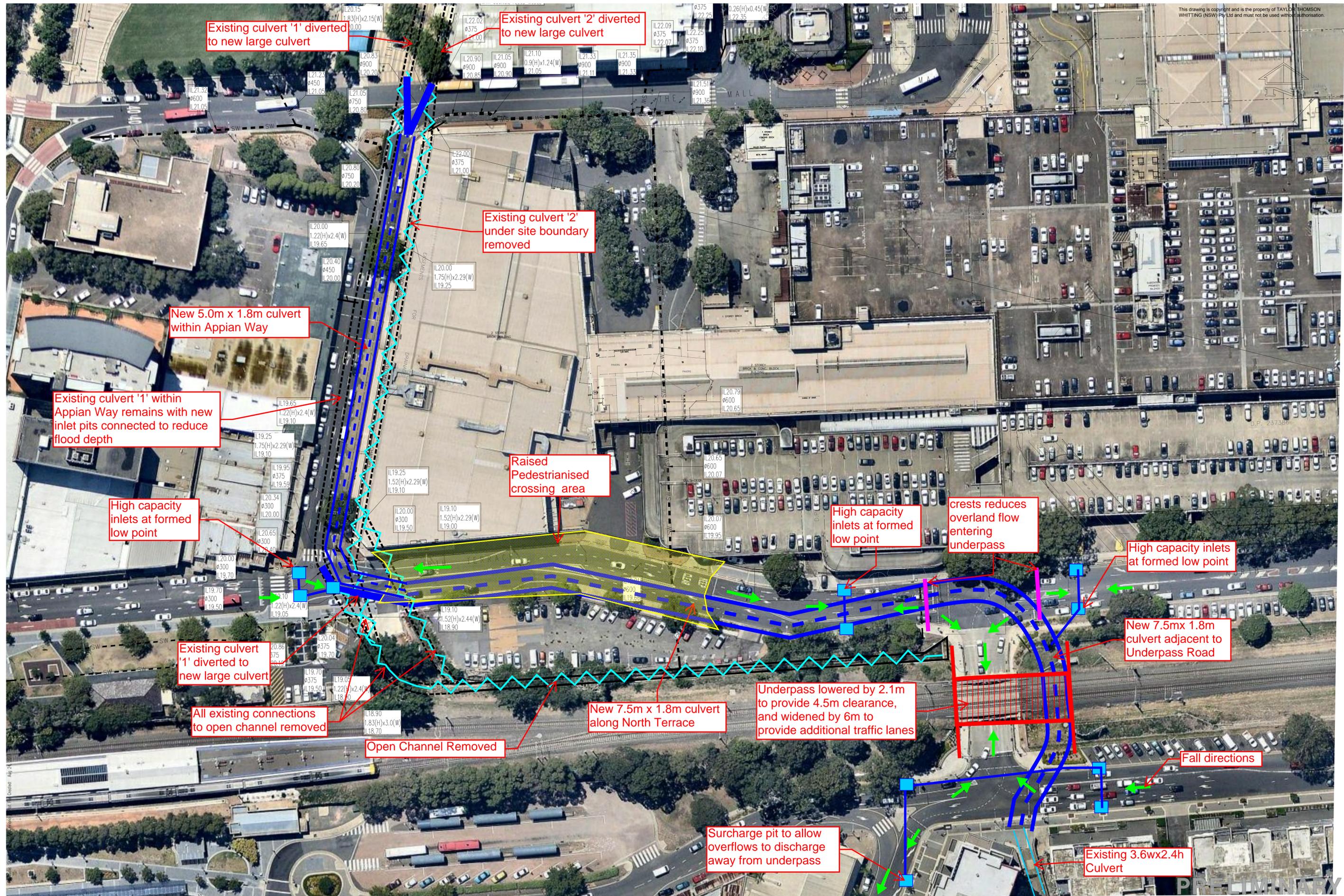
Authorised By
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



STEPHEN BRAIN
Technical Director / Director

P:\2017\1713\171304\Reports\TTW\171018 Bankstown Masterplan Flood Study.docx

Appendix A – Proposed Masterplan Stormwater Works



Existing culvert '1' diverted to new large culvert

Existing culvert '2' diverted to new large culvert

Existing culvert '2' under site boundary removed

New 5.0m x 1.8m culvert within Appian Way

Existing culvert '1' within Appian Way remains with new inlet pits connected to reduce flood depth

High capacity inlets at formed low point

Raised Pedestrianised crossing area

High capacity inlets at formed low point

crests reduces overland flow entering underpass

High capacity inlets at formed low point

New 7.5mx 1.8m culvert adjacent to Underpass Road

Existing culvert '1' diverted to new large culvert

All existing connections to open channel removed

Open Channel Removed

New 7.5m x 1.8m culvert along North Terrace

Underpass lowered by 2.1m to provide 4.5m clearance, and widened by 6m to provide additional traffic lanes

Fall directions

Surcharge pit to allow overflows to discharge away from underpass

Existing 3.6wx2.4h Culvert

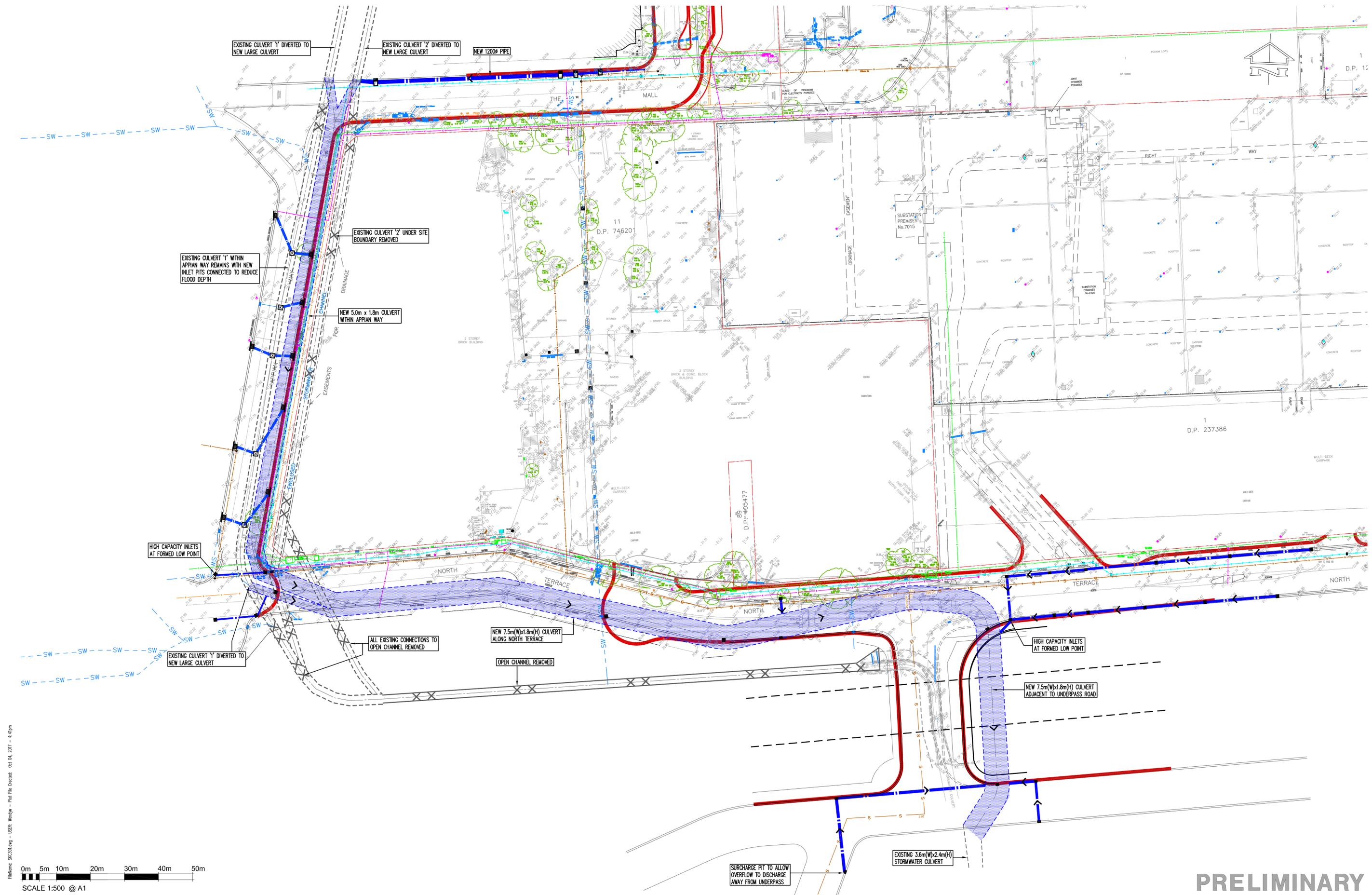
PRELIMINARY

| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |
|-----|-------------|-----|-------|----------|-----|-------------|-----|-------|------|-----|-------------|-----|-------|------|
| P1 | PRELIMINARY | EC | WW | 22.11.16 | | | | | | | | | | |

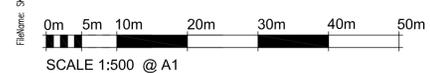
Proposed Appian Way and North Terrace Underpass Stormwater Works

Sheet Subject
EXISTING STORMWATER PLAN

Scale : A1
1:500
Drawn
WW
Authorised
SB
Job No
161683
Drawing No
SKC01
Revision
P1
Plot File Created: Aug 24, 2017 - 11:51am



Filename: SKC301.dwg - User: WWH - Plot File Created: Oct 04, 2017 - 4:11pm



| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |
|-----|-----------------|-----|-------|----------|-----|-------------|-----|-------|------|-----|-------------|-----|-------|------|
| P2 | FOR INFORMATION | SB | WW | 04.10.17 | | | | | | | | | | |
| P1 | FOR INFORMATION | SB | WW | 28.09.17 | | | | | | | | | | |

Architect
THE BUCHAN GROUP
 7 KELLY STREET, ULTIMO NSW 2007

Civil Engineer

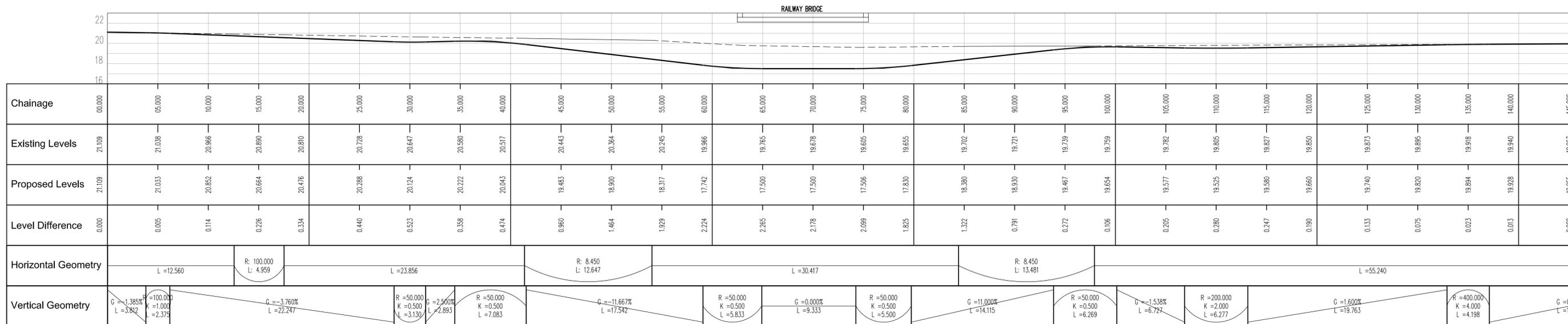
 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
**BANKSTOWN CENTRAL,
 INTERNAL ACCESS ROAD
 STRATEGY, RICKARD ROAD,
 BANKSTOWN**

Sheet Subject
OVERALL STORMWATER PLAN

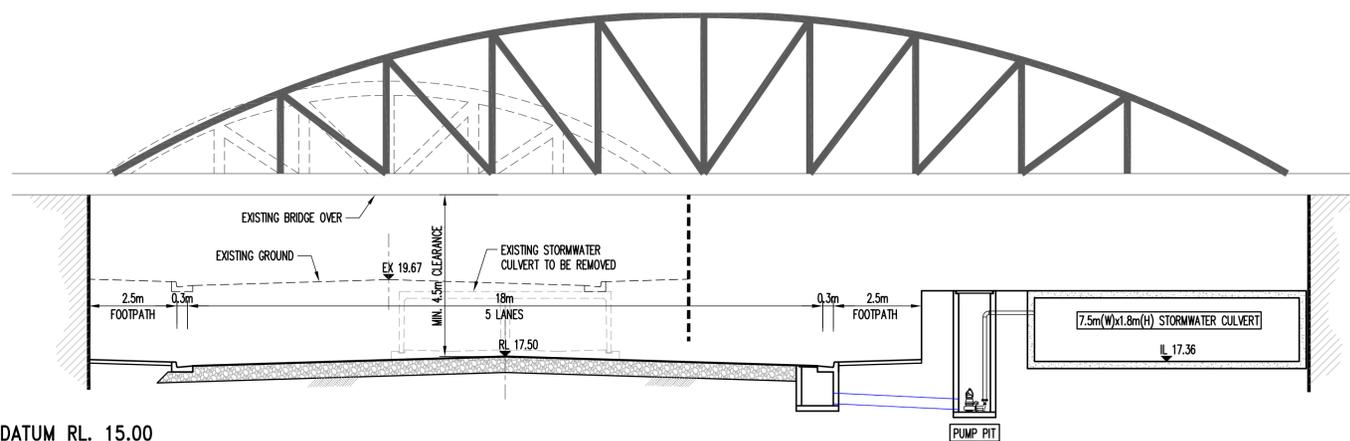
Scale: A1
 1:500
 Drawn
 VVV
 Authorised
 SB
 Job No
171304
 Drawing No
SKC301
 Revision
P2
 Plot File Created: Oct 04, 2017 - 4:11pm

PRELIMINARY



LONGITUDINAL SECTION - RIGHT SIDE LIP OF GUTTER (LOG_R)

SCALE HOR: 1:200
VER: 1:200



DATUM RL. 15.00

SECTION 1
SCALE 1:100
SKC302

Filename: SKC302.dwg - User: Wwh - Plot File Created: Sep 28, 2017 - 9:58am

| Rev | Description | Eng | Draft | Date |
|-----|-------------|-----|-------|----------|
| P1 | PRELIMINARY | SB | WW | 28.09.17 |

Architect
THE BUCHAN GROUP
7 KELLY STREET, ULTIMO NSW 2007

Civil Engineer
TTW Taylor Thomson Whitting
612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
BANKSTOWN CENTRAL, INTERNAL ACCESS ROAD STRATEGY, RICKARD ROAD, BANKSTOWN

Sheet Subject
SECTION SHEET 2

PRELIMINARY

Scale: A1 AS SHOWN
Drawn: WW
Authorised: SB

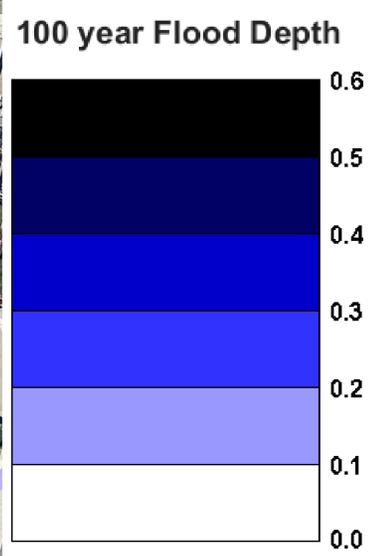
Job No: 171304
Drawing No: SKC304
Revision: P1

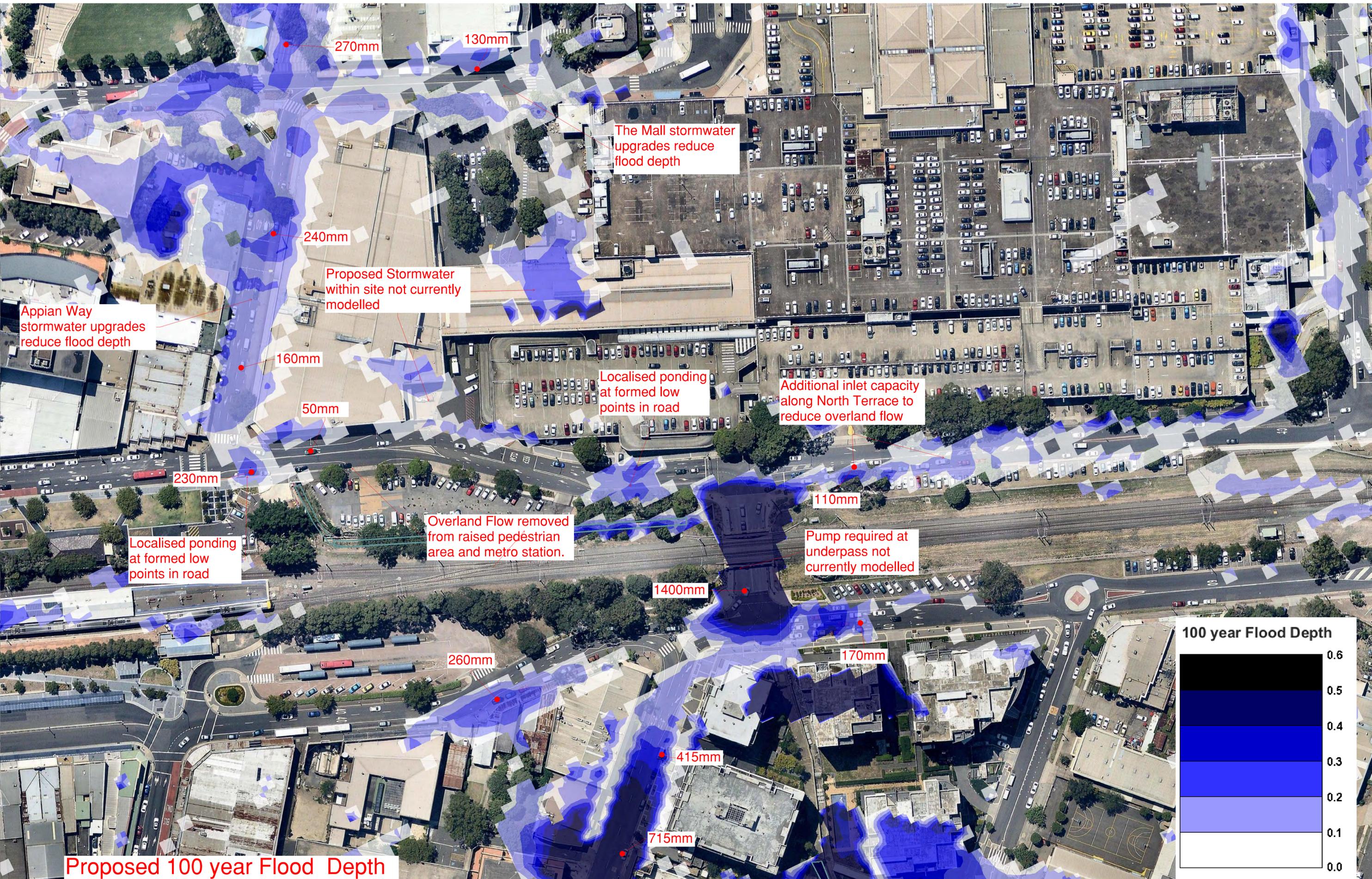
Plot File Created: Sep 28, 2017 - 9:58am

Appendix B – 100 Year ARI Flood Results



Existing 100 year Flood Depth





Appian Way stormwater upgrades reduce flood depth

270mm

130mm

The Mall stormwater upgrades reduce flood depth

240mm

Proposed Stormwater within site not currently modelled

160mm

Localised ponding at formed low points in road

Additional inlet capacity along North Terrace to reduce overland flow

50mm

230mm

Localised ponding at formed low points in road

Overland Flow removed from raised pedestrian area and metro station.

Pump required at underpass not currently modelled

110mm

1400mm

260mm

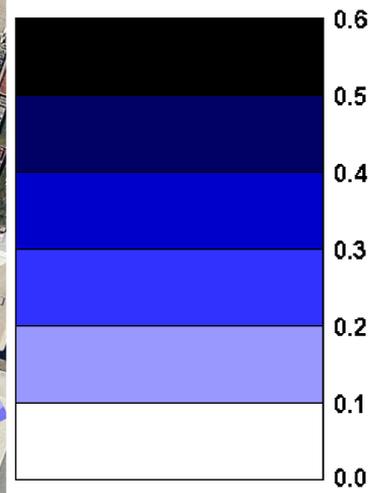
170mm

415mm

715mm

Proposed 100 year Flood Depth

100 year Flood Depth



Appendix C – November 2016 and July 2017 Flood Reports

Bankstown Central Redevelopment

Flood Study – Draft v1

Prepared for Vicinity Centres, November, 2016

161683 P

Contents

| | | |
|-----|---------------------------|----|
| 1.0 | Introduction | 3 |
| 1.1 | Development Site Location | 3 |
| 2.0 | Flood Modelling | 4 |
| 2.1 | Proposed Stormwater Works | 4 |
| 2.2 | Flood Depth | 7 |
| 2.3 | Flood Hazard | 8 |
| 3.0 | Summary | 9 |
| | Appendix A | 10 |

DRAFT

1.0 Introduction

This report outlines the initial flood model results and proposed stormwater/flood mitigation options for the proposed redevelopment of Bankstown Central Shopping Centre.

The existing Salt Pan Creek flood model (Bewsher/BMT WBN, 2009) was provided by Bankstown City Council. An updated model (BMT WBN, 2011) was also provided which includes the stormwater, culvert and bridge construction upgrades along West Terrace that have now been constructed. The 2011 flood model was used as a base for running the proposed redevelopment options.

The purpose of the flood model was to produce stormwater options to protect the redevelopment from flooding, reduce flooding along Appian Way, and to not increase flooding elsewhere, particularly to the basement entrance to the cinema on The Mall.

1.1 Development Site Location

The development site is within the catchment area of Salt Pan Creek, which is a tributary of the Georges River, in Sydney's south. Salt Pan Creek has a catchment area of 893ha and is heavily urbanised. It includes parts of the suburbs of Bankstown, Condell Park, Punchbowl and Mt Lewis.

The existing shopping centre site is located in Bankstown CBD and is bounded by: The Appian Way to the west, The Mall to the north, North Terrace to the south and existing mixed use development to the east (Refer to Figure 1). An existing vehicle access runs through the development site from The Mall to North Terrace.

The proposed redevelopment is currently at concept stage and a number of options are being considered. Generally the redevelopment will include demolition of the existing shopping centre with a potential new building constructed across the whole of the development site. If the existing vehicle access between The Mall and North terrace is retained, it will only provide pedestrian access.



Figure 1 Development Site Location

2.0 Flood Modelling

The existing Salt Pan Creek Flood Study is based on a 1d/2d Tuflow computer model. This model uses ALS (Aerial Laser survey), and topographical survey to represent a DEM of the existing terrain. The flood model applies rainfall directly to the DEM and simulates overland flow across the catchment. The model includes a 1d network that comprises all stormwater pipes, inlet structures, pits and channels within the catchment. The model creates a dynamic link between the overland flow and the drainage network, and provides the most accurate hydraulic representation of the catchment.

The existing flood model provided by council (BMT WBN, 2011), includes bridge widening, and stormwater upgrades to the West Terrace underpass. The simulation of the existing flooding uses all original files and parameters provided by council.

The proposed flood model is based on the original council model, with amendments that include the proposed redevelopment and upgrades to the existing stormwater network. Several iterations of the proposed stormwater network were made to determine the most suitable option that reduces flood depth along Appian Way, and does not increase flood risk elsewhere. The DEM was adjusted to include the whole developable area being blocked out, with the finished floor level set above existing ground levels. This prevents any overland flow through the proposed shopping centre.

2.1 Proposed Stormwater Works

The existing and proposed stormwater works are shown on drawings 161683 SKC01 - SKC03. An extract of the proposed works are shown in figure 2 and 3, and are summarised as follows:

- 10 new large kerb inlet pits along Appian Way connected to the existing 2.44m (w) x 1.22m(h) culvert – *culvert '1'*
- A new connection North of Appian Way, from existing *Culvert '1'* to existing *Culvert '2'*
- A new connection North of Appian Way, from existing *Culvert '2'* to new *Culvert '3'*
- A new 2.5m(w) x 2.0m(h) along Appian Way (within the development boundary) - *culvert '3'*
- A new 3.65m(w) x 1.5m(h) culvert along North Terrace – *culvert '4'*
- 5 new kerb inlet pits along the new *culvert '4'* on North Terrace
- 2 new and 2 upgraded kerb inlet pits around basement entrance to the cinema in The Mall with one of the following options:
 - Option 1: A new 1200 diameter pipe either along The Mall connecting to the new *Culvert '3'*, or:
 - Option 2: A new 1200 diameter pipe between The Mall and North Terrace, connecting to the new *Culvert '4'*.

In addition to the stormwater works above, the proposed flood model includes a 10m building offset from the western development boundary along Appian Way. This offset allows for a greater overland flow width along Appian Way, and also provides sufficient space for the construction of the new *'culvert 3'*.

There is very little difference in the proposed flood results between option 1 and option 2 of the stormwater works mentioned above. The flood results referred to in sections 2.2 and 2.3 are for option 2.

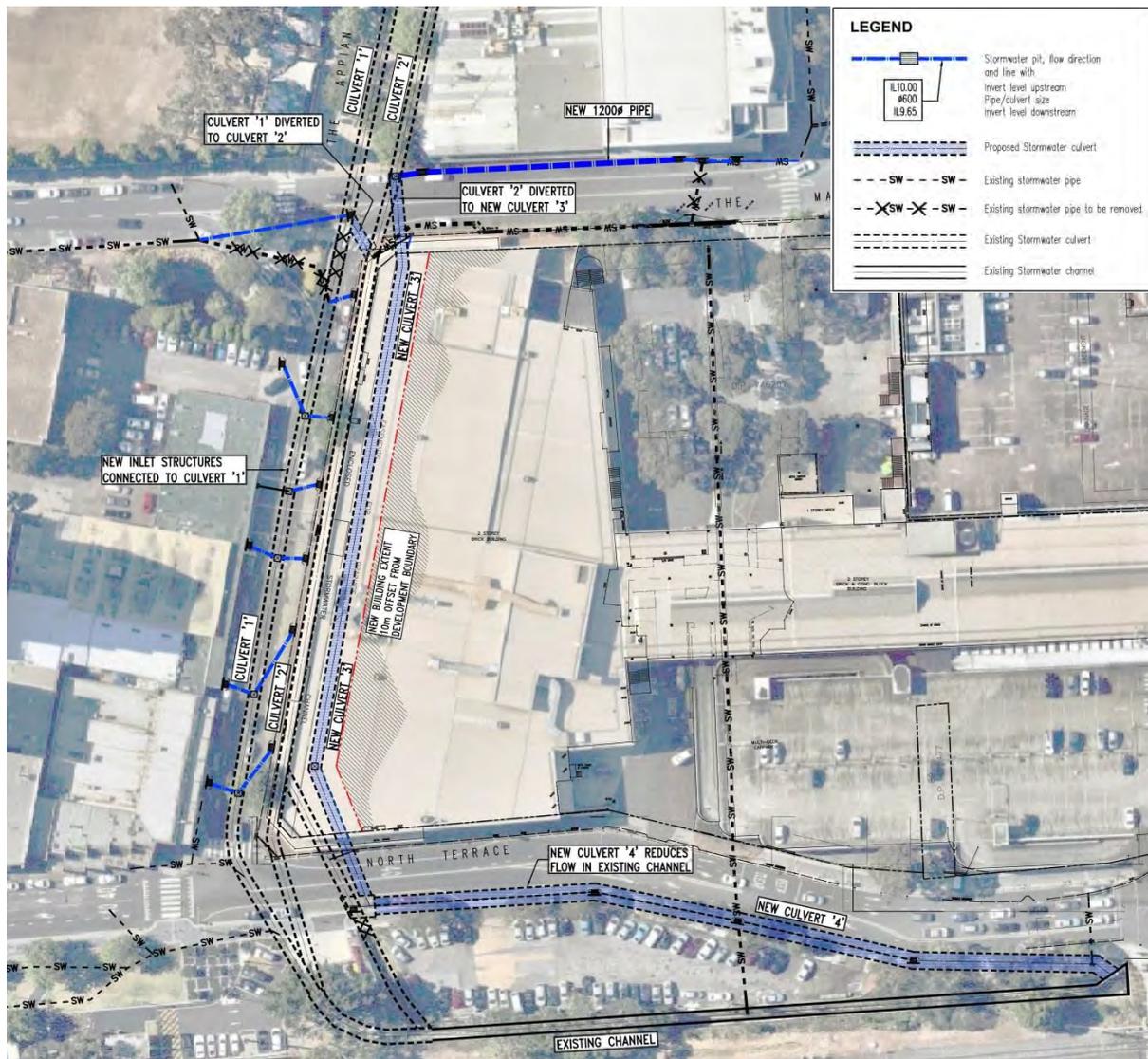


Figure 2 Proposed Stormwater Works – Option 1

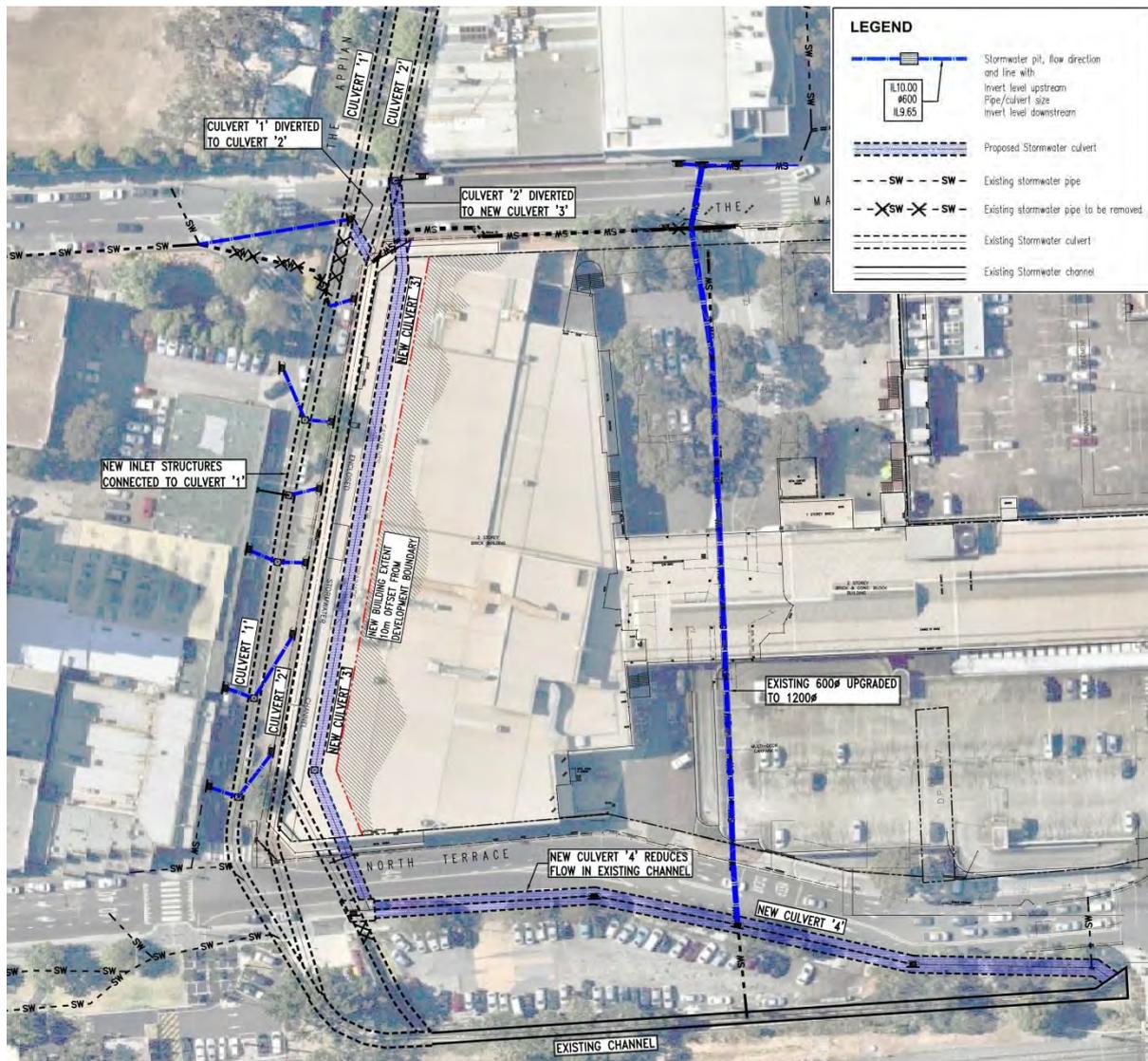


Figure 3 Proposed Stormwater Works – Option 2

2.2 Flood Depth

The results of the existing and proposed flood depth around the proposed development are shown in figure 4. A comparison of maximum flood depths at different locations is shown in Table 1.

The existing flood model results show that there is considerable overland flow around the development site. Existing flood depths of up to 446mm occur along Appian Way and flooding occurs through the existing shopping centre. Flooding also occurs at the existing basement entrance of the cinema on The Mall

The proposed flood model results show a reduction in flood depth along Appian Way, and North Terrace. Flood depth is similar along The Mall but reduced at the entrance to the cinema basement.

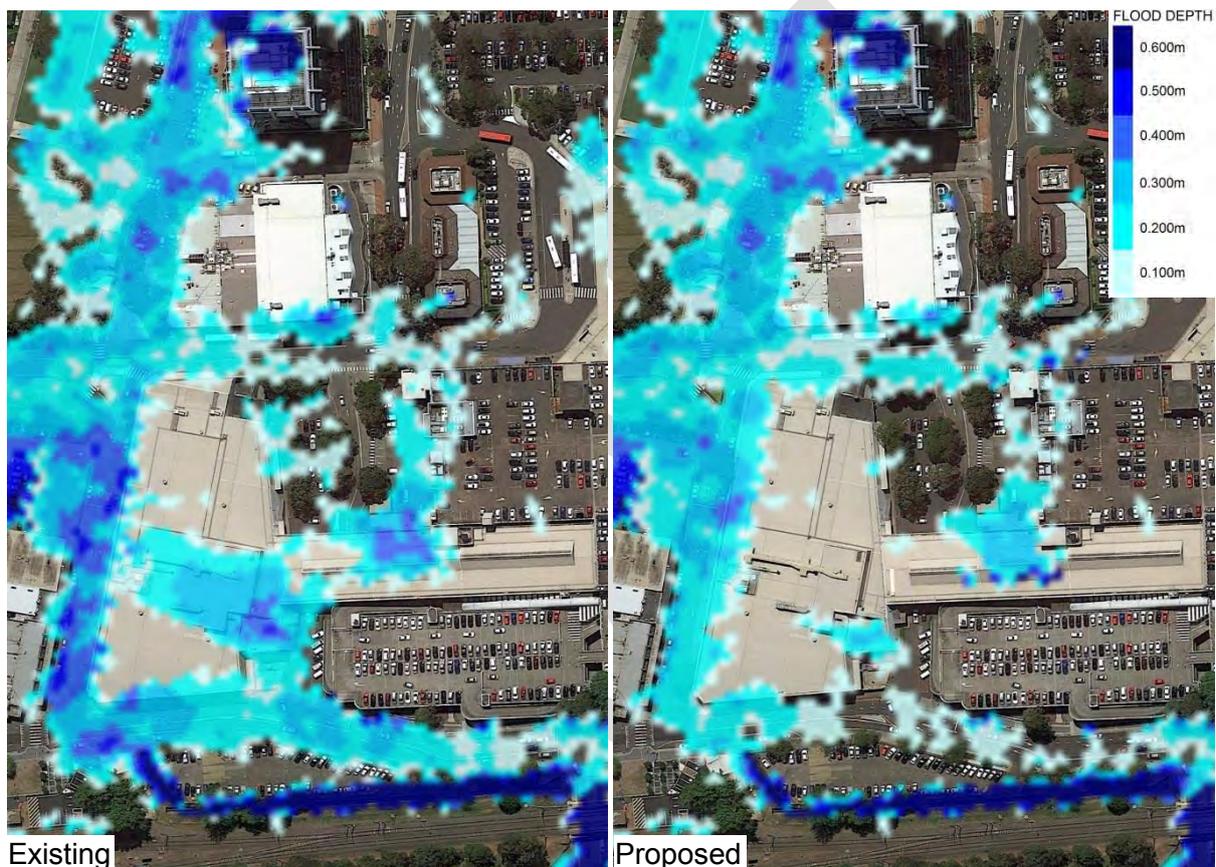


Figure 4 Existing and Proposed Flood Depth

| | Maximum Flood Depth (mm) | |
|----------------------|--------------------------|----------|
| | Existing | Proposed |
| Appian Way | 446 | 310 |
| The Mall | 292 | 163 |
| North Terrace | 418 | 210 |

Table 1 Comparison of Maximum Flood Depth

The existing flood results show very high flow, up to 29 m³/s, in the existing open channel north of the rail tracks. This causes a backwater effect where upstream pipe flows in Appian Way are restricted from entering the channel. The proposed stormwater works reduce the flow in the existing open channel to 17 m³/s.

2.3 Flood Hazard

The results of the existing and proposed flood hazard, in accordance with NSW Floodplain Development Manual, are shown in figure 5. The existing flood hazard is mostly high and intermediate along Appian Way. The flood hazard is low around other areas of the development. A comparison of maximum flood depths at different locations is shown in Table 2.

There is very little difference in the flood results between Option 1 and Option 2 of the stormwater works mentioned above. The results in the figures are shown for option 2. A comparison of the existing and proposed flood depth and hazard are shown in Table 1.

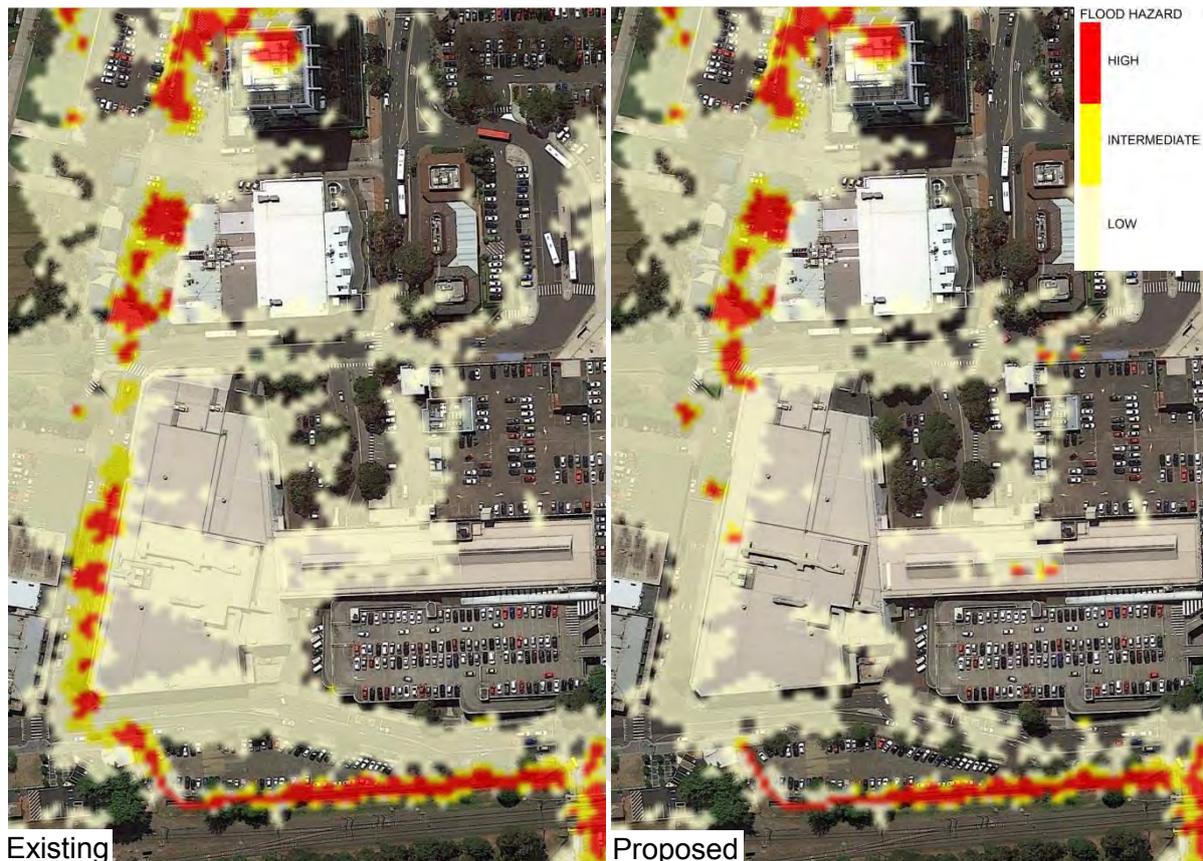


Figure 5 Existing and Proposed Flood Depth

| | Maximum Flood Hazard (m ² /s) | |
|----------------------|--|----------|
| | Existing | Proposed |
| Appian Way | 0.895 | 0.296 |
| The Mall | 0.046 | 0.090 |
| North Terrace | 0.567 | 0.194 |

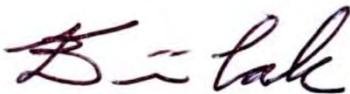
Table 2 Comparison of Maximum Flood Hazard

3.0 Summary

The flood modelling results show that there is a significant improvement in flood risk following the redevelopment of the shopping centre and associated stormwater works. The following flood issues are resolved:

- Flood depth and hazard is reduced Along Appian Way in accordance with Council requirements.
- Flood depth and hazard is reduced North Terrace in accordance with Council requirements.
- Flood depth at the cinema basement entrance on The Mall is reduced.
- Flood flows are reduced in the existing open channel to the north of the rail tracks.
- Flooding through the shopping centre is removed.
- Flooding is not made worse to other areas following development

Prepared by
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



EIRIAN CRABBE
Senior Civil Engineer

Authorised By
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**



STEPHEN BRAIN
Technical Director / Director

P:\2016\1616\161683\Reports\TTW\16.11.22 Bankstown Central Flood Study_draft.docx

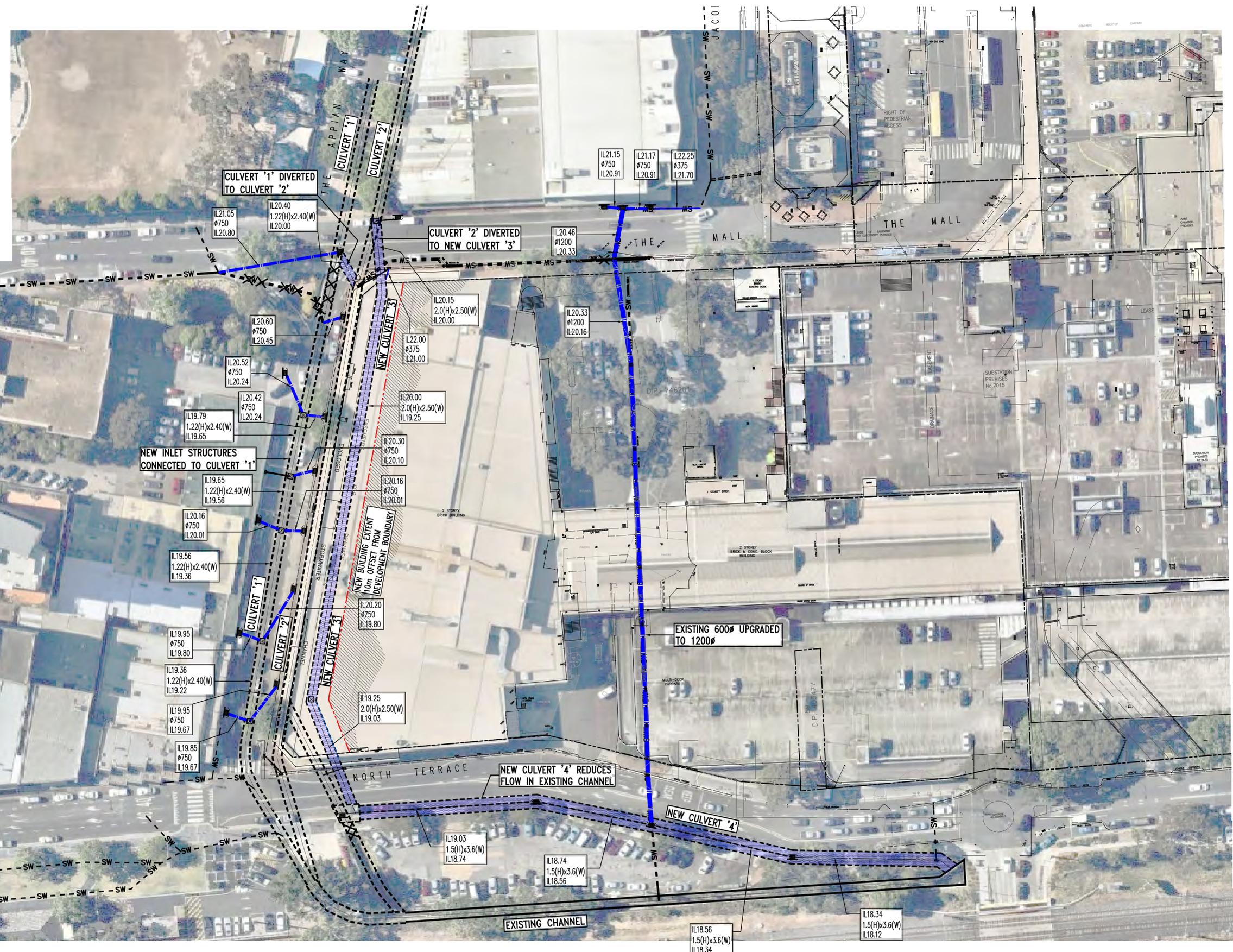
Appendix A

Proposed Stormwater Works

DRAFT

LEGEND

- Stormwater pit, flow direction and line with Invert level upstream Pipe/culvert size Invert level downstream
- Proposed Stormwater culvert
- Existing stormwater pipe
- Existing stormwater pipe to be removed
- Existing Stormwater culvert
- Existing Stormwater channel



| | | |
|--|---|--|
| Architect | Architect's Name | Architect's Address |
| Civil Engineer | Taylor Thomson Whitting | 612 9439 7288 48 Chandos Street St Leonards NSW 2065 |
| Project | VICINITY BANKSTOWN FLOOD COORDINATION APPIAN WAY, BANKSTOWN | |
| Sheet Subject | PROPOSED STORMWATER PLAN - OPTION 2 | |
| Scale: A1 | Drawn: WW | Authorised: |
| Job No: 161683 | Drawing No: SKC03 | Revision: P1 |
| Plot File Created: Nov 22, 2016 - 4:37pm | | |

PRELIMINARY

Bankstown Central Masterplan – Flood Study Options

The original flood modelling and draft flood study (Bankstown Redevelopment Flood Study TTW, November 2016) allowed for stormwater upgrades within Appian Way, North Terrace and within the existing development site.

This purpose of this summary report is to review the option of keeping the proposed stormwater works outside the site boundary and within the existing road reserves (Option MP01). Additional options include removing the culvert connections to the existing open channel within the railway site (Option MP02), and including a large inlet structure within the carpark north of The Mall to reduce flood depth adjacent to Paul Keating Park (Option MP03)

The existing stormwater includes two culverts, one beneath Appian Way (culvert '1') and another beneath the site boundary (culvert '2'). These culverts split and connect into an existing open channel within the railway site. The open channel then connects to a culvert beneath the rail crossing. The existing stormwater is shown in Figure 1 and existing flood results are included in Fig 2.

The previously proposed stormwater upgrades as documented in the November Flood Study include new inlet pits, a new 2.5m wide culvert (culvert '3') within the site boundary, and a 3.6m wide culvert running along North Terrace (culvert '4'). The existing culverts along Appian Way and the site boundary remain. The Previously proposed stormwater is shown in Fig 3 and existing flood results are included in Fig 4.

The latest options are summarised below:

Option MP01 (refer to figures 5 and 6) - All works within Appian Way:

- Existing culvert '1' along Appian Way remains
- Existing culvert '2' along the site boundary is removed.
- New 5.0m culvert within Appian Way and North Terrace
- Culvert '1' remains connected to the open channel

Option MP02 (refer to figures 7 and 8) – Larger culvert in North Terrace:

- As option MP01 but with all connections to the open channel diverted to a new 7.5m culvert on North Terrace

Option MP03 (refer to figures 9 and 10) – Inlet structures at Paul Keating Park:

- As option MP02 but with new inlet structures within the car park north of The Mall, adjacent to Paul Keating Park.

Option MP04 (refer to figure 11) – Metro station and crossing included:

- As option MP02 but with the open channel within Metro Station land removed and a raised pedestrian crossing to included.

Option MP05 (refer to figure 12):

- As option MP04 but with additional inlet capacity at junction at North Terrace and Appian Way

Summary of Results

Table 1 below shows a summary of the flood depths for the 100 year ARI.

| | North of The Mall | Appian Way | North Terrace |
|-----------------------------|--------------------------|-------------------|----------------------|
| Existing | 330 | 380 | 400 |
| Previous flood study | 330 | 305 | 214 |
| Option MP01 | 330 | 296 | 200 |
| Option MP02 | 330 | 296 | 200 |
| Option MP03 | 308 | 275 | 165 |
| Option MP04 | 310 | 290 | 225 |
| Option MP05 | 310 | 270 | 185 |

Table 1 Summary of 100 year flood depths:



Reference: SKC01.dwg - IJES: M30708 - Plot File Contact: Nov 22, 2016 - 4:35pm

A1 0 1 2 3 4 5 6 7 8 9 10

| | | | | | | | | | |
|-----|-------------|-----|-------|----------|-----|-------------|-----|-------|------|
| PI | PRELIMINARY | EC | WW | 22.11.16 | Rev | Description | Eng | Draft | Date |
| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |

Architect
ARCHITECTS NAME
 ARCHITECTS ADDRESS

Civil Engineer
Taylor

Project
 VICINITY BANKSTOWN FLOOD COORDINATION APPIAN WAY, BANKSTOWN

Figure 1. Existing Stormwater

Sheet Subject
EXISTING STORMWATER PLAN

PRELIMINARY

Scale: A1
 1:500

Drawn
 WW

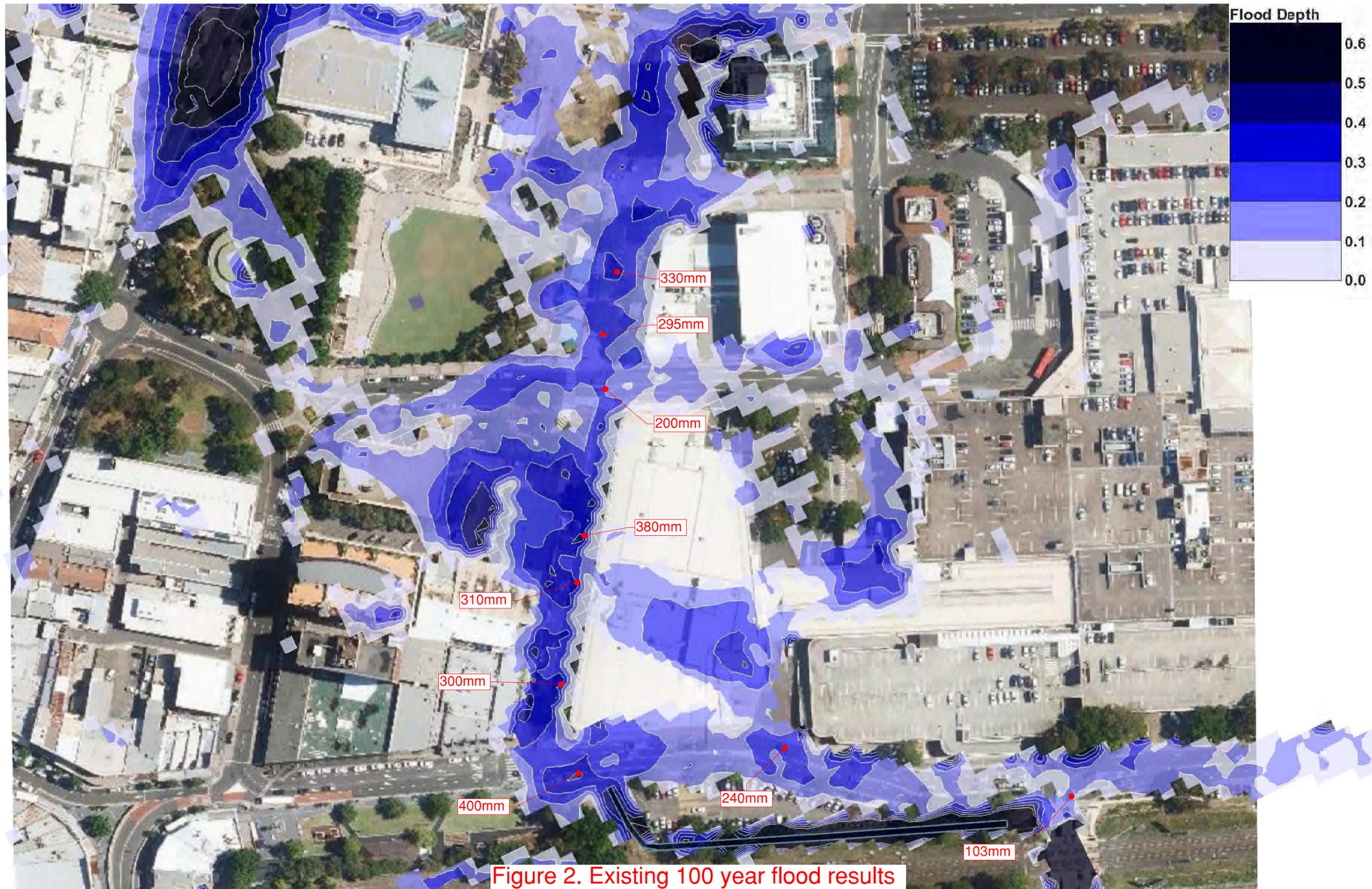
Authorised

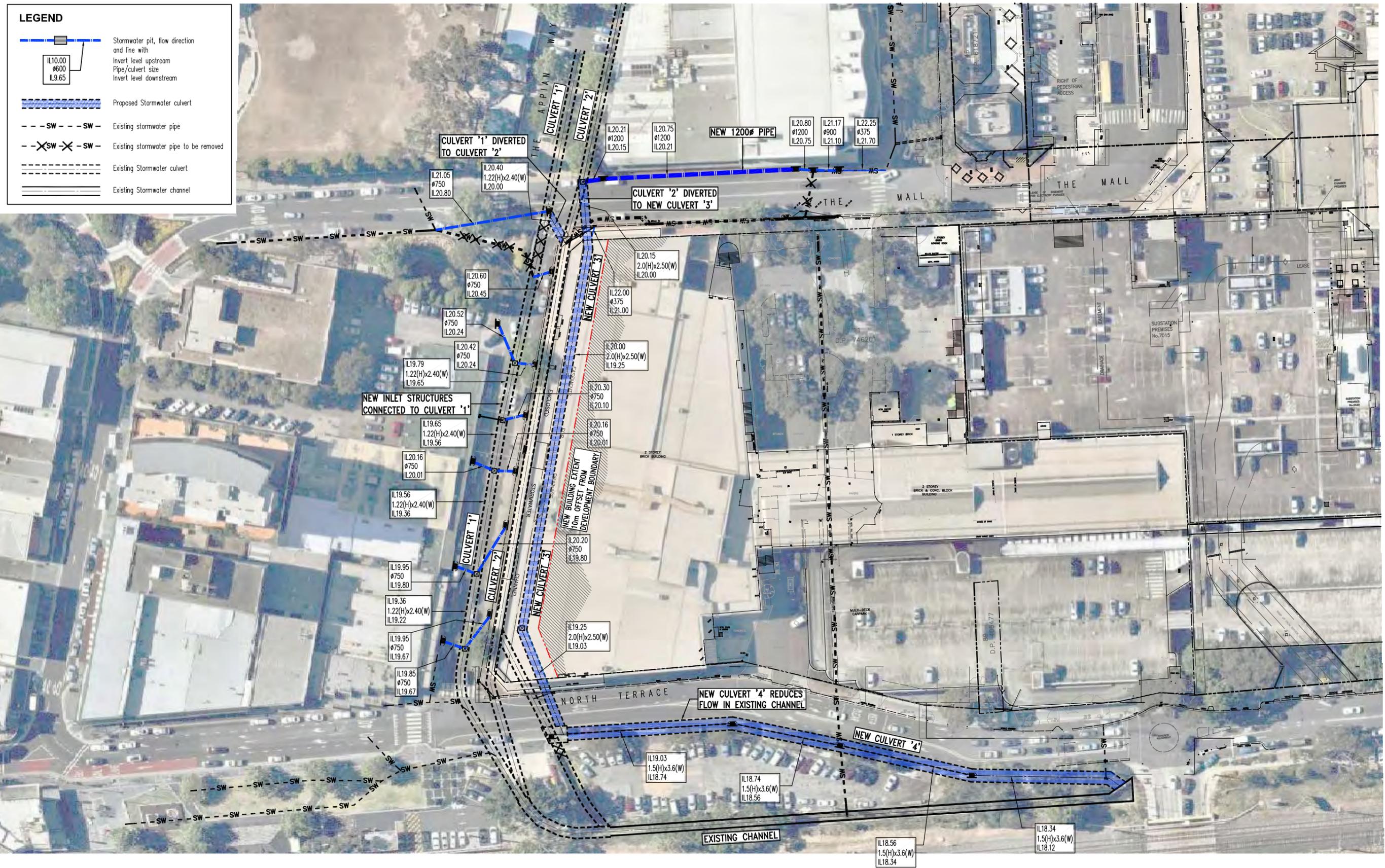
Job No
161683

Drawing No
SKC01

Revision
P1

Plot File Created: Nov 22, 2016 - 4:35pm





Reference: SK022.dwg - I335: M307M - Plot File Contact: Nov 22, 2016 - 4:36pm

| | | | | |
|-----|-------------|-----|-------|----------|
| PI | PRELIMINARY | EC | WW | 22.11.16 |
| Rev | Description | Eng | Draft | Date |

| | | |
|----------------|-----------------|--------------------|
| Architect | ARCHITECTS NAME | ARCHITECTS ADDRESS |
| Civil Engineer | Taylor Thomson | |

| | |
|---------------|---|
| Project | VICINITY BANKSTOWN FLOOD COORDINATION APPIAN WAY, |
| Sheet Subject | PROPOSED STORMWATER PLAN - OPTION 1 |

| | | | | | |
|--------------------------------------|--------|------------|-------|------------|----|
| Scale: A1 | 1:500 | Drawn | WW | Authorised | |
| Job No | 161683 | Drawing No | SKC02 | Revision | P1 |
| P1/F1 Created: Nov 22, 2016 - 4:36pm | | | | | |

Figure 3. Previous Proposed Stormwater Upgrades

PRELIMINARY

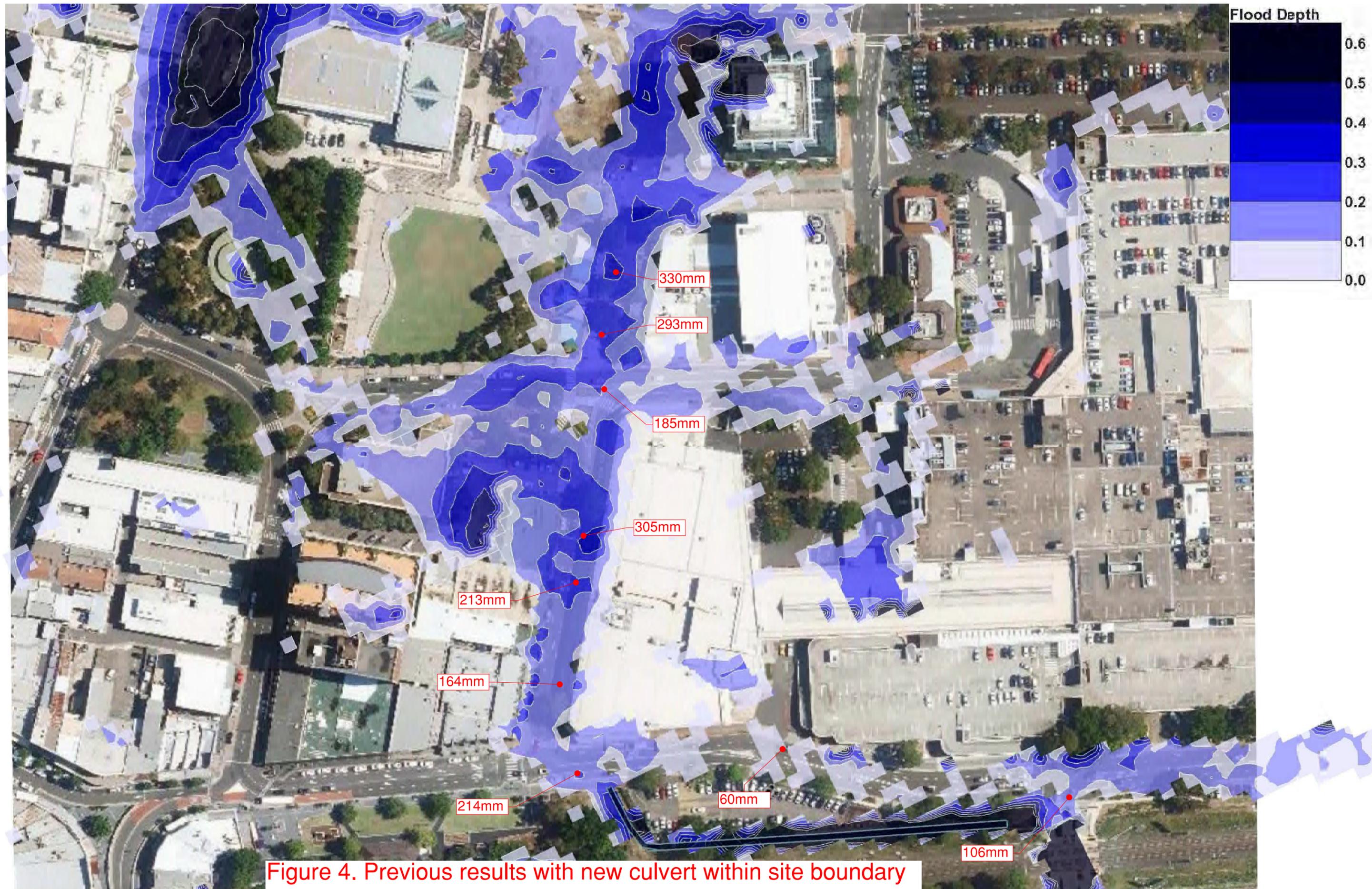
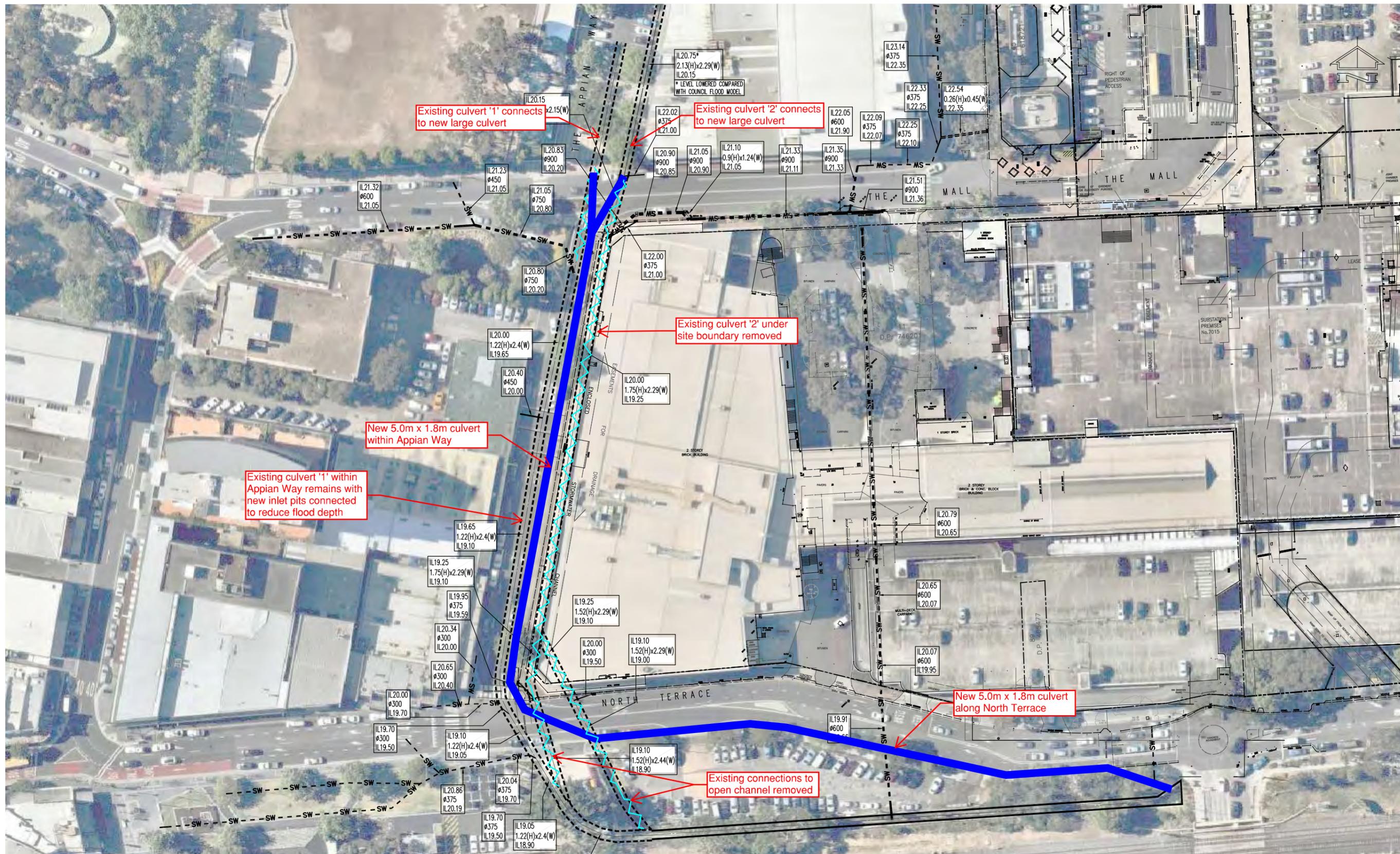


Figure 4. Previous results with new culvert within site boundary



Reference: SKC01.dwg - JCS: M30708 - Plot File Contact: Nov 22, 2016 - 4:35pm

A1 0 1 2 3 4 5 6 7 8 9 10

| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |
|-----|-------------|-----|-------|----------|-----|-------------|-----|-------|------|
| P1 | PRELIMINARY | EC | WW | 22.11.16 | | | | | |

Figure 5- OPTION MP01: Large 5m Culvert in Appian Way and north Terrace, with culvert under site boundary removed.

Sheet Subject
EXISTING STORMWATER PLAN

PRELIMINARY

| | | |
|--|------------|------------|
| Scale: A1 | Drawn | Authorised |
| 1:500 | WW | |
| Job No | Drawing No | Revision |
| 161683 | SKC01 | P1 |
| Plot File Created: Nov 22, 2016 - 4:35pm | | |

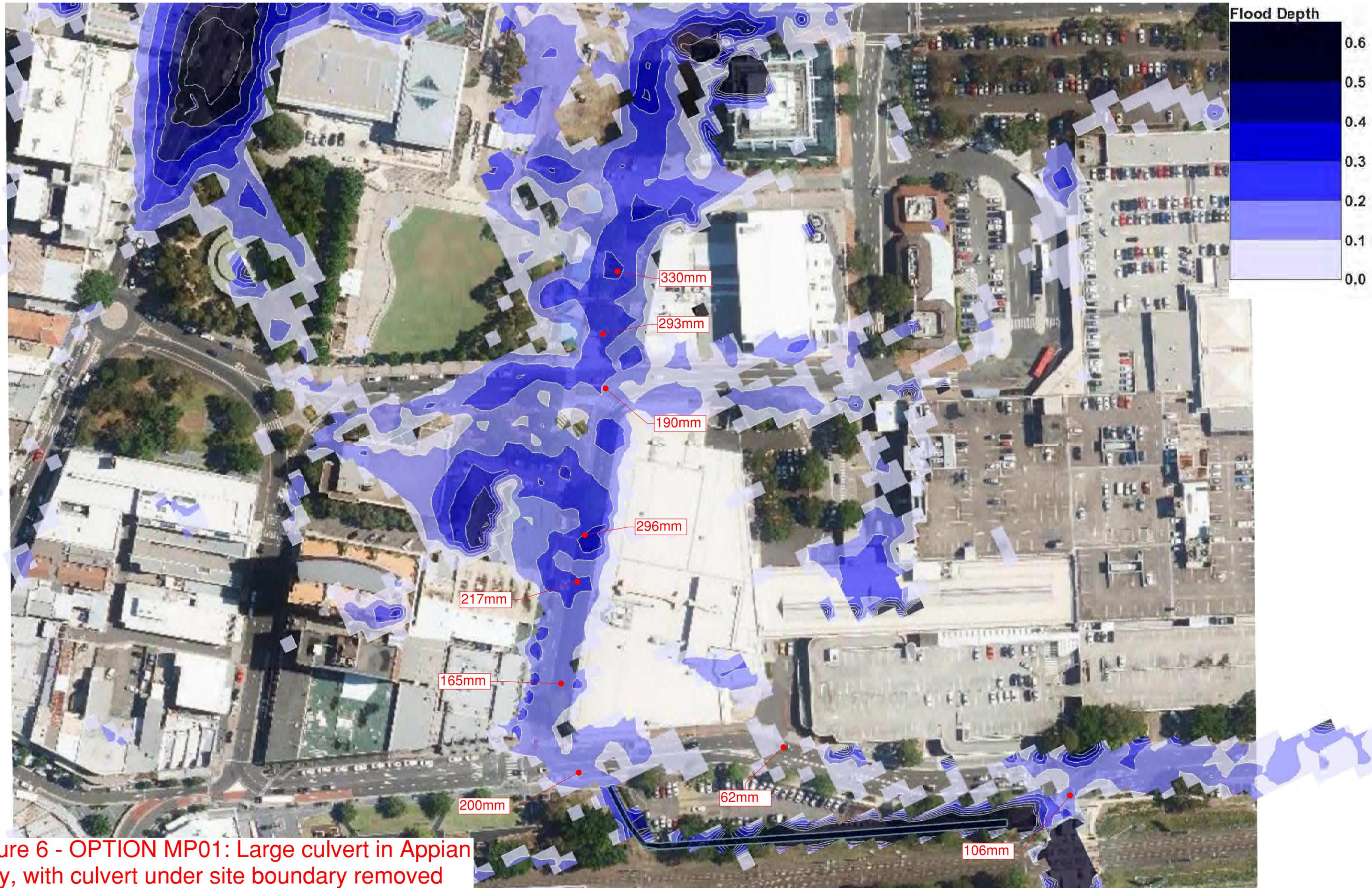
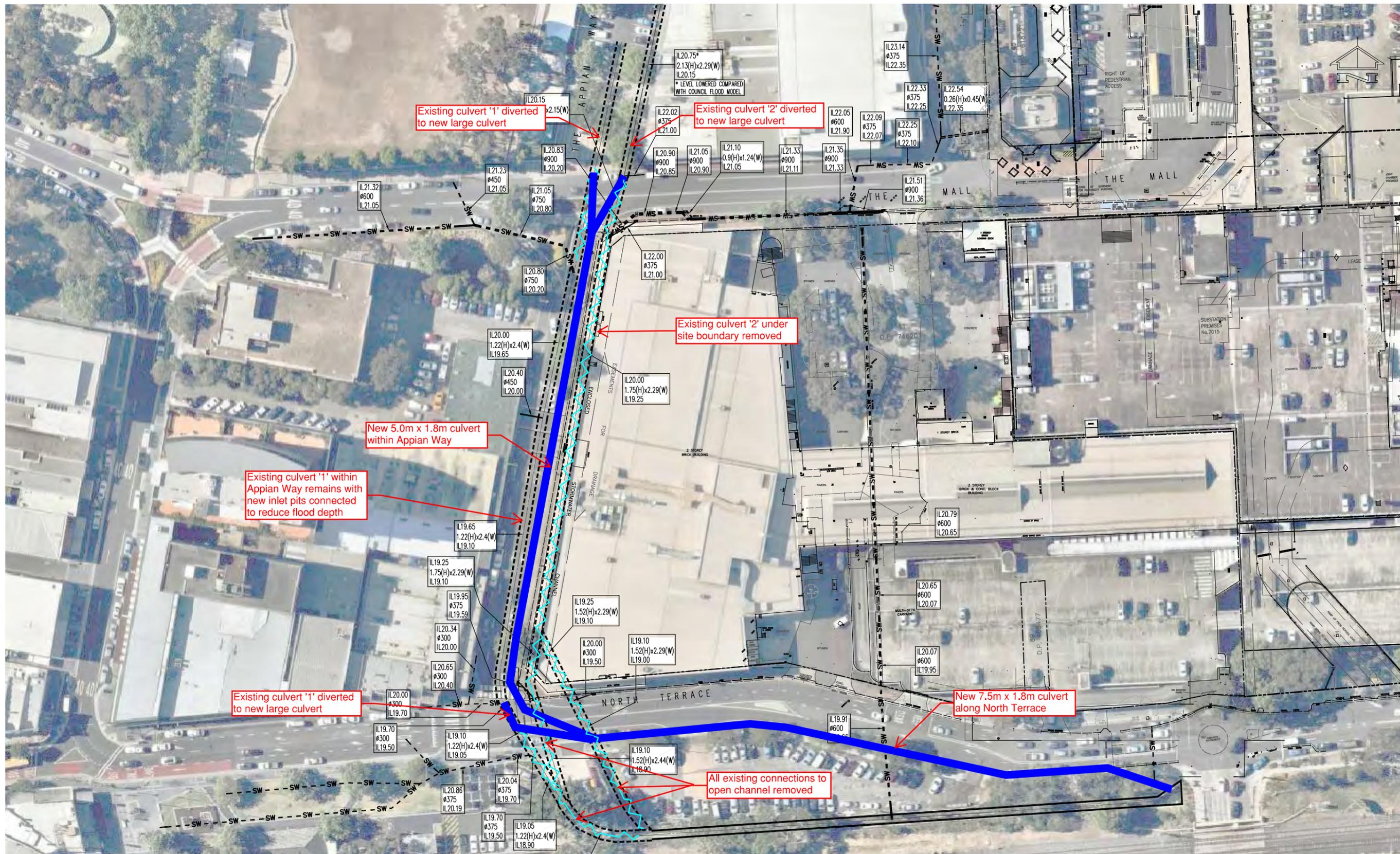


Figure 6 - OPTION MP01: Large culvert in Appian Way, with culvert under site boundary removed



Reference: SKC02.dwg - JCS: M30708 - Plot File Contact: Nov 22, 2016 - 4:35pm

A1 0 1 2 3 4 5 6 7 8 9 10

| | | | | | | | | | |
|-----|-------------|-----|-------|----------|-----|-------------|-----|-------|------|
| PI | PRELIMINARY | EC | WW | 22.11.16 | Rev | Description | Eng | Draft | Date |
| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |

Figure 7 - OPTION MP02 - As option MP01 with all connections to open channel diverted to 7.5m North Terrace culvert

Sheet Subject
EXISTING STORMWATER PLAN

PRELIMINARY

| | | | | | |
|--|--------|-------------|-------|-------------|----|
| Scale: | A1 | Drawn: | WW | Authorised: | |
| Job No: | 161683 | Drawing No: | SKC01 | Revision: | P1 |
| Plot File Created: Nov 22, 2016 - 4:35pm | | | | | |

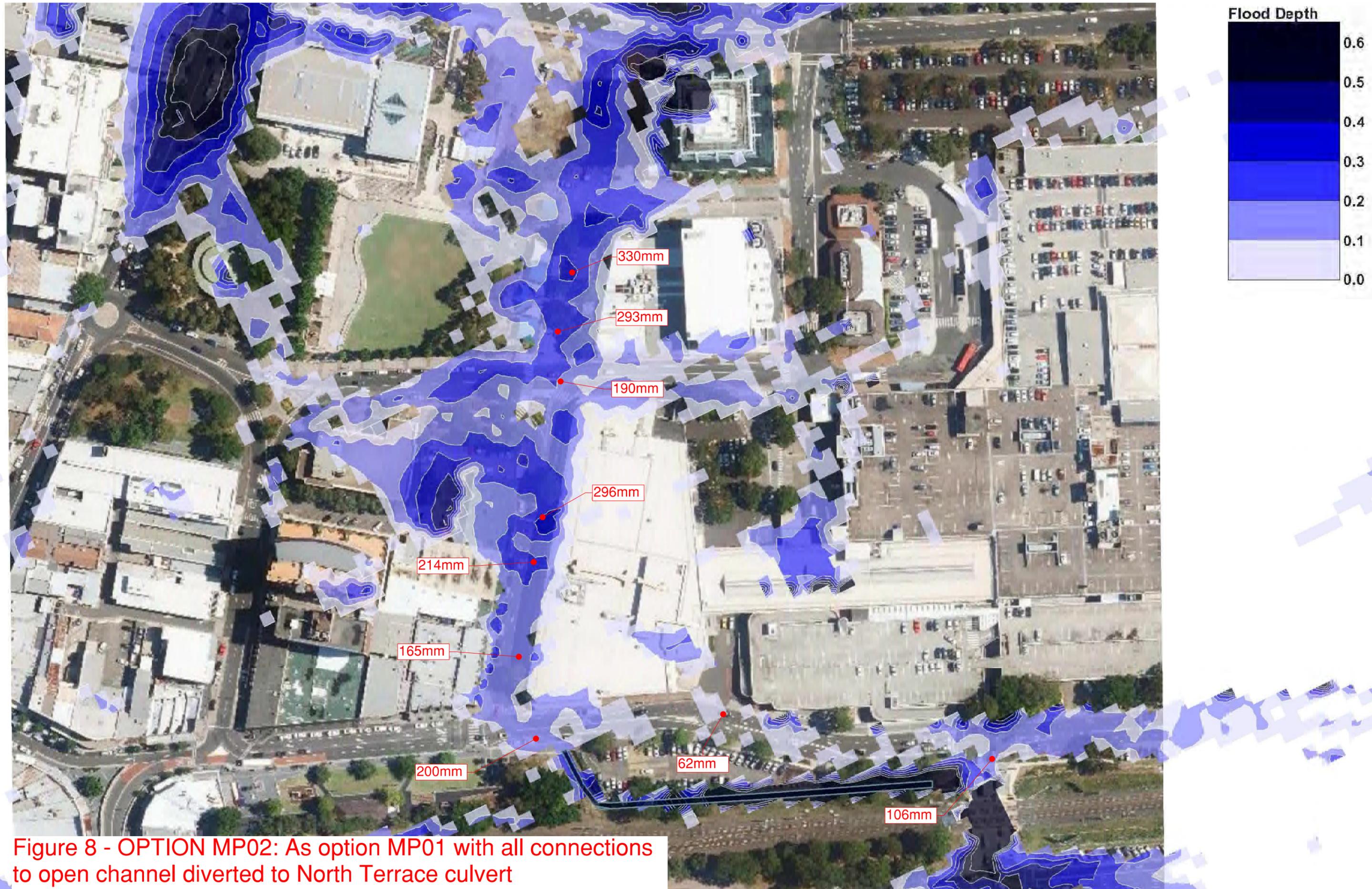
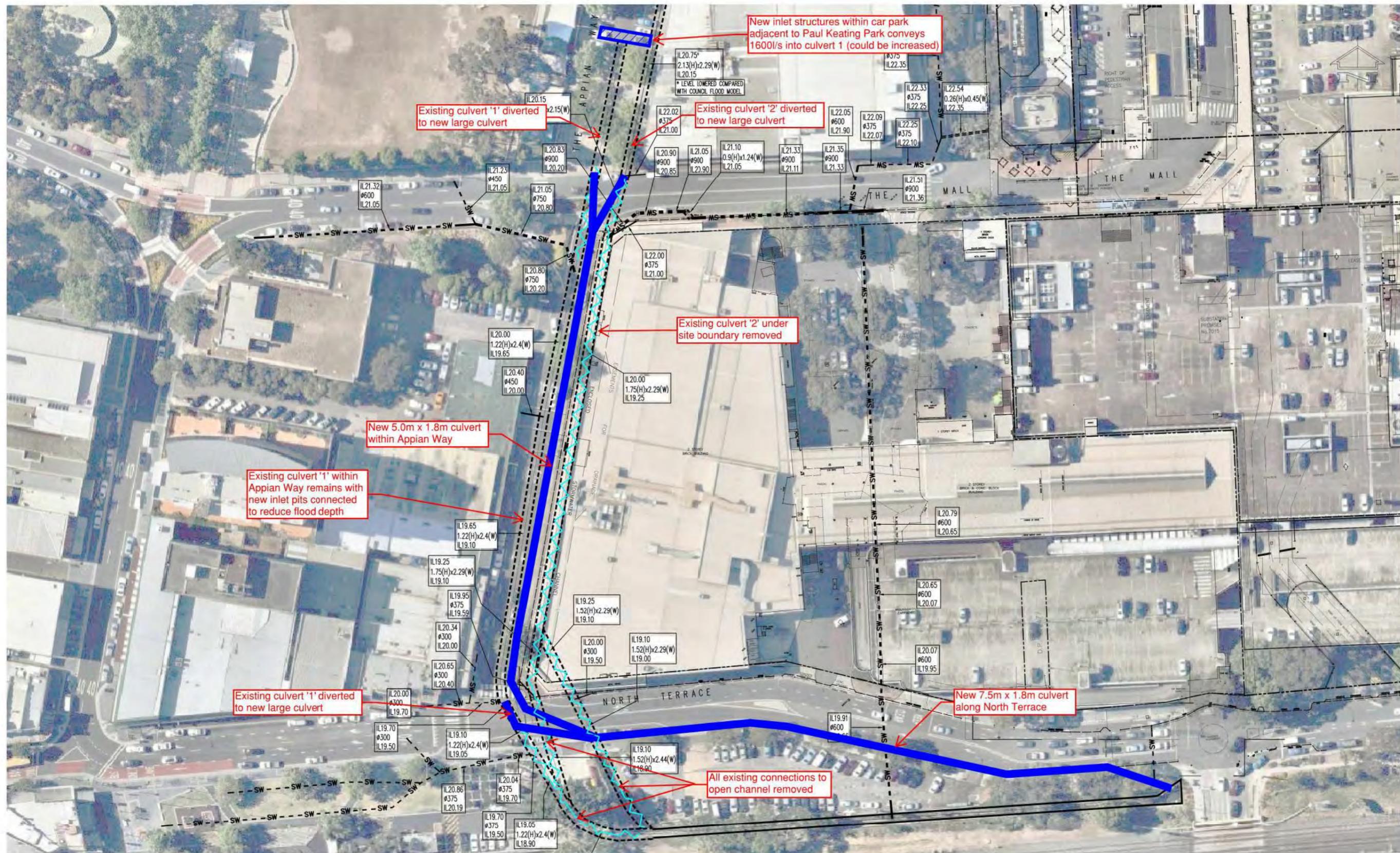


Figure 8 - OPTION MP02: As option MP01 with all connections to open channel diverted to North Terrace culvert



Tel: 02 9339 3000 Fax: 02 9339 3001 Email: info@taylor-thomson.com.au

A1 0 1 2 3 4 5 6 7 8 9 10

| Rev | Description | Eng | Draft | Date |
|-----|-------------|-----|-------|----------|
| P1 | PRELIMINARY | EC | WW | 22.11.16 |

Architect: ARCHIT ARCHITECT

Figure 9 - OPTION MP03: As option MP02 with inlet structures north of The Mall

Sheet Subject: EXISTING STORMWATER PLAN

PRELIMINARY

Scale: A1 1:500

Job No: 161683

Drawing No: SKC01

Revision: P1

Plot File Created: Nov 22, 2016 - 4:35pm

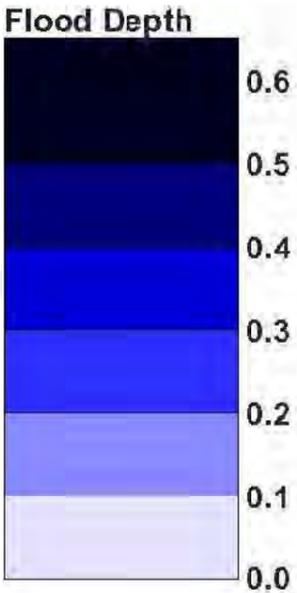
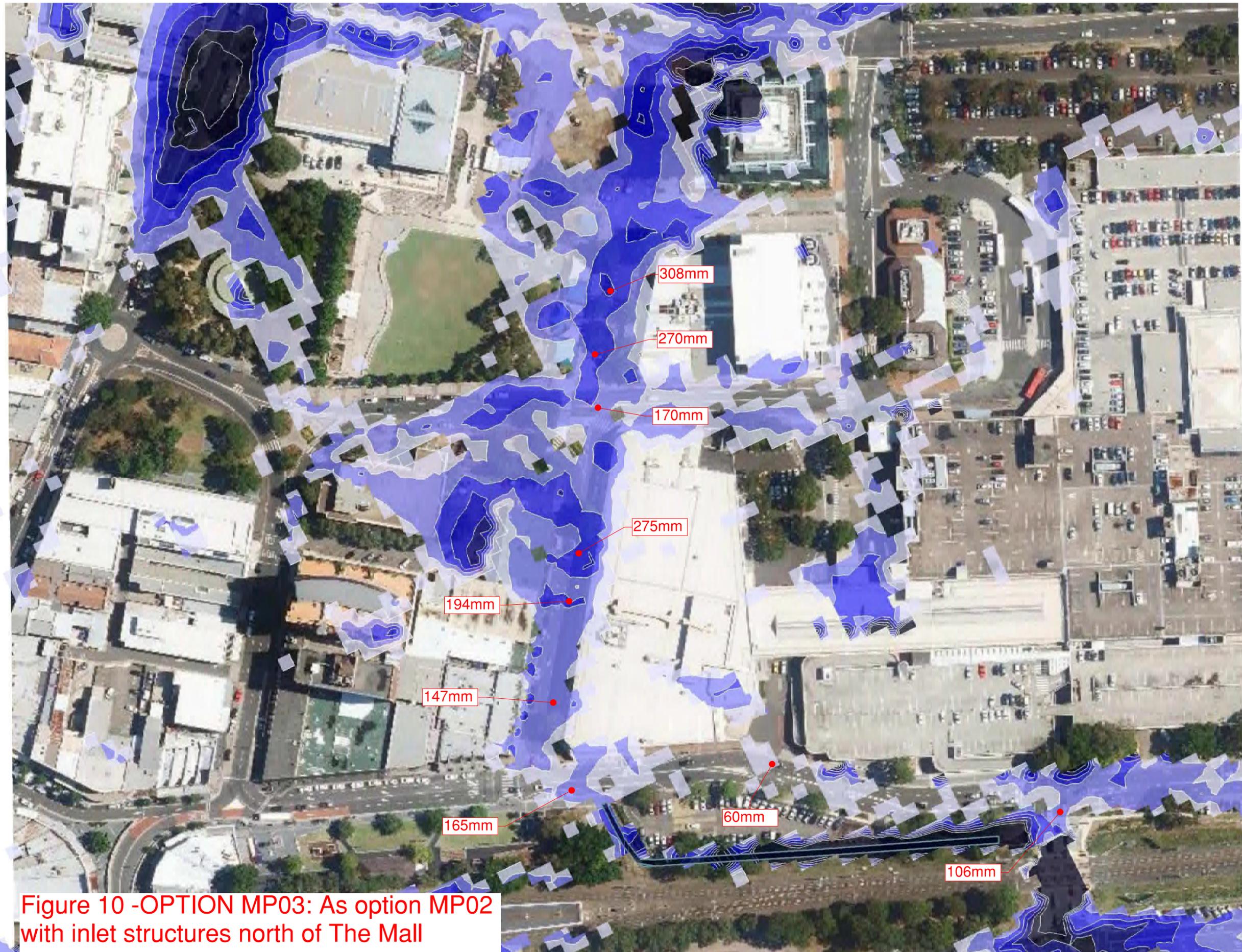


Figure 10 -OPTION MP03: As option MP02 with inlet structures north of The Mall

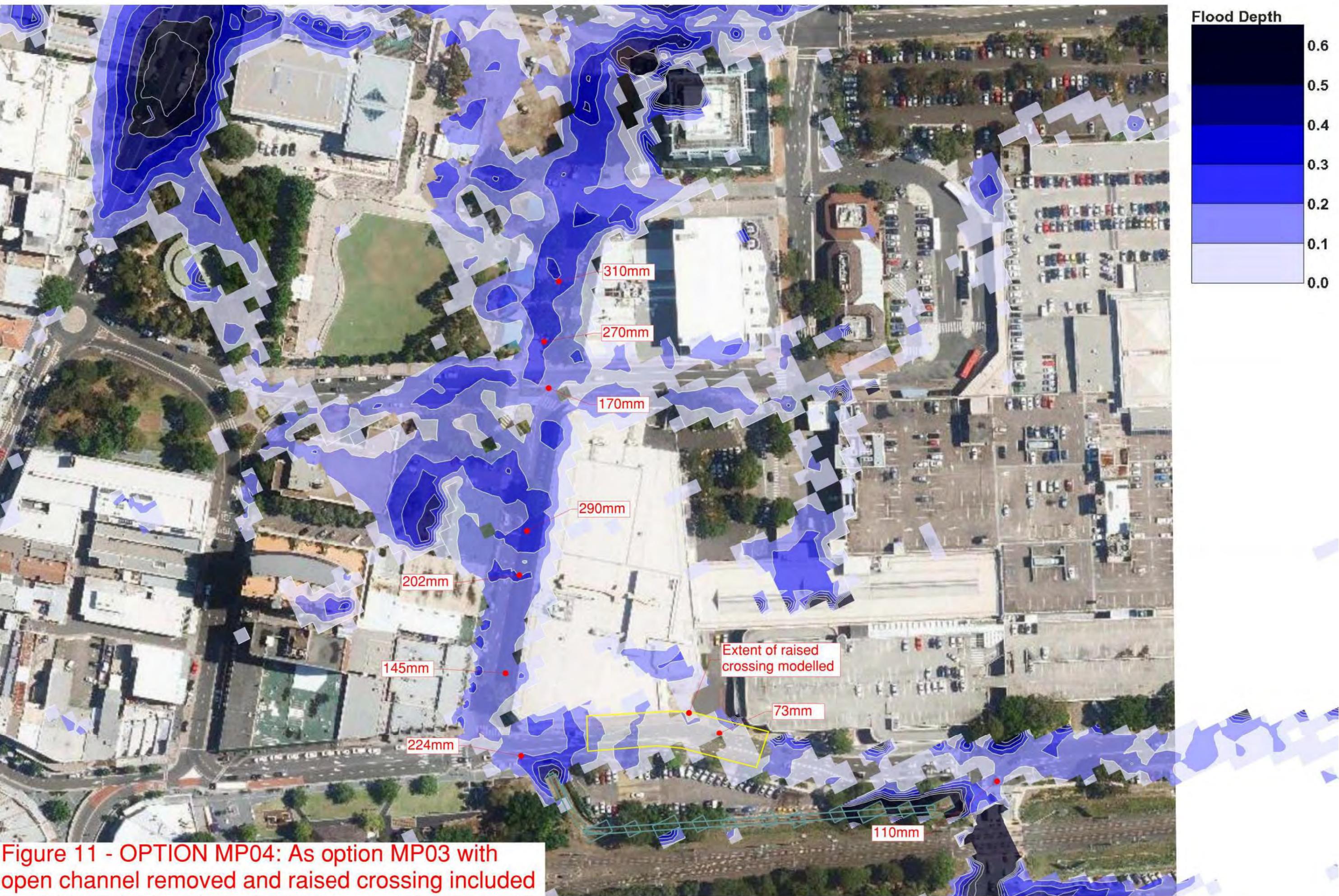


Figure 11 - OPTION MP04: As option MP03 with open channel removed and raised crossing included

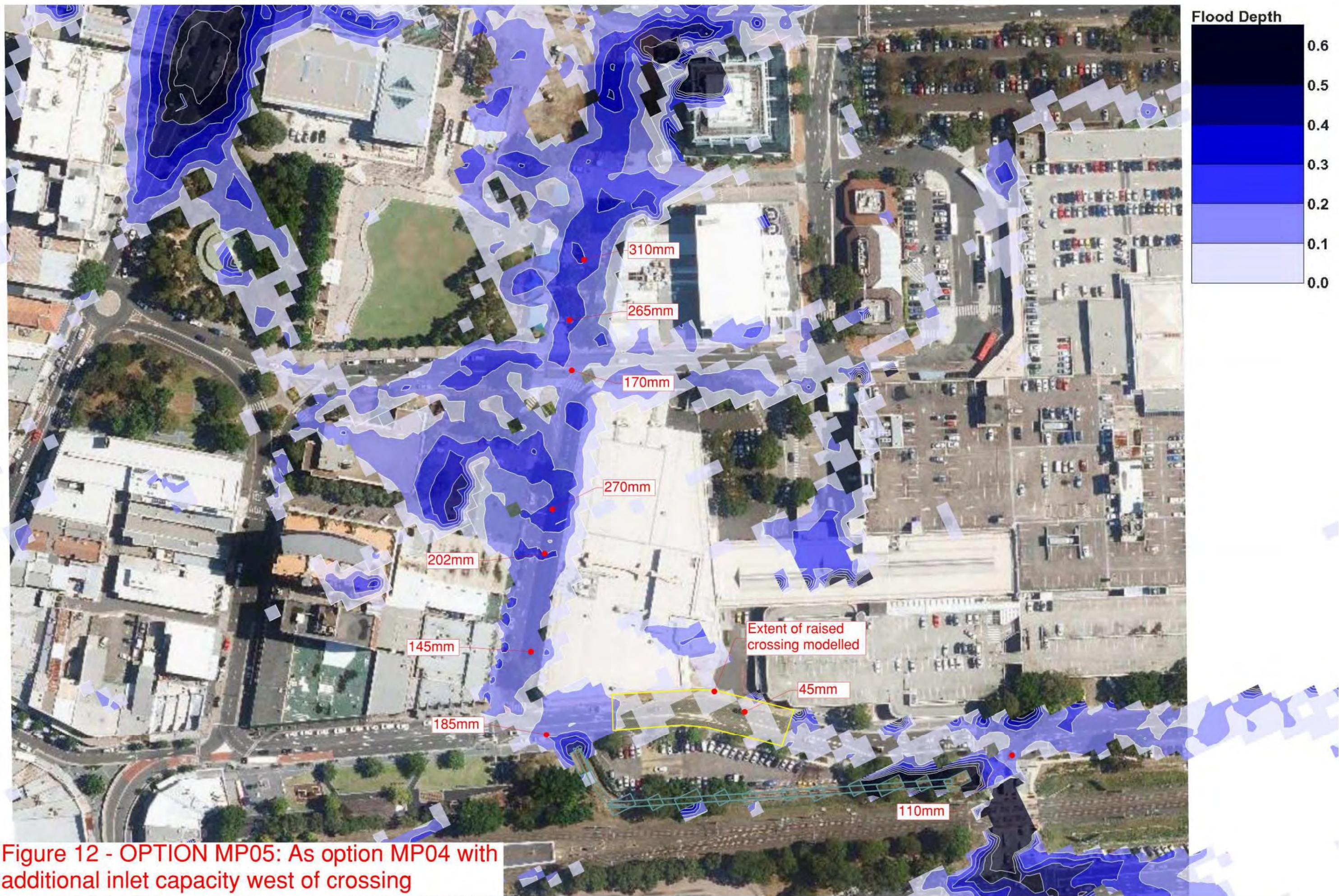


Figure 12 - OPTION MP05: As option MP04 with additional inlet capacity west of crossing

Bankstown Central Masterplan Underpass Road Works

Introduction

This purpose of this design statement is to provide details of the design intent for the Roadworks associated with the underpass upgrades between North Terrace and South terrace, to the east of Bankstown Station. The location of the underpass is shown in figure 1. For the design intent of the stormwater and culvert upgrades refer to: *Bankstown Central Masterplan Flood Study, TTW, October 2017.*

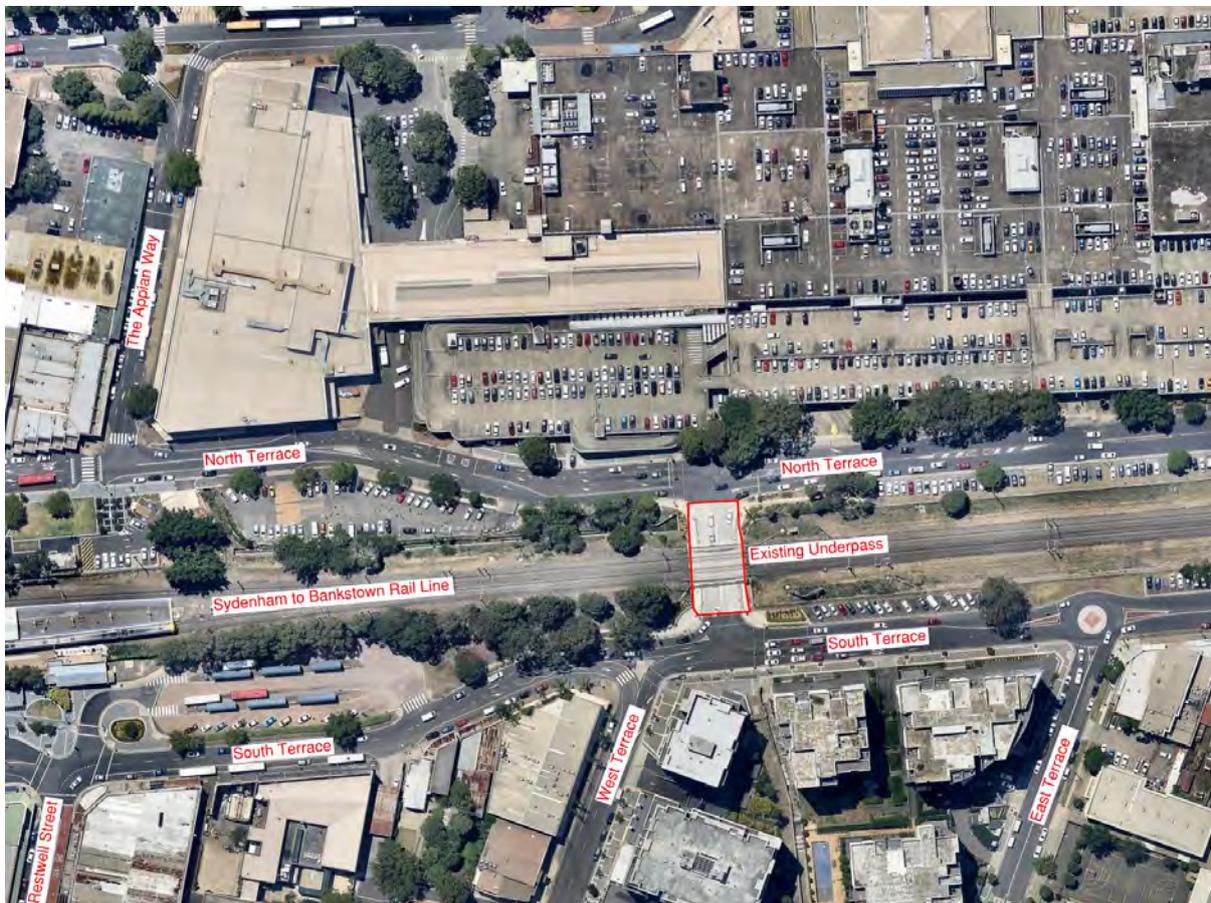


Figure 1. Underpass Location

Existing Underpass

The existing underpass has a height restriction with a maximum clearance of 2.4m. This clearance prevents buses and trucks from using the underpass (refer to figure 2). The current underpass is signalised at both the North Terrace and South Terrace junctions with two lanes through the underpass in each direction (refer to figure 3). The underpass originally had a single lane in each direction and the underpass was upgraded in 2011 to the current configuration.



Figure 2. Existing Underpass Height Restriction

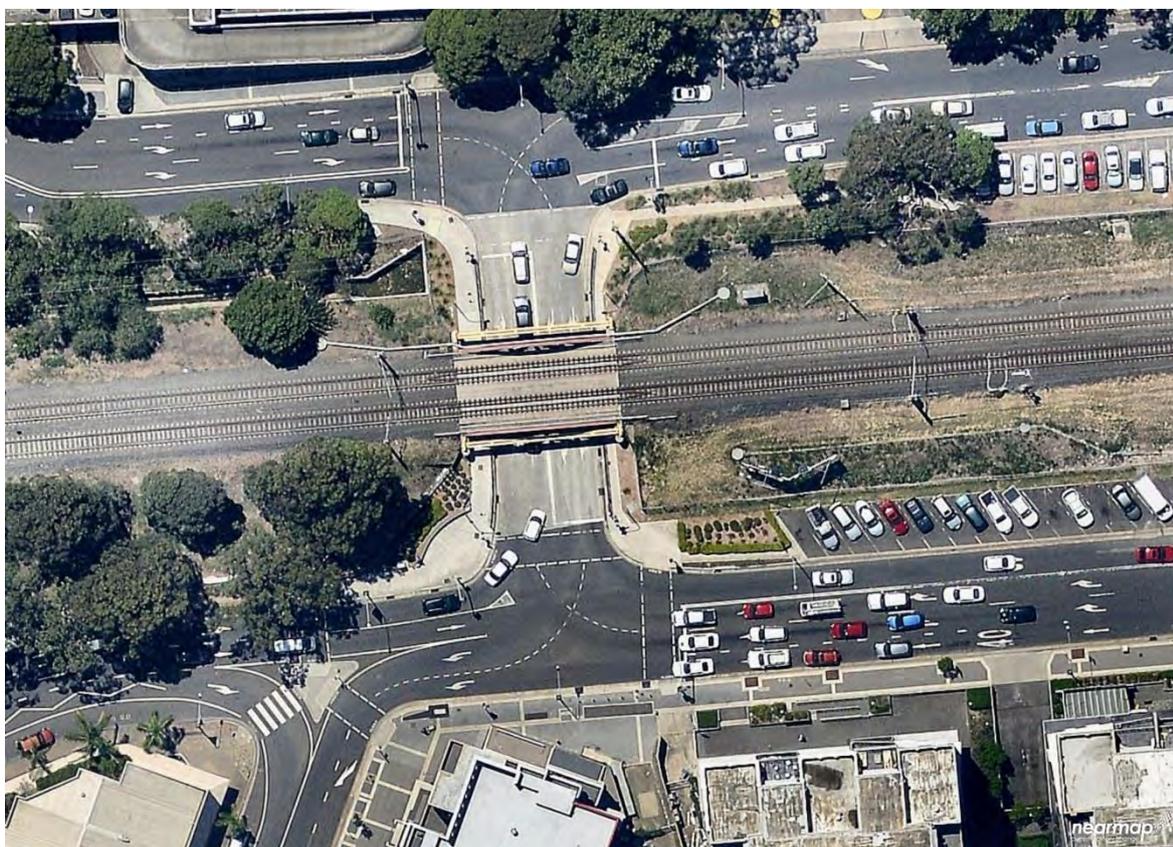


Figure 3. Existing Underpass Road Layout

Proposed Underpass Road Works

The proposed works allow for widening and lowering the underpass. The underpass will be lowered by approximately 2.1m to allow for bus and truck access between north and south Terrace that is currently unavailable. The proposed maximum clearance is 4.5m.

The underpass will be widened to allow for an additional 3rd lane in the north direction. This additional lane will allow for two dedicated right turn lanes and one dedicated left turn lane. The lane widths and road alignment have been designed to allow for the swept paths of buses. The proposed underpass road layout is shown in figure 4 and the proposed underpass section is shown in figure 5. The widening also allows for the proposed upgrades to the existing stormwater culvert; refer to *Bankstown Central Masterplan Flood Study, TTW, October 2017*. Proposed civil plans are included in the Appendix.

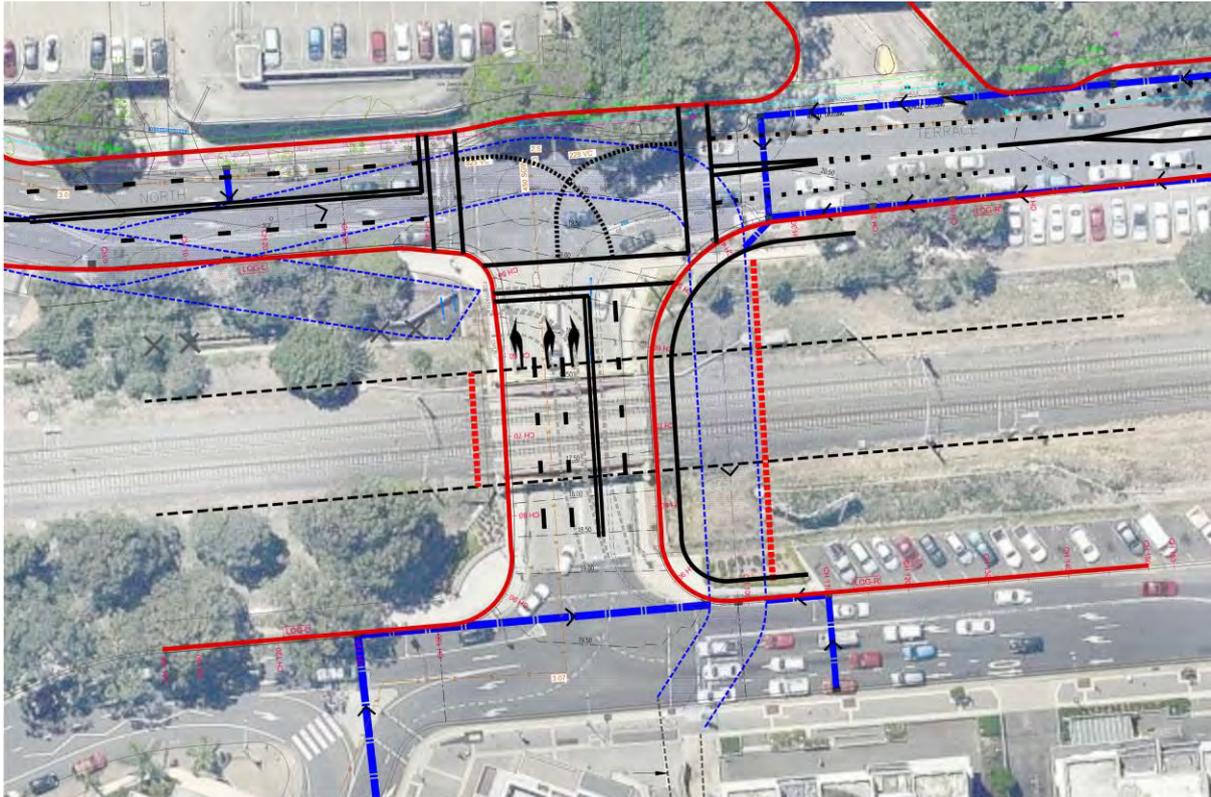


Figure 4. Proposed Underpass Road Layout

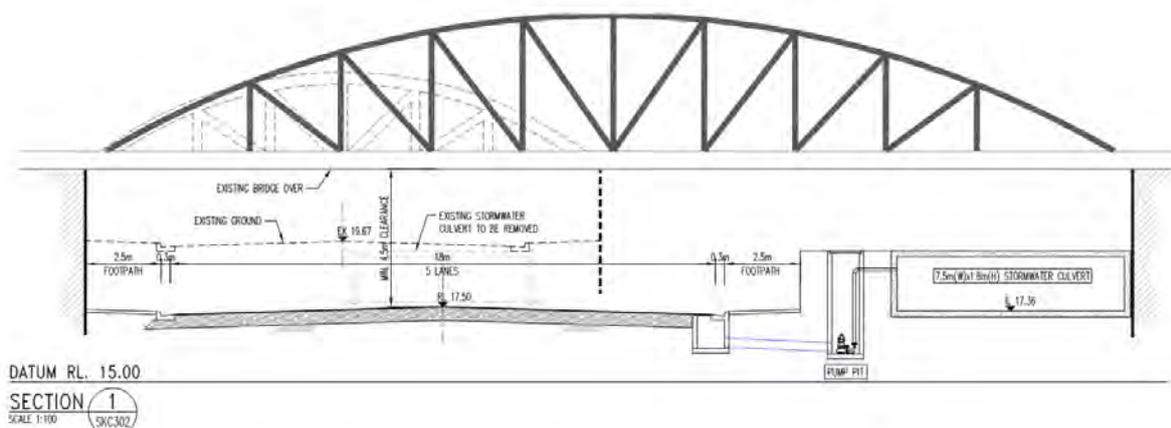
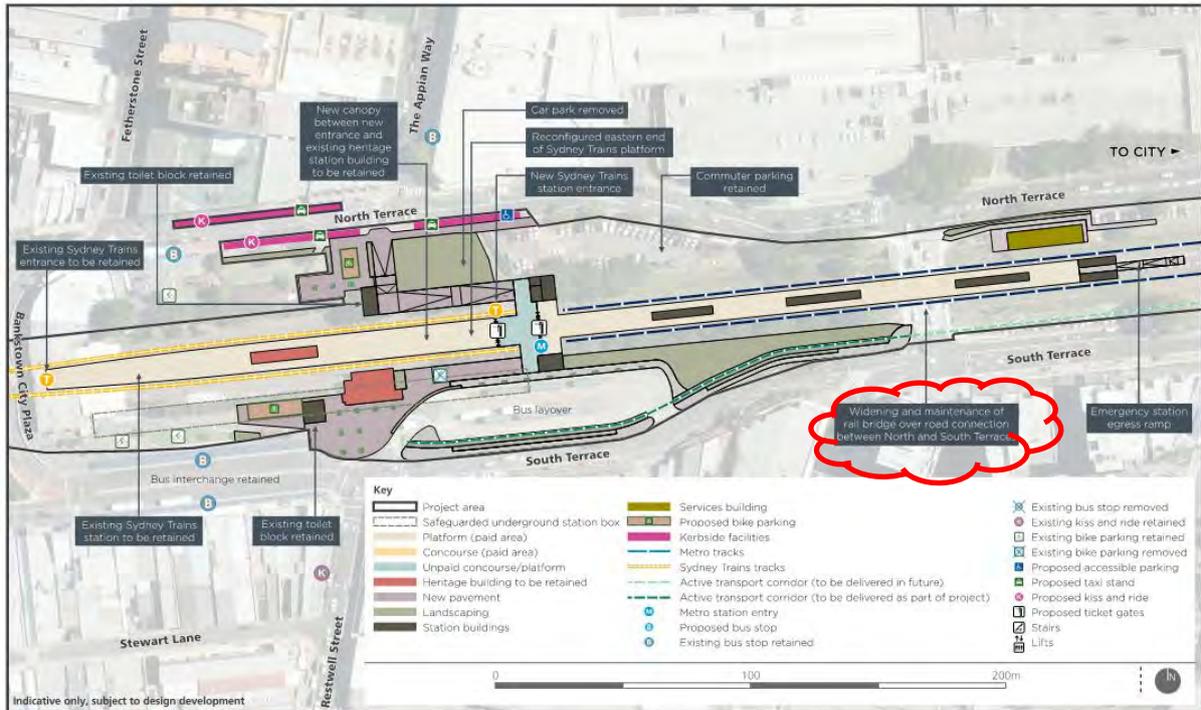


Figure 5. Proposed Underpass Section

TfNSW Sydney Metro City & Southwest

The Sydney Metro is a significant transport infrastructure investment program delivered by NSW Government. The Sydney Metro City & Southwest stage includes upgrade works between Sydenham to Bankstown. The EIS includes allowance for widening and maintenance of the rail bridge over the road between North and South Terrace, but does not provide any further detail (refer to figure 6). The proposed underpass and road works are in accordance with the key design elements of the EIS.



Bankstown Station - indicative layout of key design elements

FIGURE 8.20

Figure 6. Indicative Bankstown Station Layout

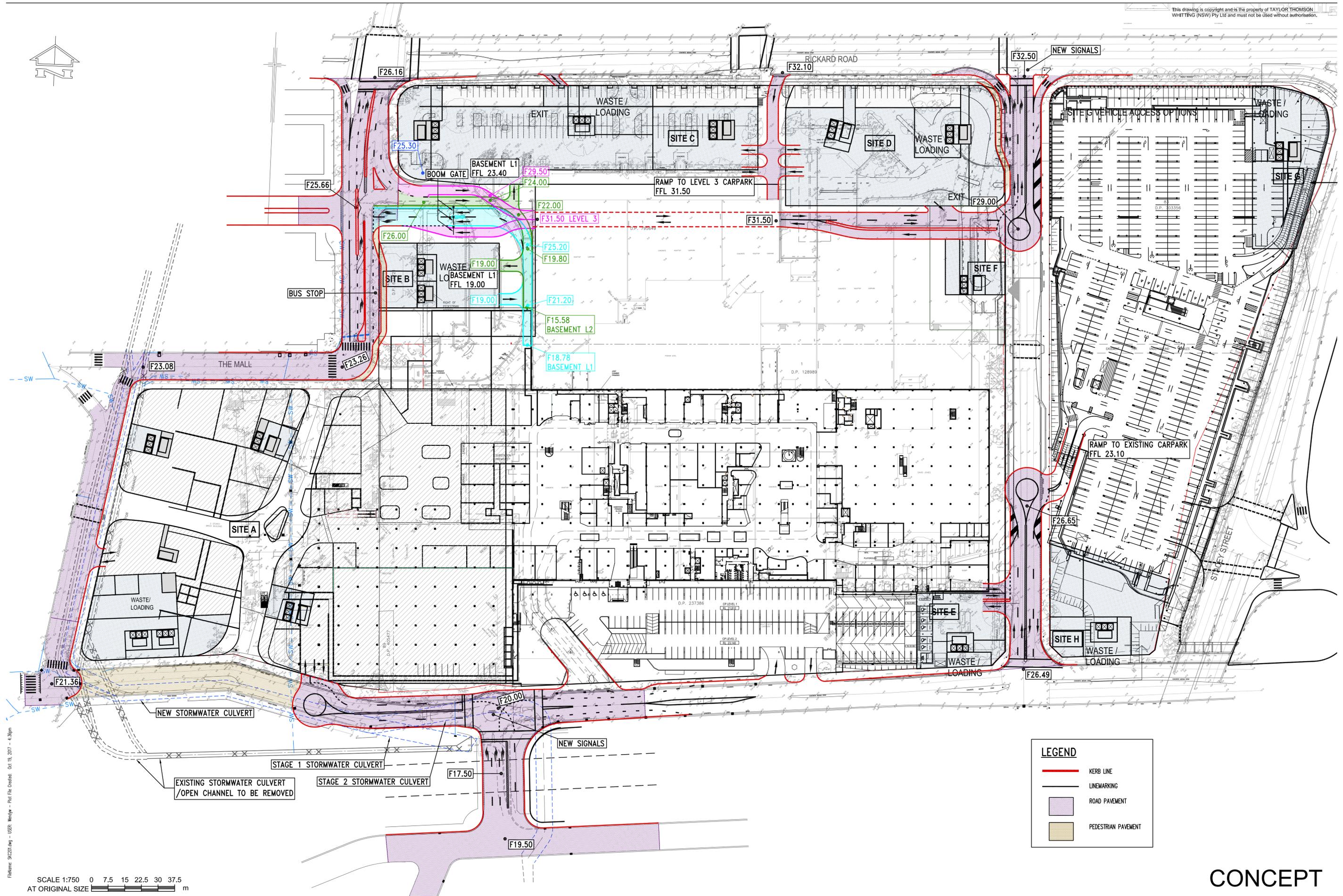
Prepared by
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**

EIRIAN CRABBE
Senior Civil Engineer

Authorised By
**TAYLOR THOMSON WHITTING
(NSW) PTY LTD**

STEPHEN BRAIN
Technical Director / Director

Appendix A - Civil Plans



LEGEND

- KERB LINE
- LINEMARKING
- ROAD PAVEMENT
- PEDESTRIAN PAVEMENT

CONCEPT

| | | | | |
|---------------------|-------------|-----|----------|------|
| P6 FOR COORDINATION | SB | WW | 19.10.17 | |
| P5 FOR COORDINATION | SB | WW | 10.10.17 | |
| P4 FOR INFORMATION | SB | WW | 04.10.17 | |
| P3 FOR INFORMATION | SB | WW | 27.09.17 | |
| P2 FOR INFORMATION | SB | WW | 20.09.17 | |
| P1 FOR INFORMATION | SB | WW | 14.09.17 | |
| Rev | Description | Eng | Draft | Date |

| | | | | |
|-----|-------------|-----|-------|------|
| Rev | Description | Eng | Draft | Date |
| | | | | |
| | | | | |
| | | | | |

Architect
THE BUCHAN GROUP
 7 KELLY STREET, ULTIMO NSW 2007

Civil Engineer

 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
**BANKSTOWN CENTRAL,
 INTERNAL ACCESS ROAD
 STRATEGY, RICKARD ROAD,
 BANKSTOWN**

Sheet Subject
**MASTER PLAN CONCEPT
 RETAIL LEVEL 1**

Scale: A1
 1:750

Drawn
 WW

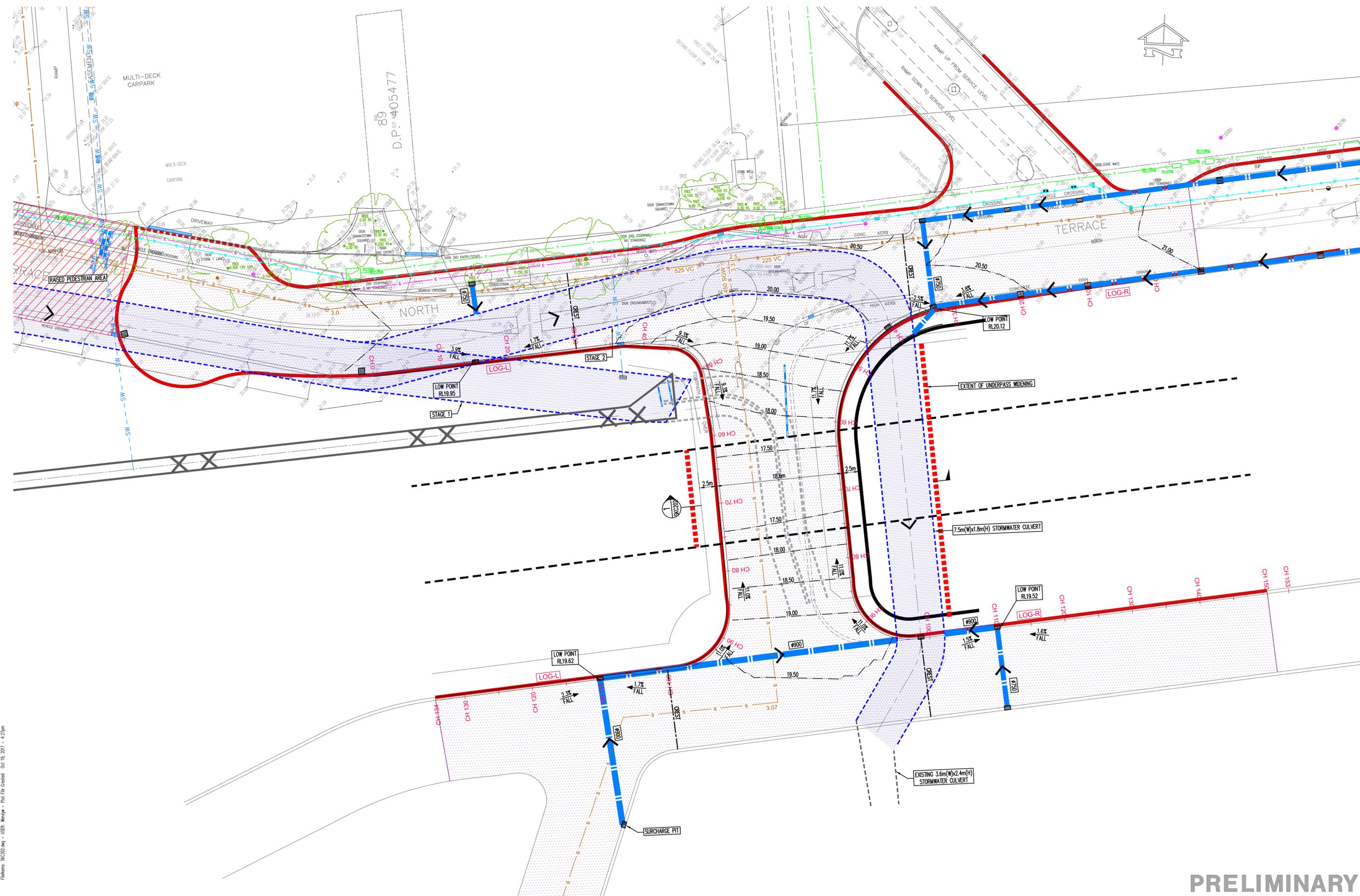
Authorised
 SB

Job No
171304

Drawing No
SKC201

Revision
P6

Plot File Created: Oct 19, 2017 - 4:36pm



Reference: SKC302.dwg - USES: Modify - Plot File Created: Oct 19, 2017 - 4:27pm

PRELIMINARY

| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |
|-----|-------------|-----|-------|----------|-----|-------------|-----|-------|------|-----|-------------|-----|-------|------|
| P2 | PRELIMINARY | SB | WW | 19.10.17 | | | | | | | | | | |
| P1 | PRELIMINARY | SB | WW | 28.09.17 | | | | | | | | | | |

Architect
THE BUCHAN GROUP
 7 KELLY STREET, ULTIMO NSW 2007

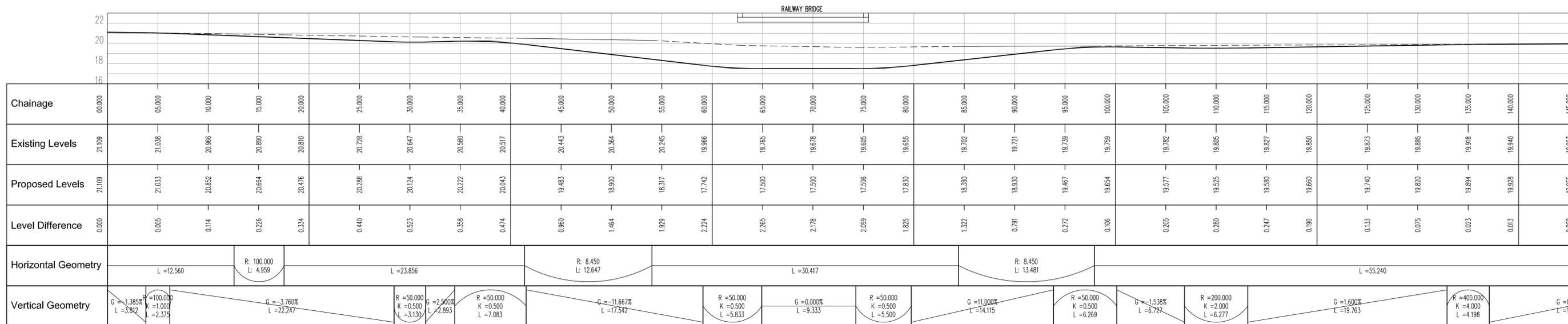
Civil Engineer

 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
**BANKSTOWN CENTRAL,
 INTERNAL ACCESS ROAD
 STRATEGY, RICKARD ROAD,
 BANKSTOWN**

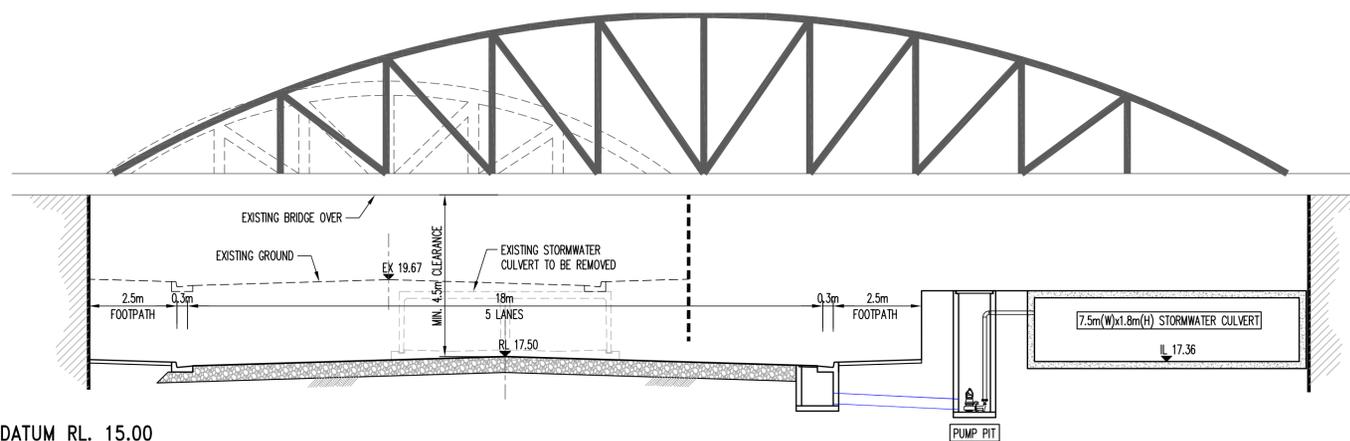
Sheet Subject
**NORTH TERRACE SITEWORKS
 AND STORMWATER PLAN**

| | | |
|--|----------------------|------------------|
| Scale: A1 1:250 | Drawn VW | Authorised SB |
| Job No 171304 | Drawing No SKC302 | Revision P2 |
| Plot File Created: Oct 19, 2017 - 4:27pm | | |



LONGITUDINAL SECTION - RIGHT SIDE LIP OF GUTTER (LOG_R)

SCALE HOR: 1:200
VER: 1:200



DATUM RL. 15.00

SECTION 1
SCALE 1:100
SKC302

Filename: SKC302.dwg - User: psmith - Plot File Created: Oct 16, 2017 - 7:03pm

| Rev | Description | Eng | Draft | Date |
|-----|-------------|-----|-------|----------|
| P1 | PRELIMINARY | SB | WW | 28.09.17 |

Architect
THE BUCHAN GROUP
7 KELLY STREET, ULTIMO NSW 2007

Civil Engineer
TTW Taylor Thomson Whitting
612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
**BANKSTOWN CENTRAL,
INTERNAL ACCESS ROAD
STRATEGY, RICKARD ROAD,
BANKSTOWN**

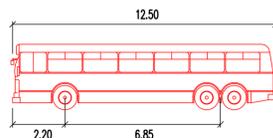
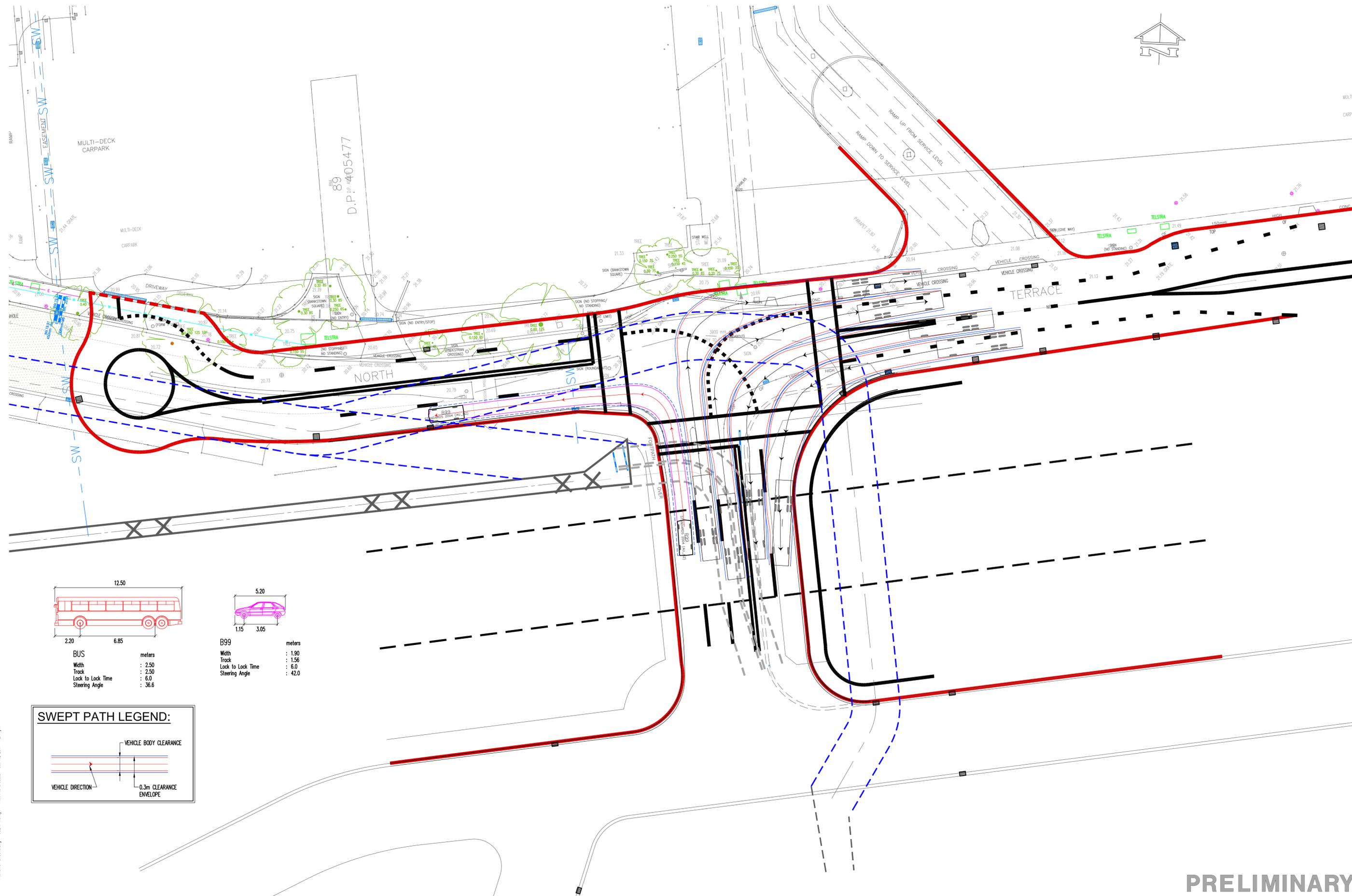
Sheet Subject
SECTION SHEET 2

PRELIMINARY

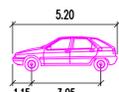
Scale: A1
AS SHOWN
Drawn: WW
Authorised: SB

Job No: 171304
Drawing No: SKC304
Revision: P1

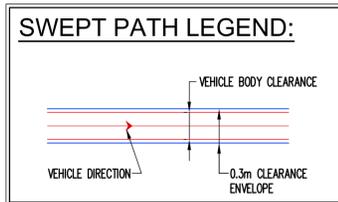
Plot File Created: Oct 16, 2017 - 7:03pm



BUS meters
 Width : 2.50
 Track : 2.50
 Lock to Lock Time : 6.0
 Steering Angle : 36.6



B99 meters
 Width : 1.90
 Track : 1.56
 Lock to Lock Time : 6.0
 Steering Angle : 42.0



Reference: SKC310.dwg - User: WWH - Plot File Created: Oct 19, 2017 - 2:47pm

PRELIMINARY

| Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date | Rev | Description | Eng | Draft | Date |
|-----|-------------|-----|-------|----------|-----|-------------|-----|-------|------|-----|-------------|-----|-------|------|
| P2 | PRELIMINARY | SB | WW | 19.10.17 | | | | | | | | | | |
| P1 | PRELIMINARY | SB | WW | 28.09.17 | | | | | | | | | | |

Architect
THE BUCHAN GROUP
 7 KELLY STREET, ULTIMO NSW 2007

Civil Engineer

 612 9439 7288 | 48 Chandos Street St Leonards NSW 2065

Project
**BANKSTOWN CENTRAL,
 INTERNAL ACCESS ROAD
 STRATEGY, RICKARD ROAD,
 BANKSTOWN**

Sheet Subject
**NORTH TERRACE TURNING
 PATH - 12.5m BUS**

| | | |
|--|----------------------|------------------|
| Scale : A1 1:250 | Drawn WW | Authorised SB |
| Job No 171304 | Drawing No SKC310 | Revision P2 |
| Plot File Created: Oct 19, 2017 - 2:47pm | | |

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 10:02 AM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 10:01:16 (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:

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.



Submission: Online Submission from [REDACTED] (object)

https://majorprojects.accelo.com/?action=view_activity&id=231009

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 8:19 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Allen Campbell (object)
Attachments: 231142_Submission to the Metro environmental impact statement_2017Nov08_2017.pdf

From: system@accelo.com On Behalf Of Allen Campbell
Sent: 08 November 2017 20:18:15 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Allen Campbell (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Allen Campbell
[REDACTED]
[REDACTED]

Dulwich Hill, NSW
2203

Content:
Submission attached

[REDACTED]
Submission: Online Submission from Allen Campbell (object)
https://majorprojects.accelo.com/?action=view_activity&id=231142

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 to the Metro environmental impact statement

Allen Campbell

14 Macarthur Pde

Dulwich Hill 2203

Introduction

The Environmental Impact Statement indicates an unacceptable degree of disruption to life in Dulwich Hill in order to replace a functioning public transport system with an alternative that will not achieve the claims made for it and those claims could be achieved by upgrading the existing rail system.

The six years of construction will create traffic problems, unacceptable noise levels, sleep disturbance and stress levels. All of which should not be forced on the residents of Dulwich Hill.

The outrageous cost in replacing the existing rail line should be targeted at expanding the public transport system to areas which do not have the multiple transport options that currently exist in Dulwich Hill.

Enlightened public planning would aim to spread the population of Sydney rather than concentrate it along the proposed Sydenham to Bankstown Urban Renewal Corridor. A well planned public transport system should facilitate people travelling all over Sydney rather than just to a hub in Sydney's CBD.

I therefore I object strongly to this poorly thought out 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 six year construction phase. It is a waste of tax payers' money as it rips up and replaces perfectly good rail lines with no expansion to the rail network.

Lack of justification

The Metro conversion of this line is not justified because:

- We already have a train service in this corridor, which could be improved by alternative means including signalling and timetable upgrades, bringing in modern rolling stock and installing disabled access to stations.
- It is bringing unwanted and destructive urban renewal to our community.
- The Government has not adequately considered alternative infrastructure options.
- It is a waste of billions of government dollars.
- Aspects of the Metro will bring reduced services, including the comparative lack of seating compared to existing Waratah Trains and the fact we will lose access to a number of important stops currently on our route, including CBD stops.
- The requirement to shut down the Bankstown line for 46 weeks during the construction period will make commuting a living hell.

Impacts of construction

The six year construction process will be enormously disruptive to the residents of Dulwich Hill.

This is largely because of the extraordinary complications of trying to build a new railway line in place of an existing operational line. This will require intensive and noisy works to take place at night or weekends (in other words the most sensitive time for the community) or force unwanted and highly inconvenient shutdown periods.

It is arguable this has never before been attempted in the history of NSW – and for good reason. It simply doesn't make sense to rip up our existing railway line to build a new one.

Severe impacts on Dulwich Hill

Impacts on Dulwich Hill include:

- A total of 1,221 properties will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the construction period from 2019 to 2024.
- This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.
- Dulwich Hill is the worst affected suburb in the corridor for sleep disturbance in the Sydenham to Bankstown Corridor.

- Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.
- New Canterbury Rd at Dulwich Hill will be packed with up to 1,020 buses a day during rail shutdown periods (eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).
- Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), Bayley St (495 buses), Beauchamp St (495 buses), Ewart St (495 buses).
- Destruction of historic wooden railway station ticket office, which EIS reports state may be State significant.
- A total of 27 commuter parking spots lost from the carpark to the south of the station, and nine out of the 17 parking spots in Bedford Crescent removed, during the construction period.
- Up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times.
- During rail shutdown periods, even after mitigation measures, the average vehicle delay for the intersection of Wardell Rd and Ewart St will increase from 32 seconds to 55 seconds.
- Residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

Based on the above, it is clear that the pain is not worth the gain.

Avoiding or mitigating these impacts

We oppose the Metro but ask that if it is approved that:

- No works are undertaken after 10pm or before 7am or after hours on weekends
- Pre-dilapidation surveys are provided to the 74 Dulwich Hill homes potentially affected by vibration and funds are set aside to repair these homes if monitoring shows that damage is happening
- Noise attenuation works (such as those offered to homes under the flight path) are offered to properties set to suffer severe noise exceedances
- Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria
- The Sydenham to Bankstown urban renewal strategy is abandoned to reduce the cumulative construction impacts in the corridor – the impact of

- railway and housing construction at the same time is not adequately addressed in the submission and a disaster waiting to happen.
- Councils are provided funds to hire additional rangers to monitor construction worker parking and to set up residential parking schemes
 -

Community consultation

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

Heritage

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items (such as the destruction of the historic wooden station building at Dulwich Hill) is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government
-

Conclusion

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Allen Campbell

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:16 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for company Save Dully Action Group (org_object)
Attachments: 231158_Save Dully submission on Metro_2017Nov08_2114.pdf

From: system@accelo.com On Behalf Of Jessica D'Arienzo
Sent: 08 November 2017 21:15:18 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for company Save Dully Action Group (org_object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jessica D'Arienzo
[REDACTED]
[REDACTED]
[REDACTED]

Dulwich Hill, NSW
2203

Content:
Please find Save Dully Action Group's submission attached.

[REDACTED]
Submission: Online Submission from company Save Dully Action Group (org_object)
https://majorprojects.accelo.com/?action=view_activity&id=231158

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

Save Dully submission to the Sydenham to Bankstown Metro environmental impact statement

November 2017



About us

The Save Dully Action Group was formed in mid-2015 in response to the Sydenham to Bankstown corridor urban renewal investigation. We have in the order of 300 members across the suburb of Dulwich Hill. Our website is www.savedully.com

Introduction

Save Dully objects 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, and also in its operational phase. These include noise, vibration, heritage, traffic and parking impacts.

The improvements brought as a result of the Metro line – such as increased service regularity, disabled access to Dulwich Hill station and an improved interchange with the light rail line – can be delivered by upgrades to the existing Sydney Trains network.

In addition, once operational, our community will suffer reduced transport services because we will no longer have access to the City Circle and will also lose direct access to stations west of Bankstown, along with losing access to trains with extensive seating.

The only real benefit of the Metro line is a benefit to every other part of Sydney by removing the Bankstown line from the City Circle, and therefore improving capacity in the City Circle. But that doesn't mean the Metro line is a good thing for Dulwich Hill or Bankstown line commuters.

In addition, a major concern to us is the fact the Metro is being used as an excuse by the NSW Government to force brutal and unwanted overdevelopment on our historic suburb.

Alarming, this development is proposed to happen at the worst possible time – when our railway line is to be shutdown and rebuilt – without any consideration of the cumulative impacts of private and public construction occurring simultaneously.

When it comes to the Metro, simply put, the extensive pain is not worth the limited gain. This application should not be approved.

Our recommendations

We oppose the Metro and asked that it is refused. If it does happen to be approved, we ask that the following recommendations be implemented:

General construction management

- A detailed assessment of the cumulative impacts of private construction due to the Sydenham to Bankstown Urban Renewal Strategy 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
- A corridor-specific Construction Noise and Vibration Strategy is prepared is exhibited before any approval is given for this project.

Noise relief

- 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
- Any future Out of Hours Strategy be exhibited for public comment, before any approval is given for the project, because of the sensitive and high-impact nature of Out of Hours works.
- Noise attenuation works (such as the works which was offered to homes under the flight path) are offered free of charge to properties set to suffer severe noise exceedances during construction
- Alternative accommodation in Dulwich Hill or adjoining suburbs 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

Vibration management

- The proponent be required to undertake pre-construction dilapidation surveys of all properties potentially affected by vibration, to allow a full understanding of the state of the properties before works begin. If the works are affected by vibration, we also ask that the proponent be required to provide compensation to affected homeowners.

Rail shutdown traffic and commuting impacts

- Before approval, the Temporary Transport Strategy be re-exhibited to provide information about the likely commuting delays to be caused by the proposed extended shutdowns of the Bankstown Line from 2019 to 2024.
- 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

Parking management

- Inner West Council is provided funds to hire additional rangers to monitor illegal construction worker parking, or parking which impacts existing residents, and to set up residential parking schemes

Albermarle St Bridge analysis

- An adequate analysis is undertaken of the impacts of the proposed closure of the Albermarle St Bridge, given that the EIS has no such analysis

Station design

- Metro stations are designed so they do not need to refer to a centralised urban design guideline and instead each station is designed to reflect local character and community views.
- 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.

Impact analysis

Summary of impacts

The five-year construction process, from 2019 to 2024, 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 and weekends (in other words the most sensitive time for the community) during unwanted and highly inconvenient line shutdown periods.

We will suffer from delays getting to our workplaces and other destinations when we are forced to catch buses during these shutdown periods.

Given the construction period is so long, we believe that existing NSW Government noise guidelines¹ which assume that construction impacts are relatively short-term should not be relied upon. Instead, if the government is determined to press ahead with the project, a new approach should be undertaken which involves far more robust solutions to protect the amenity of nearby residents.

It is arguable such a project (building a new railway line in place of an existing railway line) 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.

We are particularly disappointed by your Construction Noise and Vibration Strategy, which appears to be the same document used for the North-West and City & South-West elements of this project, despite the Sydenham to Bankstown leg of the project being significantly different to these other project elements.

For instance, the Strategy makes reference to tunnelling, which is not required between Sydenham to Bankstown.

Given that the Sydenham to Bankstown part of the project is the only part of the project which involves the replacement of an at-grade rail line, and the resultant additional impacts this brings on nearby properties, we would have expected a corridor-specific strategy. We therefore ask that such a strategy is exhibited before any approval is given.

We would now like to more closely analyse the project's impacts and the inadequate response in the EIS to these impacts.

Night-time noise

Dulwich Hill will be suburb worst affected by construction noise along the Sydenham to Bankstown Corridor. This is because of the high number of residential receivers living alongside the railway line and the fact you will need to compress highly intensive 24/7 works into a short space of time during rail shutdown periods.

We are particularly concerned by the sleep disturbance impacts of your project.

According to your EIS, a total of 1,221 Dulwich Hill 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.

¹ Such as the Interim Construction Noise Guidelines

This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.

Your Construction Noise and Vibration Strategy provides only limited mitigation measures for this very concerning and widespread impact.

For instance, it states that alternative accommodation will only be provided when noise impacts are 30 decibels above the relevant background noise level. However, your criteria for potential sleep disturbance impacts is 15 decibels above the background noise level.

It is not explained in the EIS why alternative accommodation will only be offered for residents with a 30 decibel exceedance. There is no reference in the EIS to the relevant NSW Government guideline on which this number is based.

We also note conflicting claims in your material as to whether noisy machinery will be used at night. The Metro EIS summary brochure handed out to the community says “use of highly noise-intensive equipment for rock breaking and ballast tamping will be limited to between 7:00am and 10:00pm to minimise these impacts.”

Chapter 12 of the EIS tells a different story. It says:

“Activities involving the use of hydraulic breakers and ballast tampers would not be scheduled during the night-time period (10pm to 7am), unless constraints exist such as **works requiring a rail shut down or due to the requirements of road authorities, emergency services or Sydney Coordination Office.**”

In other words, we are going to face the use of heavy machinery during our sleep time during shutdown periods, which will span up to 46 weeks from 2019 to 2024.

Given the lack of mitigation measures for sleep disturbance, we argue that no works should be undertaken from 10pm to 7am – whether with noisy machinery or otherwise.

We are also concerned by the fact that the EIS does not include an adequate Out of Hours Strategy and Plan, as is required by the Secretary’s Environmental Assessment Requirements. These requirements state: “The EIS must include a framework for both an Out of Hours Works Strategy and the development of an Out of Hours Works Plan which incorporates community consultation.”

However, no such Out of Hours Strategy or Plan is included in the EIS. In fact, a separate section of the EIS ² states: “An Out Of Hours Work Strategy would be developed to guide the assessment, management, and approval of works outside the recommended standard hours. The strategy would be developed to ensure that out of hours works are managed effectively during construction, and to avoid incidents and impacts to the community as a result of out of hours works. The strategy would be prepared in consultation with key stakeholders (including the EPA).”

Any Out of Hours Work Strategy or Plan should be subject to community consultation (not just State agency) consultation and no approval for the project should be given until this is the case.

Day-time noise

Our community will also suffer very severe day-time noise impacts.

² See page 12.106 of the EIS

The EIS states that Dulwich Hill will have the highest number of 'highly affected' noise receivers in the corridor.³ These properties will be impacted by noise 75 decibels or higher. Bridge works (presumably works on the Wardell Rd bridge) will create 106 highly affected noise receivers alone.

We would argue that, given the severe impacts on Dulwich Hill and the very long construction period, a program should be established to offer residents noise insulation.

This would be in line with the noise insulation offered to residents when the third runway for Sydney Airport opened⁴, although a different set of criteria would need to be developed compared to the airport insulation program which was based on Airport Noise Exposure Forecast contours.

Vibration

Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from "worse than cosmetic" excessive vibration levels caused by the use of intensive construction equipment. Again, Dulwich Hill have the highest number of heritage properties impacted by vibration along the corridor.

Despite these significant impacts, your Construction Noise and Vibration Strategy offers only to seek to install monitoring when these vibration levels are exceeded. No offer of pre-construction surveys or compensation has been placed on the table.

We are concerned that you are setting a less stringent criteria for what is considered excessive vibration, because the proponent claims applying the criteria in the NSW Government's Interim Construction Noise Guideline will cause "unnecessary constraints" as your project as a construction project will proceed for a "shorter time period".⁵

However, this argument is simply false because the construction period is very long – some five years in fact.

As a further insult, pre-construction dilapidation surveys are being offered to owners of public buildings⁶, but not residential buildings. It is not clear why owners of private buildings are being discriminated against.

As such, we ask that the proponent be required to undertake pre-construction dilapidation surveys of all potentially affected properties, to allow a full understanding of the state of the properties before works begin. If the works are affected by vibration, we also ask that the proponent be required to provide compensation to affected homeowners.

Parking impacts

There will be severe parking impacts as a result of this project.

The EIS reports that a total of 27 commuter parking spots would be lost from the carpark to the south of the station during rail shutdown periods, and nine out of the 17 parking spots in Bedford Crescent removed during the entire construction period.

In addition, up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times, also during the construction period.

³ See page 12.25 of Chapter 12 of the EIS – Construction Noise

⁴ See <https://infrastructure.gov.au/aviation/environmental/insulation/index.aspx>

⁵ See page 17 of the Construction Noise and Vibration Strategy

⁶ See page 13 of the Construction Noise and Vibration Strategy

These changes will undoubtedly have an impact on parking currently enjoyed by local residents.

The EIS states that there are 1,260 unrestricted parking spaces within a 400m radius of the station, which are 73 per cent occupied – in other words 340 unoccupied spaces.

The combined loss of commuter parking and construction worker impacts are expected to cause increased competition for on-street parking currently enjoyed by residents.

Given there will be up to 130 construction workers and commuters will be locked out of up to 27 previously available commuter parking spots, we can presume around half of these 340 spaces will now become occupied, leaving less available spaces for residents, including on weekends. This will obviously be a problem in particular for areas closest to the station which are not covered by residential parking controls.

The evidence from other construction projects in the area is that construction workers have no or little regard for local residents and are willing to park across driveways or in illegal locations if it means they can park close to where they are working. They will abuse local residents who challenge them.

As such, we request that funding is provided to Inner West Council to manage parking impacts, including to investigate and establish resident parking schemes (if supported by nearby residents) and to hire additional rangers to undertake parking patrols.

Traffic impacts

The traffic impacts on our suburb will be significant, particularly during rail shutdown periods.

We note the EIS social impact assessment says, in regard to traffic impacts that “during construction, traffic congestion, travel delays, diversions, access and parking restrictions and alternative public transport arrangements may discourage some people from making some trips or access certain areas, cause increased stress levels in some people, and limit access to some areas.

“This could also affect people’s ability to carry out their usual networking and social activities, impacting on community cohesion. These impacts would be particularly experienced by vulnerable groups (e.g. the elderly, people with disabilities and those from culturally and linguistically diverse backgrounds).”

Rail shutdown period impacts

Commuter buses and construction traffic will flood our suburb during the shutdown periods. In particular:

- Marrickville Rd between Darley and Wardell Rd will be packed with anywhere between 600 and 1,020 replacement commuter buses a day (for eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).
- Other residential streets with significant bus impacts include Bayley St (up to 570 buses), Beauchamp St (up to 570 buses), Ewart St (up to 570 buses).
- This, along with construction traffic, will cause the average vehicle delay for the intersection of Wardell Rd and Ewart St to increase from 32 seconds to 55 seconds, even after mitigation measures. This will particularly impact parents seeking to access St Maroun’s School, which is located on Wardell Rd.

We think these impacts on their own are excessive and will undermine the fundamental character and orderly operation of roads in our suburb and therefore strongly warrant refusal of the project.

To this end, it is concerning that the EIS is unable to say with any certainty what the impacts will actually be, because the exact nature of the temporary transport configuration will only be determined in individual Temporary Transport Plans for each shutdown period.

For instance, the potential impact on Bayley St ranges from 40 buses a day to 570 a day.⁷ In addition, the impact on Wardell Rd could be anywhere from zero additional buses to 230 additional buses a day, depending on what model is adopted.

This makes it impossible to comment on the EIS and also provides an inadequate level of information to residents as to how their street will be impacted.

Given this, we think the approval should state that individual Temporary Transport Plans should be exhibited for public comment, before being allowed to be implemented.

Bridge impacts

Dulwich Hill will experience:

- Partial closures on weekends and nights for the Terrace Rd underbridge and Wardell Rd overbridge for six months.
- Full closure of the Albermarle St overbridge at Marrickville for one month and partial and full closures during weekends and nights for seven months.

These bridge closures will have a further destructive impact on our community, which warrant refusal of the project.

We are disappointed in particular in the approach for the Albermarle St bridge, a bridge which serves local residents. Unlike every other bridge, the EIS fails to even count traffic on the bridge and states, without evidence, that closures “are not expected to have a significant impact on the surrounding local road network as the bridge services a small residential catchment. These works would be covered by a detailed traffic management plan.”

We ask that a proper analysis of the impacts of closing this bridge are undertaken.

Construction haulage routes

We note that quiet residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

There appears to be insufficient justification for the use of these streets as heavy vehicle traffic haulage routes, nor information as to how many vehicle movements they will experience. We ask that the proponent be required to produce this information in its response to submissions report.

Heritage and urban design impacts

The Metro’s introduction will have significant heritage and urban designs impacts, mostly on our railway station but also within our heritage conservation areas.

⁷ See page 211 of the Sydney Metro City & Southwest Sydenham to Bankstown upgrade – Technical Paper 1 - Traffic, Transport and Access

We acknowledge the station will bring some benefits, particularly disabled access to the platform and trains and an improved interchange the light rail stop, but this will come at a significant and unnecessary heritage cost.

Station overhead booking office demolition

We note with disappointment that the 1935 weatherboard overhead booking office is to be removed. We note that the building was ranked in second position in the State for significance in an analysis undertaken by the Australian Museum in 2014 and recommended for retention.⁸

This wooden building is an eye-pleasing and contributory element of the Dulwich Hill station group, which is effectively the 'face' of the suburb to visitors and residents. The EIS itself states: "The removal of the overhead booking office would remove an element of high significance in the station. The new concourse would add considerable bulk to the station."

We would like more information as to why the booking office must be removed. None of the diagrams make clear how the platform straightening process imperils it. Given that the EIS states that the Dulwich Hill platform will be left as a curved platform, and not straightened like the other platforms⁹, we remain confused as to why it needs to be demolished.

A process which involves the building being relocated to another community facility would appear to be a wholly second-rate option which removes the building from its important context and reason for being. We would like to pursue every option to retain the building at its current location, such as for a café or community hall.

Platform building

In addition, we also note that the 1935 platform building will be retained but will now be overwhelmed by a modern, generic and large station design.

To this end, we note that the EIS says: "Overall, the proposed ribbon canopies, covered concourse, and station infrastructure would have a major impact on the character and setting of the Dulwich Hill Railway Station Group. The materials likely to be used and the contemporary nature of the proposed new concourse, canopies, and station buildings, would provide a distinctive design **easily differentiated** from the heritage components of the item.

The additional platform screen doors would result in a moderate visual impact.

When considering cumulative impacts overall, the assessment concluded that the project would result in a major visual impact on the Dulwich Hill Railway Station Group."

The above statement leads us to the view that there has been no real attempt to adequately blend the old and the new (see further discussion below on station design).

Overall station design

We object to the proposed approach to have a "consistent line-wide identity" to station design.

While your Sydenham to Bankstown Design Guidelines makes some comments about ensuring local character is included in station design, there is no evidence this will be put into practice apart from the possibility of some local art.

⁸ EIS page 14.25

⁹ EIS page 6:11

Indeed, the Guidelines make repeat reference to “consistent line-wide identity” as the overwhelming design imperative.

For instance, the Guidelines state “entrances to stations including canopies and concourses are to provide a consistent line-wide identity for Sydney Metro and are to be clearly visible from the immediate area.”

It also states “Canopies, roofs and soffits are key elements that should share common materiality and form across all stations to provide a common line-wide identity.”

Overall, we would like to see a new approach to design where the character of the surrounding community is reflected in the station design, rather than a corridor-length generic ‘Metro-design’ approach. We believe the generic approach merely reinforces the perception – and indeed the reality – that the Metro is an ‘invader’ in our community which doesn’t respect our community and the station is the ‘invaders’ new palace’.

We fundamentally object to this approach and request that these words so that they read along the lines of “each of the Metro stations will have a very different design and style, depending on local context and character, and will seek to be as unobtrusive as possible”.

Response to local feedback

At a consultation session held between Metro designers and a small number of Save Dully group members in June 2017, members broadly requested that the station design should seek to be as low-scale and unobtrusive as possible and also reflect the heritage, low-scale character of the surrounding community.

We note that Chapter 7 of the EIS states that the following measures were undertaken in response to this meeting:

- Redesign of shops on concourse and positioning of stairs and lifts.
- Use of natural materials and retention of natural rock face where possible.
- Minimising the scale of the concourse and canopies where possible, having regard to customer requirements.

It is difficult for us to visualise these changes, given we were not able to take copies of the initial station design, and seek to discuss these changes further with the proponent before an approval is given.

Impacts on heritage conservation areas

As outlined above, there will be significant vibration and noise impacts on heritage conservation areas.

Commuting impacts

We consider that the EIS inadequately explores the impacts on commuters during the rail shutdown periods.

The Temporary Transport Strategy indicates a range of different options are being explored and will be refined in individual plans for each shutdown period.

While the EIS has a close examination of potential impacts at individual intersections, it does not provide any overall examination of the extended and increased commuting trip time that commuters will face during shutdowns. Given that up to 1,500 buses will be required on some roads, we expect these increased times will be substantial.

We do not think this is appropriate that this information is not included in the EIS – given it is a fundamental impact of the project which needs to be assessed - and ask that the EIS be re-exhibited with this information, before any approval is given.

Cumulative impacts

It is quite frankly unbelievable that the EIS does not include a cumulative impact assessment of the construction impacts of both the urban renewal strategy and the construction of the railway line.

The EIS states in Chapter 19 that: “The draft Sydenham to Bankstown Urban Renewal Corridor Strategy is relevant to the study area in which the project is located. The draft strategy proposes 35,400 new homes and 8,700 jobs over the next 20 years and associated infrastructure between Sydenham and Bankstown.

“However, due to the draft and strategic nature of this plan, there are no definitive works proposed, and it is not considered as part of the cumulative impact assessment.”

This statement is made despite a separate section of the EIS stating that an intrinsic part of the Metro project is the delivery of urban renewal. Indeed, page 9 of Chapter 6 says the Sydenham to Bankstown project was chosen because it “supports growth”. This indicates that the government believes the urban renewal and Metro construction should go hand-in-hand and therefore the impacts of the two should be assessed together. It is disappointing this has not occurred.

We have analysed the precinct plan dwelling forecasts in the revised Sydenham to Bankstown Urban Renewal Strategy (these dwelling forecasts included the predicted number of new dwellings in five-year timeframes).

Our analysis shows at least 10,000 new dwellings (containing up to 30,000 residents) will be built along the Bankstown line between next year and 2024 while the Metro is under construction. This will include some 810 homes in Dulwich Hill.

This early construction of dwellings has been facilitated by the decision to change the Statewide rules for developer-initiated rezonings in August 2016. This rule change allows developers to use the revised strategy to support their rezoning proposals – even when this strategy is on public exhibition. Developer Mirvac has used this new provision to lodge a major planning proposal for the Carrington Rd estate near Marrickville.

This level of construction in itself will create a huge amount of construction traffic, along with additional demand for rail services when services will be at their weakest.

To us it makes no sense at all to be bringing this number of additional people into the corridor, at the same that the railway line is being shutdown and when construction impacts from the new Metro will be at their highest.

It is even more bewildering to us that this issue is not even examined by the EIS, particularly given from June to September 2017 the urban renewal strategy was subject to a revised and second exhibition (which indicates a strong level of government commitment to the project).

We ask that no approval is given for the Sydenham to Bankstown section of the Metro until a cumulative impact assessment is prepared and exhibited for a further round of consultation. We ask that this assessment look at:

- The traffic, noise, vibration and other relevant impacts of private housing and public rail infrastructure construction at the same time;

- The commuting impacts of new residents placing additional pressure on the Bankstown line, at a time when the line will be at its weakest due to repeated line shutdowns to build the Metro line.

Community consultation

Our concern is that community consultation has been inadequate and information biased and misleading. We have already pointed out that the EIS and the summary brochure say different things on the use of heavy machinery at night.

The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. We have pointed out above the EIS does not appear to provide information on delays to commuters during the shutdown periods. We also note that the extend of noise, traffic and vibration impacts as graphically outlined in the Social Impact Assessment are not covered in the summary brochure.

The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only two months. We note that in the online presentation of the EIS links to many chapters are not adequately presented to the public (ie: a reference is made to "Appendix A" but not a link description as to what area Appendix A covers).

The EIS exhibition has also overlapped with our work liaising with Inner West Council on its submission on the urban renewal strategy, meaning we have had reduced resourcing to concentrate on this huge EIS (estimated to be in the order of 5,000 pages).

Overall, the difficult nature of the community consultation process has meant we reserve the right to raise additional concerns about the Metro at a future time.

Conclusion

In conclusion we can state we are opposed to this project.

We believe that any benefits from this project can be delivered by alternate means and are significantly outweighed by the brutal nature of the construction process.

Despite our over-arching objection, we have suggested major required changes if the Sydenham to Bankstown Metro does proceed under this government.

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:27 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Anne Picot (object)
Attachments: 231160_Picot_Anne_Submission on Sydenham to Bankstown metro_2017Nov08_2125.pdf

From: system@acelo.com On Behalf Of Anne Picot
Sent: 08 November 2017 21:26:20 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Anne Picot (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Anne Picot
[REDACTED]
[REDACTED]

St Peters, NSW
2044

Content:
See attachment

[REDACTED]
Submission: Online Submission from Anne Picot (object)
https://majorprojects.acelo.com/?action=view_activity&id=231160

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 SSI 17_8256 Sydney Metro City & Southwest
Sydenham to Bankstown Upgrade

Name: Anne Picot

Address: 57 Hutchinson Street, St Peters NSW 2044

I have not made a reportable donation to any political party in the past two years.

I have not made any reportable donations to any political party in the past two years.

SSI 17_8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

I object to the entire Sydney Metro project and to the southwest Sydenham to Bankstown Upgrade in particular, the subject of the current Environmental Impact Statement.

I object to the privatisation of our suburban rail system, I object to the unnecessary replacement of our heavy rail train system with the smaller, driverless metro "trains", I object to the disintegration of the public transport system the intrusion of the Sydney Metro into the rail system causes, and I object to the massive property over-development along the metro corridor, which seems to be the principal reason for this project.

Privatisation should not be an end in itself

Privatisation of the mass transit system we know is a goal of the Berejiklian government. This has never been publicly canvassed nor subject to any public discussion and consultation, let alone a Parliamentary debate. The substitution of the private metro for our public train service has been imposed on the NSW public without any case for its providing a better service, cost effectiveness or any other public good as justification. Its purpose seems to be to destroy public service jobs and avoiding the costs which a serious refurbishment of the train system would incur. The public good of providing a transport service based on the population's needs and the economic benefits of sharing the costs across the whole polity while promoting the efficient movement of people across the city and regional centres has never been challenged...simply ignored. We all know what the impact of privatisation will be, fewer services out of business hours because they will not attract sufficient patronage to generate profits, and worse conditions and pay for the workers to no-one's benefit but the private owners.

Why the Bankstown line?

The Bankstown line has the lowest over-crowding of the 11 Sydney suburban train lines which means it is adequately serving its communities. Why has it been targeted? More for the property development the station refurbishments offer than any actual transport needs. Given the significant over-crowding on the T1 lines, the Bankstown line should not have been chosen and the Metro should have instead initially run to Parramatta, as has been recommended by transport planners.¹ It is still very unclear what the fate of the St Peters Station will be once the metro is in operation. It evidently will no longer be part of a seamless integrated system. Promises of greater frequency of the little metro trains do not make up for the inconvenience of having to change modes of transport. Sydney public transport users do not have happy experiences of changing modes of transport which can add significant periods of time to one's journey. The length of time it took for the "powers that be" to decide to charge a lower fare for transfers using the opal card do not augur well for pricing changes of mode transfers particularly if one portion of the journey is a private-for-profit operated service.

¹ See SMH story at <http://www.smh.com.au/nsw/call-for-debate-over-sydney-trains-bankstown-line-or-parramatta-metro-20150216-13ftjc.html>

Personal Submission to SSI 17_8256 Sydney Metro City & Southwest
Sydenham to Bankstown Upgrade

And the decision to site a metro station in Waterloo, not at the University of Sydney, underscores that the decisions governing the Sydney metro are not transport considerations.

However we have to take on trust the intentions of the government as there is so little public information about the way the government envisages the transport aspects of the Sydney metro. Its exact intentions (and those of the private sector) for the Bankstown line are shrouded in secrecy. No business case has been released to support the Metro.²

Not a transport project

As stated above i do not think that the new Sydney Metro line is a transport project, since it adds so little actual mass transit capacity to the Sydney system. On the contrary the government's priority precinct plans for development along the metro line suggest the point of the project is property development. We are told that tower blocks of 36,000 new apartments are proposed along the corridor, with some streets of single-storey homes to be levelled for towers of up to 25 storeys. Local and State heritage items and dozens of former War Service homes built for returning World War I soldiers are among those proposed to be redeveloped.

While the NSW Government's current plans trumpet the addition of more housing (in which affordable housing is seldom mentioned) there are no public plans for the services all of these residents will need. How are the hospitals and schools, the child care centres and aged care facilities, the community services to make these developments liveable to be funded? A conservative and unofficial estimate is that there will be 80,000 additional residents. And open space and access to parks or sporting facilities are not mentioned.

Communities along the corridor have already met the NSW Government's long-term housing targets through the introduction of council local plans but are now being asked to take additional density.

Journeys will not be comfortable

The substitution of driverless single deck little trains for our heavy rail double-decker trains is not going to add more public transport access, at best if there are twice as many "trains" per hour it will equal the current access. In no sense does this project add to our public transport, it substitutes a less comfortable form of train travel for our existing system at the expense of jobs for drivers and other train service staff. I do not accept the loss of the public service jobs as a plus for the community whatever the preference of the transport minister for not having to deal with the unions.

There will be fewer seats on the single-decker Metro train compared to the existing double-decker trains that run on the Bankstown line.³ Existing eight-car Waratah trains have 896 seats⁴ – while the new Metro train will only have 378 seats.⁵ This represents a 60 per cent reduction in seating per train.

I am told that single-deck trains allow more efficient disembarkation and therefore more frequent services. For instance, the environmental impact statement for the Chatswood to Sydenham section of the Metro line says "single-deck metro trains would be able to carry more customers per hour than would be the case with double-deck trains. This is because single-deck trains allow customers to get on and off at stations more efficiently than double-

² See SMH story at <http://www.smh.com.au/nsw/secretcy-shrouds-multibilliondollar-sydney-rail-projects-20160613-gphm3g.html>

³ Story on reduced seating numbers at <http://www.smh.com.au/nsw/standing-will-be-the-norm-on-new-sydney-metro-trains-20151105-gkrmom.html>

⁴ See <http://www.railway-technology.com/projects/waratah-trains/>

⁵ SMH story on this at <http://www.smh.com.au/nsw/standing-will-be-the-norm-on-new-sydney-metro-trains-20151105-gkrmom.html>

Personal Submission to SSI 17_8256 Sydney Metro City & Southwest
Sydenham to Bankstown Upgrade

deck trains". I wonder does this include people with mobility impairment, or families with small children?

This claim is not true. The ABC Fact Check initiative in 2012 examined this claim and found it was "doubtful".⁶ This was because double-decker trains have got a greater total capacity than single-decker trains and because double-decker trains can be modified to allow more efficient disembarkation.

And as an older person with bad knees I do not look forward to hanging on a strap for the whole journey instead of the relatively comfortable seat I can normally enjoy on the T3 line. There is no indication of how easily people with mobility impairment will travel on a train with much more limited seating than our current trains. Nor is this style of travel suitable for families with small children or using prams. Evidently the passengers envisaged by the proponents of this system are able-bodied younger people travelling by themselves, not young families, not older people and not people with disabilities. This is contemptible. I object strongly to the loss of our larger, double-decker trains with comfortable seating. I object strongly to driverless trains. I have seen no reference to risk assessments for using driverless trains on the relatively long urban journeys of the Sydney train system.

So we in Tempe-Sydenham-St Peters have to suffer the massive disruption of station closures and the construction impacts and the traffic congestion from replacing our 8-car double-decker trains with buses for years on end, on top of the on-going impact of the New M5 WestConnex project in the St Peters, Tempe, Sydenham and Newtown areas. How on earth do you think our neighbourhoods' commuters will cope with this double-whammy of two huge tunnelling projects sending spoil trucks into the local road traffic plus buses replacing our trains?

A typical Sydney bus takes 70-80 people. The streets along the corridor will be clogged with the 100 buses required to transport the 8,544 commuters required in the busiest hour in the AM peak on the Bankstown line (between 8am and 8.59am). These buses will have to compete with both the construction vehicles and spoil trucks from the two major construction projects and much greater street traffic as people choose to drive themselves rather than wait for the buses. There is no way this will be an adequate substitute for our train service.

The EIS admits that:

"The eastern part of the study area interfaces with the Chatswood to Sydenham project and is also located relatively close to the new M5 (Beverly Hills to St Peters) which includes a new St Peters Interchange. The potential cumulative construction impacts may generate additional negative impacts on community health and safety."
4.5.3, p.93.

Our experience in St Peters of the impacts of the ongoing construction of the new M5 assures us that it is not a potential cumulative effect, it is actual and very negative. The very thought of another huge project impacting our neighbourhood for no transport improvement but instead ever-worsening traffic congestion and greater levels air pollution is utterly horrific. The EIS goes on to hope that the risks of negative impacts will be minimised and expects that the law and the (mandatory) standards will be complied with, as do I. Then it goes on to state

"... and [the risks of negative impacts will be managed] by regular interfacing with adjacent projects, to take advantage of rail/road closures and thereby reducing impacts and risks on the community".

There is no exposition of this extraordinary assertion, so it is impossible to understand what could be meant by "taking advantage of rail/road closures". To do what? What would be the

⁶ See ABC Fact Check analysis at www.abc.net.au/news/2014-04-11/barry-ofarrell-sydney-trains-claim-doubtful/5371446

Personal Submission to SSI 17_8256 Sydney Metro City & Southwest
Sydenham to Bankstown Upgrade

possible advantage? The road closures around the construction sites in our St Peters neighbourhood have created considerable inconvenience to movement, whether by car or on foot and have created hazards which have not been well managed by the insufficient number of traffic controllers the contractors have employed, particularly for pedestrians. The closures have usually accompanied night work, which has been a source of great community discomfort to the point that residents have been forced to move out of the area temporarily until the particular work is completed. Is this suggesting that when roads are closed we might have to endure construction work at night in more than one location?

Statements like this reinforces the conclusion drawn from the impact of successive stages of Westconnex, that the proponents and the joint venturers involved have not cared to learn anything from the complaints we have made about the impact of extended periods of construction on us as residents and have failed to investigate that impact and respond with more acceptable practice. I strongly object to that failure to investigate and propose any adequate improvement to mitigation of the disruptive and negative impact of construction.

I further object to the relatively little attention paid to the St Peters and Sydenham neighbourhoods in this study, as if it is all a given from the previous stage, which this stage does not need to take into account. The EIS fails to take into account the double impact of both WestConnex and the Central to Bankstown metro projects on St Peters and Sydenham.

Since the conversion of the heavy rail line to the little metro train system adds little or no increased mass transit capacity at the enormous cost of years more of disruption, increased population density without additional services – like Green Square – and with no undertaking by the proponents to take into account the adverse negative impacts experienced to date by the residents of my neighbourhood, I urge the Secretary of Planning to reject the EIS and not to approve this project.

Anne Picot

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:21 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Anne Picot (object)

From: system@accelo.com On Behalf Of Anne Picot
Sent: 08 November 2017 16:21:11 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Anne Picot (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Anne Picot
 [REDACTED]
 [REDACTED]

St Peters, NSW
 2044

Content:

SSI 17_8256 Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

I object to the entire Sydney Metro project and to the southwest Sydenham to Bankstown Upgrade in particular, the subject of the current Environmental Impact Statement.

I object to the privatisation of our suburban rail system.

Privatisation of the mass transit system we know is a goal of the Berejiklian government. This has never been publicly canvassed nor subject to any public discussion and consultation, let alone a Parliamentary debate. The substitution of the private metro for our public train service has been imposed on the NSW public without any case for its providing a better service, cost effectiveness or any other public good as justification. Its purpose seems to be to destroy public service jobs and avoiding the costs which a serious refurbishment of the train system would incur. The public good of providing a transport service based on the population's needs and the economic benefits of sharing the costs across the whole polity while promoting the efficient movement of people across the city and regional centres has never been challenged...simply ignored. We all know what the impact of privatisation will be, fewer services out of business hours because they will not attract sufficient patronage to generate profits, and worse conditions and pay for the workers to no-one's benefit but the private owners.

[REDACTED]
 Submission: Online Submission from Anne Picot (object)
https://majorprojects.accelo.com/?action=view_activity&id=231096

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 9:58 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Karen Campbell (object)
Attachments: 231170_Submission to the Metro environmental impact statement_2017Nov08_2156.pdf

From: system@acelo.com On Behalf Of Karen Campbell
Sent: 08 November 2017 21:57:21 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Karen Campbell (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Karen Campbell
[REDACTED]
[REDACTED]

Dulwich Hill, NSW
2203

Content:
Submission attached

[REDACTED]
Submission: Online Submission from Karen Campbell (object)
https://majorprojects.acelo.com/?action=view_activity&id=231170

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 environmental impact statement

Karen Campbell

14 Macarthur Pde

Dulwich Hill 2203

Introduction

I object strongly to NSW public funds being wasted on this irrational Metro plan. The ripping up of a perfectly good rail line and replacing it with track that does not integrate with the rest of the network beggars belief. On top of this, after its completion: at enormous financial, destructive and disruptive cost; there will be no expansion to our public transport network. There will, however, leave in its wake five years of unnecessary stress on residents and damage to homes and the environment along the corridor; and in particular to the residents of Dulwich Hill.

The Environmental Impact Statement indicates an unacceptable degree of disruption to residents along the Sydenham to Bankstown corridor. The impacts the residents of Dulwich Hill will experience will be severe. These impacts are unnecessary as we currently have an efficient rail service capable of being upgraded as necessary.

The six years of construction will create traffic problems, unacceptable noise levels, sleep disturbance and stress levels. All of which should not be forced on the residents of Dulwich Hill.

The outrageous cost in replacing the existing rail line should instead be used to expand Sydney's public transport system to areas which desperately need it unlike Dulwich Hill and the other suburbs along the corridor. A well planned public transport system should facilitate people travelling all over Sydney rather than just to a hub in Sydney's CBD.

This poorly thought out proposal to upgrade the Bankstown Line, from Sydenham to Bankstown, to metro standards is unnecessary and must not proceed. The associated rezoning will result in overdevelopment and the destruction of the heritage, garden suburb of Dulwich Hill.

Lack of justification

The Metro conversion of this line is not justified because:

- We already have a train service in this corridor, which could be improved by alternative means including signalling and timetable upgrades, bringing in modern rolling stock and installing disabled access to stations.
- It is bringing unwanted and destructive urban renewal to our community.
- The Government has not adequately considered alternative infrastructure options.
- It is a waste of billions of government dollars.
- Aspects of the Metro will bring reduced services, including the comparative lack of seating compared to existing Waratah Trains and the fact we will lose access to a number of important stops currently on our route, including CBD stops.
- The requirement to shut down the Bankstown line for 46 weeks during the construction period will make commuting a living hell.

Impacts of construction

The six year construction process will be enormously disruptive to the residents of Dulwich Hill.

This is largely because of the extraordinary complications of trying to build a new railway line in place of an existing operational line. This will require intensive and noisy works to take place at night or weekends (in other words the most sensitive time for the community) or force unwanted and highly inconvenient shutdown periods.

It is arguable this has never before been attempted in the history of NSW – and for good reason. It simply doesn't make sense to rip up our existing railway line to build a new one.

Severe impacts on Dulwich Hill

Impacts on Dulwich Hill include:

- A total of 1,221 properties will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the construction period from 2019 to 2024.
- This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.

- Dulwich Hill is the worst affected suburb in the corridor for sleep disturbance in the Sydenham to Bankstown Corridor.
- Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.
- New Canterbury Rd at Dulwich Hill will be packed with up to 1,020 buses a day during rail shutdown periods (eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).
- Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), Bayley St (495 buses), Beauchamp St (495 buses), Ewart St (495 buses).
- Destruction of historic wooden railway station ticket office, which EIS reports state may be State significant.
- A total of 27 commuter parking spots lost from the carpark to the south of the station, and nine out of the 17 parking spots in Bedford Crescent removed, during the construction period.
- Up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times.
- During rail shutdown periods, even after mitigation measures, the average vehicle delay for the intersection of Wardell Rd and Ewart St will increase from 32 seconds to 55 seconds.
- Residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

Based on the above, it is clear that the pain is not worth the gain.

Avoiding or mitigating these impacts

We oppose the Metro but ask that if it is approved that:

- No works are undertaken after 10pm or before 7am or after hours on weekends
- Pre-dilapidation surveys are provided to the 74 Dulwich Hill homes potentially affected by vibration and funds are set aside to repair these homes if monitoring shows that damage is happening
- Noise attenuation works (such as those offered to homes under the flight path) are offered to properties set to suffer severe noise exceedances
- Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria

- The Sydenham to Bankstown urban renewal strategy is abandoned to reduce the cumulative construction impacts in the corridor – the impact of railway and housing construction at the same time is not adequately addressed in the submission and a disaster waiting to happen.
- Councils are provided funds to hire additional rangers to monitor construction worker parking and to set up residential parking schemes
-

Community consultation

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

Heritage

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items (such as the destruction of the historic wooden station building at Dulwich Hill) is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government
-

Conclusion

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Karen Campbell

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 12:49 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 12:49:14 (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:

TO WHOM IT MAY CONCERN

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.

[REDACTED]

Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231047

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

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: Georgia Laganaris
Address: 160 Duntroon 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

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 12:51 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 12:50:12 (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:

TO WHOM IT MAY CONCERN

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 [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231049

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

Mail to :

**Major Projects – Metro EIS Submission
DPE
GPO Box 39
Sydney, NSW, 2001**

Name: *Athina Lagoumaris*
Address: *160 Duntroon 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:

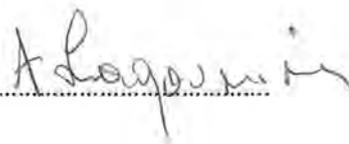
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life span and aesthetic.

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 

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 12:56 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 12:56:12 (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:

TO WHOM IT MAY CONCERN

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.

[REDACTED]

Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231051

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 4:28 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 16:27:24 (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:
See attached pdf

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231099

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

This email is missing attachments because they were too large to send. Please contact [REDACTED] to retrieve them, or reply to this email.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: [REDACTED]

Address: [REDACTED]

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.



DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:42 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Lillian Woolaston (object)

From: system@acelo.com On Behalf Of Lillian Woolaston
Sent: 08 November 2017 16:41:12 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Lillian Woolaston (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Lillian Woolaston
 [REDACTED]
 [REDACTED]

Hurlstone Park, NSW
 2193

Content:

I object to the destruction of the heavy rail line to Bankstown that is a valuable asset that belongs to the people of NSW.

I believe that the proposed Metro will be a poor substitute.

I believe that the purpose of this conversion is to advantage property speculators.

The needless destruction of heritage railway infrastructure and buildings is a terrible blow to our communities.

I cannot see how capacity and convenience cannot be better be met by the current heavy rail with some added improvements, access and lifts.

The money would be better spent building public transport to an area of Sydney that presently has none.

The roads along the Bankstown line are already at capacity and cannot take the buses that would be needed during construction.

My travelling time to city on the proposed Metro will be increased by having to change trains and the route less convenient

[REDACTED]
 Submission: Online Submission from Lillian Woolaston (object)
https://majorprojects.acelo.com/?action=view_activity&id=231104

Submission for Job: #8256 Sydney Metro City & Southwest Sydney to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydney and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:50 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@accelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 16:50:13 (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 destruction of the heavy rail line to Bankstown that is a valuable asset that belongs to the people of NSW.

The proposed Metro will be a poor substitute.

I believe that the purpose of this conversion is to advantage property speculators.

The needless destruction of heritage railway infrastructure and buildings is a terrible blow to our communities.

I cannot see how capacity and convenience cannot be better be met by the current heavy rail with some added improvements, access and lifts.

The money would be better spent building public transport to an area of Sydney that presently has none.

The roads along the Bankstown line are already at capacity and cannot take the buses that would be needed during construction.

My travelling time to city on the proposed Metro will be increased by having to change trains and the route less convenient .

[REDACTED]
 Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231110

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 7:52 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Cheryl Sheppard (comments)

From: system@acelo.com On Behalf Of Cheryl Sheppard
Sent: 08 November 2017 19:52:15 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Cheryl Sheppard (comments)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Cheryl Sheppard
[REDACTED]
[REDACTED]
[REDACTED]

Canterbury, NSW
2193

Content:

I am concerned with Worksite 8, the Canterbury Bowling Club, in Close Street. The plan of the Club and surrounding land shows the carpark in front of 20 Close Street completely taken over for stormwater pipe construction. This extends off the paved area onto the verge which contains 2 significant trees which I would be devastated to see removed or damaged in any way as my apartment faces them and they are the major element of my outlook. A lot of other vegetation here, including trees and saplings were removed during the recent work and the area has only just been reinstated with turf and 2 eucalypts to replace some of those removed. There is also a light pole near the tree. I want to be assured that only the paved areas will be used, not the verges.

In addition, it is important to me that the pathway beside the railway line up to Canterbury Road remains open as I use it every day.

[REDACTED]
Submission: Online Submission from Cheryl Sheppard (comments)
https://majorprojects.acelo.com/?action=view_activity&id=231136

Submission for Job: #8256 Sydney Metro City & Southwest Sydney to Bankstown Upgrade
https://majorprojects.acelo.com/?action=view_job&id=8256

Site: #3501 T3 Bankstown Line between Sydney and Bankstown
https://majorprojects.acelo.com/?action=view_site&id=3501

DPESYDMET Email

From: [REDACTED]
Sent: Wednesday, 8 November 2017 9:34 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Jacqui Brooks (object)

From: system@acelo.com On Behalf Of Jacqui Brooks
Sent: 08 November 2017 21:33:12 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Jacqui Brooks (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Jacqui Brooks
 [REDACTED]
 [REDACTED]

Dulwich Hill, NSW
 2203

Content:

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards because the project is unnecessary and will have incredibly destructive impacts on Dulwich Hill during the long five-year construction phase.

The improvements brought through the Metro line - such as increased service regularity and disabled access to Dulwich Hill station - can be delivered by upgrades to the existing Sydney Trains network.

In effect, the main benefit of the Metro line is that it frees up capacity in the City Circle for other train services across the rest of the city.

This means that Dulwich Hill and other stations on the Sydenham to Bankstown corridor are being forced to sacrifice for the rest of Sydney.

Lack of justification

The Metro conversion of this line is not justified because:

- * We already have a train service in this corridor, which could be improved by alternative means including signalling and timetable upgrades, bringing in modern rolling stock and installing disabled access to stations.
- * It is bringing unwanted and destructive urban renewal to our community.
- * The Government has not adequately considered alternative infrastructure options
- * It is a waste of billions of government dollars
- * Aspects of the Metro will bring reduced services, including the comparative lack of seating compared to existing Waratah Trains and the fact we will lose access to a number of important stops currently on our route, including CBD stops.
- * The requirement to shut down the Bankstown line for 46 weeks during the construction period will make commuting a living hell.

Impacts of construction

The five-year construction process will be enormously disruptive to the residents of Dulwich Hill.

This is largely because of the extraordinary complications of trying to build a new railway line in place of an existing operational line. This will require intensive and noisy works to take place at night or weekends (in other words the most sensitive time for the community) or force unwanted and highly inconvenient shutdown periods.

It is arguable this has never before been attempted in the history of NSW - and for good reason. It simply doesn't make sense to rip up our existing railway line to build a new one.

Severe impacts on Dulwich Hill

Impacts on Dulwich Hill include:

- * A total of 1,221 properties will be exposed to noise at a level which breaches the potential for sleep disturbance criteria (background noise level plus 15 decibels from 10pm to 7am) during the construction period from 2019 to 2024.
- * This includes 783 properties which would experience noise from earthworks which exceeds the criteria for 30 weeks during the construction period.
- * Dulwich Hill is the worst affected suburb in the corridor for sleep disturbance in the Sydenham to Bankstown Corridor.
- * Some 74 properties, including 24 heritage properties in streets such as Wilga, Keys and Challis Avenues, would be put at risk of damage from excessive vibration levels caused by the use of intensive construction equipment.
- * New Canterbury Rd at Dulwich Hill will be packed with up to 1,020 buses a day during rail shutdown periods (eight weeks a year from 2019 to 2024 plus on an unspecified number of weekends).
- * Other streets with significant bus impacts include Marrickville Rd at Dulwich Hill shops (1,020 buses a day), Bayley St (495 buses), Beauchamp St (495 buses), Ewart St (495 buses).
- * Destruction of historic wooden railway station ticket office, which EIS reports state may be State significant.
- * A total of 27 commuter parking spots lost from the carpark to the south of the station, and nine out of the 17 parking spots in Bedford Crescent removed, during the construction period.
- * Up to 130 construction workers will want to park in local streets during rail shutdown periods, and up to 60 at other times.
- * During rail shutdown periods, even after mitigation measures, the average vehicle delay for the intersection of Wardell Rd and Ewart St will increase from 32 seconds to 55 seconds.
- * Residential streets such as Wilga, Keys, Challis Avenues and Albermarle, Beauchamp and Ewart Sts will be used as construction haulage routes.

Based on the above, it is clear that the pain is not worth the gain.

Avoiding or mitigating these impacts

We oppose the Metro but ask that if it is approved that:

- * No works are undertaken after 10pm or before 7am or after hours on weekends
- * Pre-dilapidation surveys are provided to the 74 Dulwich Hill homes potentially affected by vibration and funds are set aside to repair these homes if monitoring shows that damage is happening
- * Noise attenuation works (such as those offered to homes under the flight path) are offered to properties set to suffer severe noise exceedances
- * Alternative accommodation is provided to any resident who requests it, or alternatively the criteria for alternative accommodation is dramatically reduced from the currently proposed 30 decibels above the relevant noise criteria
- * The Sydenham to Bankstown urban renewal strategy is abandoned to reduce the cumulative construction impacts in the corridor - the impact of railway and housing construction at the same time is not adequately addressed in the submission and a disaster waiting to happen.
- * Councils are provided funds to hire additional rangers to monitor construction worker parking and to set up residential parking schemes

Community consultation

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

Heritage

The planned heritage destruction and diminution along the line is reckless:

- * the demolition of rare, exceptional and high-value heritage-listed items (such as the destruction of the historic wooden station building at Dulwich Hill) is wasteful

* station designs do not represent local character and reflect a branding exercise by the NSW Government

Conclusion

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Submission: Online Submission from Jacqui Brooks (object)

https://majorprojects.accelo.com/?action=view_activity&id=231164

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 10:33 PM
To: DPESYDMET Email
Subject: FW: Submission Details for Julia Shingleton (object)

From: system@acelo.com On Behalf Of Julia Shingleton
Sent: 08 November 2017 22:33:11 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Julia Shingleton (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Julia Shingleton
 [REDACTED]
 [REDACTED]

Marrickville, NSW
 2204

Content:
 To whom it may concern,

I am a Marrickville resident and I object to the T3 Bankstown Line between Sydenham and Bankstown, Sydney Metro City & Southwest Sydenham to Bankstown Upgrade for the following reasons:

1. There is no need to replace a well functioning heavy rail line with a metro rail line that has less capacity. This is a total waste of billions of taxpayer dollars. Instead, the NSW government should deliver a new train line to a Sydney area that is crying out for public transport.
2. The Metro line is being used as justification to up zone and push dramatic over-development on communities along the Sydenham to Bankstown corridor, particularly around Marrickville station. We are already seeing this with the proposed plans for rezoning of Marrickville as part of the Sydenham - Bankstown Urban Renewal Corridor and the rezoning application submitted by Mirvac for the Carrington Road precinct.
3. Bankstown line commuters will lose direct station access to St Peters, Erskineville, Redfern, Museum, St James, Circular Quay, Town Hall stations, once the Metro is in operation.
4. 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. I am concerned about the traffic congestion, traffic delays, diversion, access and parking restrictions during construction and possession. Particularly when the Illawarra Rd railway bridge and the Charlotte St underpass are being upgraded in Marrickville.
5. Private rail operation means public interest comes last. The current Bankstown line is operated by the publicly-owned Sydney Trains. The future Metro line will be run by a private operator. The public needs to be told what the plan is for the operation of the Metro, rather than it be shrouded in secrecy.

​

For all of these reasons I oppose the Sydney Metro City & Southwest Sydenham to Bankstown Upgrade.

Julia Shingleton
 Marrickville resident

Submission: Online Submission from Julia Shingleton (object)

https://majorprojects.accelo.com/?action=view_activity&id=231182

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 10:35 PM
To: DPESYDMET Email
Subject: FW: Submission Details

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 22:35:14 (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:

To whom it may concern,

I am a Marrickville resident and I object to the T3 Bankstown Line between Sydenham and Bankstown, Sydney Metro City & Southwest Sydenham to Bankstown Upgrade for the following reasons:

1. There is no need to replace a well functioning heavy rail line with a metro rail line that has less capacity. This is a total waste of billions of taxpayer dollars. Instead, the NSW government should deliver a new train line to a Sydney area that is crying out for public transport.
2. The Metro line is being used as justification to up zone and push dramatic over-development on communities along the Sydenham to Bankstown corridor, particularly around Marrickville station. We are already seeing this with the proposed plans for rezoning of Marrickville as part of the Sydenham - Bankstown Urban Renewal Corridor and the rezoning application submitted by Mirvac for the Carrington Road precinct.
3. Bankstown line commuters will lose direct station access to St Peters, Erskineville, Redfern, Museum, St James, Circular Quay, Town Hall stations, once the Metro is in operation.
4. 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. I am concerned about the traffic congestion, traffic delays, diversion, access and parking restrictions during construction and possession. Particularly when the Illawarra Rd railway bridge and the Charlotte St underpass are being upgraded in Marrickville.
5. Private rail operation means public interest comes last. The current Bankstown line is operated by the publicly-owned Sydney Trains. The future Metro line will be run by a private operator. The public needs to be told what the plan is for the operation of the Metro, rather than it be shrouded in secrecy.

For all of these reasons I oppose the Sydney Metro City & Southwest Sydenham to Bankstown Upgrade.

[REDACTED]

Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231184

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 11:42 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 38.pdf
Attachments: Scan 38.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 38.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: *Madeline Prince*

Address: *56 Acton St Hurlstone Park 2193 NSW*

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 11:43 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 40.pdf
Attachments: Scan 40.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 40.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: LOUIS JOHANSON

Address: 56 ACTON ST HURLSTONE PARK 2193

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care

centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.

- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

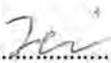
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:43 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 41.pdf
Attachments: Scan 41.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 41.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:

~~GRAEME PRINCE~~ IMOGEN LUMLEY - PRINCE

Address:

56 ACTON ST, HURLSTONE PARK

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care

centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.

- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature 

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:42 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 39.pdf
Attachments: Scan 39.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 39.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: SEAMUS LUMLEY-PRINCE

Address: 56 ACTON ST, HURLSTONE PARK

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care

centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.

- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.
- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

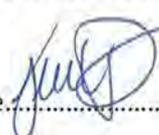
- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:43 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 43.pdf
Attachments: Scan 43.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 43.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.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: Michèle Mollie
Address: 60 Acton St Hurlstone Park NSW 2193

Application number: SSI 17_8256

- I consent to my name being published
 I do not consent to my name being published
 I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:43 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 44.pdf
Attachments: Scan 44.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 44.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.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: WALLACE MALLIA

Address: 60 ACTON ST. HURLSTONE PARK

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:45 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 53.pdf
Attachments: Scan 53.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 53.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.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: *Marcus Evan Eade*

Address: *35 Melford street Hurlstone Park*

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:45 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 54.pdf
Attachments: Scan 54.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 54.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.

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: Helen Eade

Address: 35 Melford St Hurlstone Park 2193

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 11:45 AM
To: DPESYDMET Scanned
Subject: Emailing: Scan 57.pdf
Attachments: Scan 57.pdf

Your message is ready to be sent with the following file or link attachments:

Scan 57.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:

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.

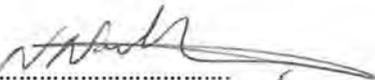
The planned heritage destruction and diminution along the line is reckless:

- 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.....



4/11/17

Narelle Northwood
12 Stankey St
Hurlstone Park
NSW 2193

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 3:29 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Robert Whitby (object)
Attachments: 231079_Metro_HPA shortsubmission_Oct2017-RW_2017Nov08_1527.pdf

From: system@acelo.com On Behalf Of Robert Whitby
Sent: 08 November 2017 15:28:17 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Robert Whitby (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Robert Whitby
 [REDACTED]
 [REDACTED]

Hurlstone Park, NSW
 2193

Content:

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: Robert Whitby

Address: [REDACTED] Hurlstone Park NSW 2193

Application number: SSI 17_8256

-□ I consent to my name being published

-□ I do not consent to my name being published

-□- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion.

Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

* potential vibrational damage to dwellings

* properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.

* some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd

* streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford

Streets will have heavy truck traffic, noise and dust during construction periods.

* The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months.

Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

* increased greenhouse gas emissions

* the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

* the demolition of rare, exceptional and high-value heritage-listed items is wasteful

* station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plans to replace the existing, historic Sydenham-Bankstown rail line represents a missed opportunity to 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..... R. Whitby

Submission: Online Submission from Robert Whitby (object)

https://majorprojects.accelo.com/?action=view_activity&id=231079

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: Robert Whitby

Address: 96 Crinan St Hurlstone Park NSW 2193

Application number: SSI 17_8256

- I consent to my name being published
- I do not consent to my name being published
- I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the 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..... R. Whitby

Personal Submission to the Environmental Impact Statement (EIS) Sydney Metro Sydenham to Bankstown Upgrade

Name: ROBERT WHITBY

Address: 96 CRINAN ST HURLSTONE PARK

Application number: SSI 17_8256

I consent to my name being published

I do not consent to my name being published

I have no reportable donations to disclose

I object to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to metro standards.

The Metro conversion of this line is not justified because:

Capacity and congestion issues are over-stated and could be resolved by alternative means including signalling and timetable upgrades, tunnelling for short lengths in the existing system, and improving (not privatising) bus services.

Accessibility (including lifts) and safety issues can and should be addressed now, without a Metro conversion. Marrickville station has recently been upgraded with lifts and lifts can be installed at Dulwich Hill and Hurlstone Park stations without a Metro.

Justifications based on growth and the need for increased housing supply are contested particularly because this corridor is already densely populated.

The Government has not considered other infrastructure options such as decentralisation, and rural investment or a strategy for Parramatta Rd, in need of renewal and a rapid bus transit system.

The temporary transport strategy set out in the EIS is insufficient and will cause delays and stress to the 100,000 commuters who travel the corridor each day during the construction period. The EIS notes that the estimated 101 extra buses per hour required will not be feasible as they would cause traffic congestion through Marrickville and Sydenham. How will people travel to work and school in reasonable time?

The construction process will be enormously disruptive to the residents of Hurlstone Park. These disruptions include:

- potential vibrational damage to dwellings
- properties close to the railway line will be impacted by extra noise during construction, sometimes at night and by noisy heavy machinery. This includes many schools and child care centres, as well as homes and businesses. The EIS has flagged that construction is likely to occur outside standard hours.
- some properties, including heritage listed properties, close to the project may suffer "cosmetic" damage from vibration. This includes the Sugar House and the new units backing onto Canterbury Rd
- streets in Hurlstone Park acting as "haulage routes", such as sections of Crinan, Garnet, Kilbride, and Melford Streets will have heavy truck traffic, noise and dust during construction periods.

- The lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months.

Community consultation has been inadequate and information biased and misleading. The brochures and EIS do little to explain the negative impacts of the EIS such as the huge disruption for commuters. The EIS is largely inaccessible to the public due to its length, complexity and the short time allowed to make a consultation, only 2 months. Community information sessions have been poorly attended, reflective of a lack of community engagement.

The environmental impacts are unacceptable, including:

- increased greenhouse gas emissions
- the environmental cost of demolition of structures that have stood for more than 100 years, and new construction with a significantly reduced life-span and aesthetic.

The planned heritage destruction and diminution along the line is reckless:

- the demolition of rare, exceptional and high-value heritage-listed items is wasteful
- station designs do not represent local character and reflect a branding exercise by the NSW Government

In summary, the plan to replace the existing, historic Sydenham-Bankstown rail line represent a missed opportunity to showcase the corridor's heritage, to celebrate its diversity, and to explore and develop public transport options in other areas lacking this facility.

The metro is not in the public interest but is enabling the over development of the corridor.

Signature.....



DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 4:14 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Mark Richards (object)
Attachments: 231090_MRichards submission 1_2017Nov08_1610.pdf; 231090_MRichards submission p2_2017Nov08_1610.pdf

From: system@accelo.com On Behalf Of Mark Richards
Sent: 08 November 2017 16:11:24 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Mark Richards (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Mark Richards
[REDACTED]
[REDACTED]

Hurlstone Park, NSW
2193

Content:
See attached pdf

[REDACTED]
Submission: Online Submission from Mark Richards (object)
https://majorprojects.accelo.com/?action=view_activity&id=231090

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: MARK RICHARDS

Address: 18 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.

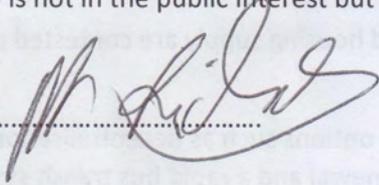
The planned heritage destruction and diminution along the line is reckless:

- 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 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 5:40 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details
Attachments: 231120_Submission for Sydenham to Bankstown Metro EIS_2017Nov08_1738.pdf

From: system@accelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 17:39:17 (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:
See attachment

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.accelo.com/?action=view_activity&id=231120

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 for Sydenham to Bankstown Metro EIS

I oppose the conversion of the Sydenham to Bankstown T3 rail line to the Sydney Metro.

Construction of the Sydenham to Bankstown conversion to Metro will be exorbitant. The money is better spent on providing rail services to those without existing public transport.

I am concerned about the many hectares of vegetation that will be removed as detailed in the EIS.

I am concerned that the Heritage of several existing railway stations is not adequately protected in the EIS

I am concerned that the proposed Sydney Metro will deliver a lower standard of comfort for passengers by reducing the number of seats. This will negatively impact families, the elderly and infirm and those who are incapacitated.

The population density proposed along the line is too high and not matched by available or proposed infrastructure.

The impact of the Sydenham to Bankstown Urban Renewal Strategy is not considered as part of the Cumulative Impact Assessment. This is an unacceptable omission as it is expected that 35,400 new homes will be built 6000 of them within 800 metres of Marrickville Station.

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 6:30 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details
Attachments: 231126_Submissions re the Sydenham_rw_2017Nov08_1828.pdf

From: system@acelo.com On Behalf Of [REDACTED]
Sent: 08 November 2017 18:29:17 (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:
see attachment

[REDACTED]
Submission: Online Submission from [REDACTED] (object)
https://majorprojects.acelo.com/?action=view_activity&id=231126

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

Submissions re the Sydenham/Bankstown Metro Wednesday 8th November 2017.

I am against the destruction of the public transport rail service of the Sydenham to Bankstown line. I am against the privatisation of the proposed light rail. It is inappropriate to privatise this essential service. In our Australian democratic society, citizens living in areas of high density with middle and low income incomes should not be put in the invidious situation of having an essential service privatised. It is unacceptable that everyday Australian commuters would be subject to increased travel costs, diminished personal safety and standing room with no redress as a result of the driverless private light rail proposed to replace the essential Bankstown rail service.

Our community deserves to share in the profits of a continuing public transport system.

Our government needs to invest in developing rail links in areas where there are none and enhancing and maintaining our existing services.

This a destructive, excessively expensive and time consuming plan that would diminish the quality of life of the residents of the suburbs serviced by the Bankstown line both during the development process and after its completion.

Leisure time travel and commuting time to and from work would be adversely affected both during the development process and after its completion. The proposed lack of seating would increase commuter stress for many passengers due to having to stand to travel to work without the opportunity to read or work on a laptop.

The disruption and loss of commuter options and amenity that the destruction of the existing rail service would cause are completely unacceptable. The interim plan arrangement would cause outrageous levels of traffic disruption and grid lock and increase the travel time that commuters would need to get to work.. Bike commuters would be unfairly disadvantaged by the increased road traffic during the proposed construction period. The lack of space on the proposed light rail for personal vehicles such as push bikes and motorised wheelchairs would disadvantage these commuters.

The substantial costs of essential road maintenance due to increased commuter traffic and heavy industrial construction vehicles over a number of years has not been estimated.

The cost of essential dilapidation reports that would need to be done on all the buildings and residences along the corridor that would be affected by vibrations of construction has not been properly estimated. The cost of properly providing dilapidation reports to all affected properties could make the project even more unviable. Residents would require these reports to be completed before any construction work commenced.

In a time of global warming and awareness that cities are becoming dangerous heat sinks that are expensive to cool, the lack of open green space amenity in the inner west is already at crisis point. It is therefore short sighted and bad planning to even be considering the removal of mature trees and of appropriating a public park for a drainage basin.

It is unclear as to how much of the existing Bankstown line is actually intended to be appropriated for increased freight. The proposed bridge reconstructions and buffer walls causes me concern that the extent of increased freight use proposed for the Bankstown line has not been made transparent.

The NSW Government has an illogical plan to close down the Bankstown rail line and replace it with a privately-run, driverless, single-deck, inferior service.

The current rail service works well. The line doesn't suffer from the overcrowding some other lines do, and there is plenty of scope to increase the current services available.

The NSW Government needs revise this plan and scrap it. The NSW Government needs to step up to the new knowledge of the 21st Century and be creative, visionary and financially responsible and ensure that our public amenities are sustainable and viably maintained in the public domain to make a profit. Privatisation of the Bankstown line is not the way to a desirable responsible future for the culturally diverse social capital of the lively suburbs of Sydney's Inner West.

DPESYDMET Scanned

From: [REDACTED]
Sent: Wednesday, 8 November 2017 7:38 PM
To: DPESYDMET Scanned
Subject: FW: Submission Details for Ray Sheppard (object)
Attachments: 231132_Sydney Metro submission_2017Nov08_1936.pdf

From: system@acelo.com On Behalf Of Ray Sheppard
Sent: 08 November 2017 19:37:22 (UTC+10:00) Canberra, Melbourne, Sydney
To: [REDACTED]
Subject: Submission Details for Ray Sheppard (object)

Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Ray Sheppard
[REDACTED]
[REDACTED]

Canterbury, NSW
2193

Content:
See attachment

[REDACTED]
Submission: Online Submission from Ray Sheppard (object)
https://majorprojects.acelo.com/?action=view_activity&id=231132

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

35/20 Close Street,
Canterbury, NSW 2193
8th November 2017

SYDNEY METRO

My view of the Sydney Metro proposal for the Bankstown line is that it is actually a downgrade, not an upgrade. I also believe that it is completely unnecessary and unjustifiable for the Bankstown Line, particularly in light of the massive disruption that will occur for many months (years?) during the changeover when no viable alternative transport exists as roads are already gridlocked. There is also the massive cost of the project to replace something that doesn't need replacing. The system overall is supposed to be costing \$8.3 billion, what is the cost of the completely unnecessary Sydenham to Bankstown component?

Why it is a downgrade. Because the Metro replaces trains where 58% of passengers on a full train are seated with trains where only 44% of passengers are seated.

Why it is unnecessary. Because the existing system currently runs very close to the capacity of the proposed Sydney Metro and can be upgraded to provide the required future capacity for a fraction of the cost and without the massive inconvenience of being without a service and with no viable transport alternative for a very significant period of time.

How can the current system be upgraded? The system currently runs 8 trains per hour between Bankstown and Central (quite different from the 4 trains per hour during peak periods falsely claimed by your website and flyer). I also understand that by re-signalling the City Circle an additional 4 trains per hour are possible, making a total of 12 trains per hour at 5 minute intervals. In addition, the claim that the merging of the Bankstown Line with other lines limits the overall capacity of the network could be solved in the same way as you plan to solve it with the Metro but at significantly lower cost.

How does the capacity of the current system compare with the Sydney Metro proposal? 8 Waratah trains per hour with a capacity of 1500 passengers each gives a current capacity of 12000 per hour. This is very close to the Metro's capacity of 13500 with 15 trains per hour, doesn't involve spending a cent, and has significantly more seating. Re-signalling the City Circle could increase that to 12 trains per hour giving a capacity of 18000 at a fraction of the cost of the Metro.

Who comes up with these ideas? Has anyone done a Cost Benefit Analysis? It appears to me to be totally devoid of logic.

That brings me to your website page, "Stakeholder and community engagement". What community engagement? Are you referring to the meetings about the Sydenham to Bankstown line re-zonings for high density development? These meetings were NOT about the Metro. The Metro was in the background but the concern of everyone at these

meetings was how this massive over-development would affect our neighbourhoods and affect us as residents. The Metro flew completely under the radar and I believe received very little scrutiny at all as we were all distracted by the more pressing issues. So I don't accept that there was any community engagement with Bankstown line residents regarding the Metro proposal and only inadequate community engagement regarding the re-zoning. One can't help but feel that we were (and are) being railroaded.

The logic behind the proposal to convert the perfectly functional Bankstown Line to the Sydney Metro network completely escapes me. It cannot be justified on economic grounds alone when so many areas of Sydney have no rail service. Surely the money should be spent on extending the network to areas that don't currently have a service. Also, bringing in a new system that is not compatible with the current system is madness.

Converting the existing line is lunacy from both a practical and an economic standpoint. Existing platforms on curves are discarded and new, straight platforms are required in another location. Safety screens on all platforms might be the Rolls Royce standard but it will require a massive outlay to install them and constant, expensive maintenance to keep them operating. They are not necessary and cannot be justified. I understand that both of these are required to make the trains driverless and this brings me to another point.

Employment. Why is it necessary to deliver driverless trains and thus remove one more vocation from the list of possibilities? What is the problem with having a driver? How is that going to help our unemployment figures?

What is the problem with all the pedestrian and road bridges over the line? They are perfectly adequate for the current system but inadequate for the Metro? How does that work? This is another reason that the proposal cannot be justified economically

I also object to the line being privatised, particularly to a foreign company, when it should remain in public hands. I can see it becoming increasingly expensive with all the money heading overseas. I don't believe that public transport should be expected to make a profit as it is a public service that helps the city to function efficiently. The profit imperative will not tempt people out of their cars and the city will remain choked in cars.

In summary

The proposed Sydenham to Bankstown section of the Metro cannot be justified as it is an unnecessary, hugely expensive and massively disruptive downgrade of an existing, perfectly functional system that works well and could be upgraded at significantly lower cost and with minimal disruption and provides a much more comfortable travelling experience than the Metro with very similar capacity possible

Sincerely,

Ray Sheppard

DPESYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 9:53 AM
To: DPESYDMET Email
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
information@planning.nsw.gov.au

APPLICATION NUMBER: SSI 17_8256
EIS EXHIBITION for Sydney Metro City & Southwest Sydenham to Bankstown Upgrade

I strongly OBJECT to the proposed Metro line – Sydenham to Bankstown for the following reasons:

1. I am appalled at the **lack of effective community consultation** regarding this major proposal that will disrupt our lives for years and re-shape the landscape of our suburbs. I know that a great majority of members of the communities along the corridor that will be affected are unaware of this proposal, and certain groups of non-english speaking residents are totally oblivious to it due to cultural and communication isolation. There should have been much more proactive reaching out in to the community to ensure that EVERYONE had the opportunity to understand the proposal, its impacts, and to submit feedback.
2. This is an **obscene waste of tax payers' money**, to rip up and replace a perfectly functioning rail system with another type of rail service. There are huge public transport black spots around Sydney, particularly in the west, that are in desperate need of better transport links; and this is where the money should be spent instead of unnecessary duplication. In addition, several inner west railway stations have very recently undergone extensive and expensive upgrades, which will now be rendered useless due to the proposed different rail system!
3. The Metro line is being used as the **premise for the massive re-zoning and re-development plans** for the Sydenham-Bankstown Corridor, which will involve compulsory acquisition and destruction of properties (a lot of which is currently low cost housing, or employment/business facilities) to be replaced by ridiculously high rise developments that will not cater for low cost & affordable housing requirements, and with no strategy for the infrastructure to support such large increase in population growth for open green space, schools, child care, medical services and other facilities, as well as the enormous increase in traffic burden.
4. The Metro line will be **privatized**, with profits going to an overseas company – this is not a good strategy for what is publicly owned property, and public transport should be just that – for the public and publically owned. Put simply, privatization will put the public last, as a profit making corporation is always focused on profit for shareholders.
5. There is **no need for a replacement rail line** – the current standardized rail system is perfectly adequate for requirements, it has one of the lowest rates of overcrowding in Sydney. Some improvements could be made to the existing system such as the upgrading of stations to include lift access.
6. The Metro service will provide **less convenient facilities to commuters including the loss of access to several rail stations** eg St Peters and Erskineville (both highly important stations servicing the rapidly increasing population due to current large redevelopments in the area; and also servicing commuters coming to the entertainment and restaurant areas of Newtown, Enmore and Erskineville – potentially harming the viability of these vibrant strips), Redfern, Museum, St James,

Circular Quay and Town Hall. The proposed new stations to be added in no way compensate for the loss of the aforementioned lost and very popular destination stations. In addition, the Metro carriages are smaller with less seats than conventional rail carriages; this does not offer improved convenience or amenity to the commuting public.

7. The Metro system is **incompatible to the current widespread standardized rail system**, ensuring there can never be a future link-up of all the rail networks; new rail lines/bridges/tunnels will not be compatible with standard trains. It is not inconceivable that in the future there will be a need to further upgrade services (ie greater commuter demand, larger trains etc) that the Metro system cannot provide! Built-in obsolescence, what a great strategy!!!

8. There are many heritage railway stations along this corridor, that are an important part of our communities' history, and it is **unacceptable to lose** any of these operational, beautiful and important items of **architectural and historical significance**.

9. The ripping up and replacement of the current line for the Metro line will **create enormous chaos** for all those people and business along the corridor. The noise and disruption will be ongoing for years, severely impacting on residents' amenity and quality of life. The rail service itself will be disrupted and operational for undisclosed but certainly very lengthy periods of time. Bus services can in no way provide the same speed and efficiency of the railway service, and more buses will add further to the congestion on busy main routes. The location of some rail stations (eg Marrickville) is very problematic and will cause untold disruption, congestion, delay and general chaos to the area as it is situated on a main route through the suburb; as well as potential adverse impact on local businesses on Illawarra Road.

10. There is **no business case to support the Metro proposal**. How can we put our trust in our model that will cost so much, cause so much disruption, provide so little in improved services and indeed downgrade current services, and seemingly only benefit a private corporation and its contractors? It does not seem to be serving the best interests of the public, and for that, your department should be deeply ashamed.

In conclusion, the proposal to replace our current operational railway system with the Metro model is deeply flawed. It is an excessive waste of public money. The disadvantages very clearly outweigh any purported advantages. It indeed seems most likely that the real objective of this project is to increase return to the government via a partnership with a private overseas operator; and to provide other developers the golden opportunity to reap profit from the rezoning and redevelopment of the same corridor, predicated on the introduction of this private and inferior rail system. It does not appear to be about providing improved 'public transport' to the community.

We have a current rail system, and we want to keep it. Spend the money where it is needed.

Yours with much disappointment and dismay

Anna Keohan

43 Victoria Road MARRICKVILLE NSW 2204

E: akeohan@yahoo.com.au

8 November 2017

DPESYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 9:53 AM
To: DPESYDMET Email
Subject: FW: Re Application No: SS1 17_8256

From: Helen Williamson [<mailto:helenwill45@btinternet.com>]
Sent: Thursday, 9 November 2017 7:39 AM
To: DPE CSE Information Planning Mailbox
Subject: Re Application No: SS1 17_8256

Dept of Planning and Environment
Sydney 2001

Manager - New Metro line project/ SS1 17_8256

I live close to St Peters station and have a few questions re this project:

1. Why is a new expensive line necessary?
2. Why privatisation? - which will make all fares very expensive.
3. Why should stations like Erskineville and St Peters, be penalised for this new line?

How will those of us who use these stations every day now get to work? Do we use our cars and clog the roads further, such as King St into the City, or use the buses which are at snail pace now, and will be impossible in terms of time to reach Sydney central.

4. What community consultation has there been and especially for those residents whose English is not their first language? There are many around the St Peters area.

It appears that this project is backward thinking, without clear thinking re the issues which will affect so many people, especially in Marrickville, Illawarra Rd and those who will lose their homes.

Concerned workers need answers, so please respond to these questions posed.

Thank you

Helen Williamson

DPESYDMET Email

From: [REDACTED]
Sent: Friday, 10 November 2017 10:56 AM
To: DPESYDMET Email
Subject: FW:

From: Jacquie Cheetham [<mailto:jacquiecheetham@live.com>]
Sent: Friday, 10 November 2017 5:40 AM
To: DPE CSE Information Planning Mailbox <information@planning.nsw.gov.au>
Subject:

Dear Sir/Madam,

I am writing to express my objection to the proposal to upgrade the Bankstown Line from Sydenham to Bankstown to a metro rail.

The proposed metro conversion of this line is not needed or justified, 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 and increasing, and 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.

Indeed I have spoken to many people in the local community and very few people are supportive of the level of development proposed by the state government.

There is a lack of a clear strategy for the already congested Canterbury Rd which will be rendered almost impassable for many months if this proposal were to proceed.

Community consultation has been inadequate.

The metro is not in the public interest but would result in significant over development of the corridor. We chose to live in a suburb in Sydney not the centre of a high rise corridor.

I trust that more thought and planning will be given to this proposal and resident given more weight than potential developers who are not interested in the community but simply wish to profit from overdevelopment of our space.

Your sincerely,

Jacque Cheetham

8 Hurlstone Avenue Hurlstone Park

- I consent to my name being published
- I have no reportable donations to disclose

0405 443 553



**TOWER 2, LEVEL 23
DARLING PARK, 201 SUSSEX ST
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

8 November 2017

Director Transport Assessments
Planning Services, Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Sir / Madam,

**RE: SYDENHAM TO BANKSTOWN ENVIRONMENTAL IMPACT STATEMENT
SUBMISSION TO EIS FOR CANTERBURY STATION (SSI_8256)**

This submission package has been prepared on behalf of Metro Storage, who are the landowners of 242-258 Canterbury Road and 1-13 and 6-8 Close Street, Canterbury (the Metro Storage site) to the Environmental Impact Statement (EIS) for Canterbury Station.

The Metro Storage site is located within the Canterbury Town Centre, approximately 200 metres from the Canterbury Metro Station.

Metro Storage has made submissions to the Draft Sydenham to Bankstown Strategy in both August 2017 and November 2017, which presented the strategic value of the Metro Storage site, and investigated a vision to deliver a new Civic Plaza at the new Canterbury Metro Station. A copy of these submissions accompanies this submission as **Attachment 2**.

Having regard to the key issues outlined in the Canterbury Station EIS to guide optimal station design, Metro Storage has worked with Realize Architecture and Site Image Landscape Architects to identify an optimal urban outcome for Canterbury Station. This is detailed in the documentation prepared by Realize Architecture which accompanies this submission as **Attachment 1**.

Specifically, the Realize Architecture submission has identified the following potential improvements for the new Canterbury Metro Station:

- The Canterbury Station redesign outlined in the Realize Architecture studies will resolve the dual issues of Canterbury Town Centre connectivity and the vehicle orientated urban environment around the station entrance. The location of the platform straddling both sides of Canterbury Road provides opportunity to enhance connectivity both below and potentially above Canterbury Road;
- Opportunity to create a Heritage Square ('Transit'), which has long been part of Council policy. This will enable the creation of a unique civic identify and public realm. Funding has been identified in Council budgets for some time to achieve this outcome.
- The Canterbury Station design has not appreciated the dynamic driver that the Sugar Mill Precinct represents, with significant urban renewal of existing industrial sites, the Bowling Club and the high/medium rise initiative on the southern side of the Cooks River. Urban Renewal with taller and more slender building forms will increase the connection between the Canterbury Metro Station and the Cooks River foreshore open space, which will enhance pedestrian and bicycle connections between the Metro Station and the Cooks River.



- As one of the initial stations to be developed as part of the Sydney Metro, Canterbury Station presents an opportunity to apply innovative urban design outcomes which improve the public domain and present an example of how transport infrastructure can be used to positively contribute to urban, environmental and community improvements.

We request that these matters be considered in the design development of the Canterbury Station, and welcome the opportunity to discuss the urban design study undertaken Realize Architecture with the Department of Planning and Environment.

Yours sincerely,

A handwritten signature in black ink, appearing to read "Danielle Blakely".

Danielle Blakely
Associate Director



ATTACHMENT 1
REALIZE ARCHITECTURE SUBMISSION

REALIZE

8 November 2017

Director Transport Assessments
Planning Services, Department of Planning and Environment
GPO Box 39
Sydney NSW 2001

Dear Sir/Madam,

SYDNEY TO BANKSTOWN EIS - SUBMISSION TO EIS FOR CANTERBURY STATION. (REF SSI_8256)

Sydney Metro's Environmental Impact Statement (EIS) for Canterbury Station details several key issues for consideration in determining the optimal station design. We schedule these below and provide direct reference to the Canterbury Station E.I.S.

- 1) The current rail corridor and Canterbury Road, both limit connectivity within the renewed Canterbury Town Centre.
(EIS reference 7.1.1).
- 2) Department of Planning and Environment (DPE) and Canterbury Bankstown Council are promoting the development of a new Canterbury Town Centre.
(EIS reference 7.1.1).
Canterbury Bankstown Council have consistently championed the concept of a Civic Plaza/Transit Square in the region of the existing station entry.
(EIS reference 7.2.1).
- 3) Current Station Entry is an 'unpleasant pedestrian environment'.
(EIS reference 7.1.1).
- 4) Significant urban renewal is proposed to galvanise a new Canterbury Town Centre and take optimal advantage of the Sydney Metro transport initiative.
(EIS reference 7.2.2).
- 5) The zone south of the station will be highly urbanised with high rise apartments up to 25 storeys, in addition to encouragement of revised height limits and taller slender towers, to maximise ground plane amenity, and interfacing with the Cooks River and foreshore.
(EIS reference 7.2.2).
- 6) A common heritage ambience exists in the immediate vicinity of the current station entrance including:
 - Platform & Station
 - Overhead booking office
 - Signal Box building
 - Canterbury Post Office
 - Canterbury Club Hotel(EIS reference 7.1.5).

With the above broad issues at the forefront of decision making, the following strategic rethink of the Canterbury Station creates optimal urban outcomes:

- 1) Utilise the Canterbury Station redesign to solved the dual issues of Canterbury Town Centre connectivity and the current unacceptable urban environment around the station entrance. Location of the platform straddling both sides of Canterbury Road delivers immense benefits of connectivity both below and potentially above Canterbury Road.

- 2) Creation of a Heritage Square ('Transit'), long part of Council's formal policy, allows the Canterbury Town Centre to establish a recognisable civic identity and an outstanding urban public realm. Council have allocated significant financial budgeting to achieve this goal.
- 3) The Canterbury Station redesign has not appreciated the dynamic driver that the Sugar Mill Precinct represents, with significant urban renewal of existing industrial sites, the Bowling Club and the high/medium rise initiative on the southern side of the Cooks River. The Sugar Mill Precinct provides future high volume pedestrian/bicycle patronage for the new Sydney Metro infrastructure.
- 4) An imaginative interpretation via a refreshed approach to the design of Canterbury Station can stand as an example of Sydney Metro providing environmental, community and efficiency benefits beyond the narrow provision of transport infrastructure.

Should you have any queries regarding this letter please contact our office on 02 4294 9688.

Yours faithfully,



T. Savill
Realize Architecture
Director



REALIZE

RESPONSE TO:

**SYDNEY METRO-CITY & SOUTHWEST
SYDENHAM TO BANKSTOWN ENVIRONMENTAL
IMPACT STATEMENT (EIS) OVERVIEW (Sep 2017)**

ref: SSI 17_8256

**CANTERBURY TOWN CENTRE &
RIVERFRONT SUGAR MILL PRECINCT**

TOWN SQUARE & PUBLIC DOMAIN SQUARE

on behalf of
Metro Storage P/L

08 November 2017

Realize Architecture
Nominated Architect T. Savill NSW 4652
1/20-22 Walker Street,
PO Box 105,
Helensburgh NSW 2508
Phone: (02) 4294 9688
Email: architects@realize.com.au

Canterbury Town Centre & Riverfront Sugar Mill Precinct

Town Square & Public Domain Square

This document is to be read in conjunction with our recent submission to the Department of Planning & Environment (DPE) made on our behalf by Urbis (dated 31 August 2017 and 03 November 2017). Beyond the comments below, this report supports the EIS.

Background

In November 2009 the City of Canterbury adopted Development Control Plan (DCP) 55 - Canterbury Town Centre (CTC) and Riverfront Precinct - after analysis of a number of earlier studies that had been prepared to establish a strategy for the future of the precinct.

The DCP was to provide objectives, controls and guidelines for future development within the Town Centre through:

- Providing a clear vision and objectives for Canterbury Town Centre;
- Identifying opportunities and constraints so as to maximise potential benefits within the Town Centre;
- Establish principles to guide the design of the urban structure of the Town Centre; and
- Establish objectives, controls, and guidelines that guide and manage future development within the Town Centre.

Source: Canterbury Town Centre & Riverfront Precinct - Chapter 1 Preliminary, 1.3. Purpose of Development Control Plan.

The vision of the CTC was:

- To create a new mixed-use centre based on 'Transit Oriented Development' between the rail and Cooks River with good access to public transport and enhance the existing traditional Town Centre.

Source: Canterbury Town Centre & Riverfront Precinct - Chapter 2 Vision, 2.1 Background.

Of the issues and opportunities identified during the planning process were the following:

- Expand the area under consideration to include adjacent residential areas.
- Recognise and incorporate heritage values of many of the existing buildings.
- Consider the removal or reduction of clearway on Canterbury Road if possible, to assist businesses.
- Ensure that major redevelopment between the rail and the river integrates with the 'old town centre'.
- Consider early public realm improvements to show confidence in the traditional town centre area.
- Reduce traffic speeds along Canterbury Road.
- Consider the potential to move station access to the north (Roberts Street) to facilitate and make additional railway bridge more secure for pedestrians.
- Need for town centre theming.
- Improve public domain (streetscape, landscape, paving and building quality).
- Improve pedestrian crossing of Canterbury Road.
- Improve railway station and poor quality transit interchange
- Encourage rundown buildings to upgrade.
- Improve connection to river and across railway.
- Encourage definition of Town Centre as a place.
- Encourage investment in building stock and in public domain.

Source: Canterbury Town Centre & Riverfront Precinct - Chapter 2 Vision, 2.2 Issues & Opportunities.

The objectives of the DCP were to:

- Reinststate the role of the Traditional Centre on Canterbury Road.
- Maintain a low-rise streetscape along the main street' of the traditional town centre.
- Introduce buildings that respond to the existing adjoining built form and its function.
- Reinforce the Railway Station status as the prime active transport interchange.
- Concentrate larger buildings adjacent to railway station.
- Redevelop the Riverfront district into an attractive vital & vibrant mixed-use environment via a rich network of publicly accessible spaces & places.
- Provide open space to serve the local community and facilitate connections to regional open space.
- Create an attractive waterfront along the Cooks River through the provision of pedestrian and cycle ways, landscaped open spaces and opportunities for outdoor activities.
- Strengthen and activate the pedestrian connections between the railway station and new development.
- Upgrade the lower section of Canterbury Road (river area) into a welcoming gateway/boulevard.
- Use landscape and built elements to create defining places for main entries into town centre.

Source: Canterbury Town Centre & Riverfront Precinct - Chapter 2 Vision, 2.3 Objectives.

The DCP adopted, as essential development principles, the following:

- Town Centre Structural Plan (identifying appropriate land use zoning and controls).
- Major Development Sites (identified in the earlier Master Plan and in the DCP), and
- Urban Places/Spaces (to be created to reinforce a unique sense of place). These places may take the form of:

- Upgraded pockets of public open space along the Cooks River. This will include remodelling/redefining existing open spaces, and others space will be created by the implementation of new development opportunities.
- New spaces may include squares, plazas etc. These spaces may occur partially or wholly within proposed development sites. Where this is the case, the development controls in the DCP have already incorporated incentives (in terms of building heights and building configuration, etc) to compensate for any perceived loss of development potential. These new spaces are to become part of the public domain and may be required to be dedicated to Council as public open space.
- An 'Interchange Place' which will enhance public transport interchange at the railway station.

Source: Canterbury Town Centre & Riverfront Precinct - Chapter 2 Vision, 2.4.3 Urban Places/Spaces.

In support of the DCP a Canterbury Town Centre Contributions Plan was developed and adopted on 11 August 2011, effective 01 September 2011. While the framework for the development of the precinct was provided by DCP 55 the Development Contributions Plan was devised to provide the public infrastructure, including the following:

- Reinforce the Railway Station status as the prime active transport interchange.
- Redevelop the Riverfront district into an attractive vital & vibrant mixed-use environment via a rich network of publicly accessible spaces and places.
- Provide open space to serve the local community and facilitate connections to regional open space.
- Create an attractive waterfront along the Cooks River through the provision of pedestrian and cycle ways, landscape open spaces and opportunities for outdoor activities.
- Strengthen and activate the pedestrian connections between the railway station and new development.
- Upgrade the lower section of Canterbury Road (river area) into a welcoming gateway/boulevard.

Source: Development Contributions Plan - Canterbury Town Centre & Riverfront Precinct - 3.2 Infrastructure Objectives p16.

Part of the infrastructure identified as required to sustain development included:

- Water supply and sewerage discharge capacity enhancements;
- New and upgraded streets;
- Upgraded intersections;
- New urban places/spaces;
- Stormwater drainage improvements;
- Other utility upgrades.

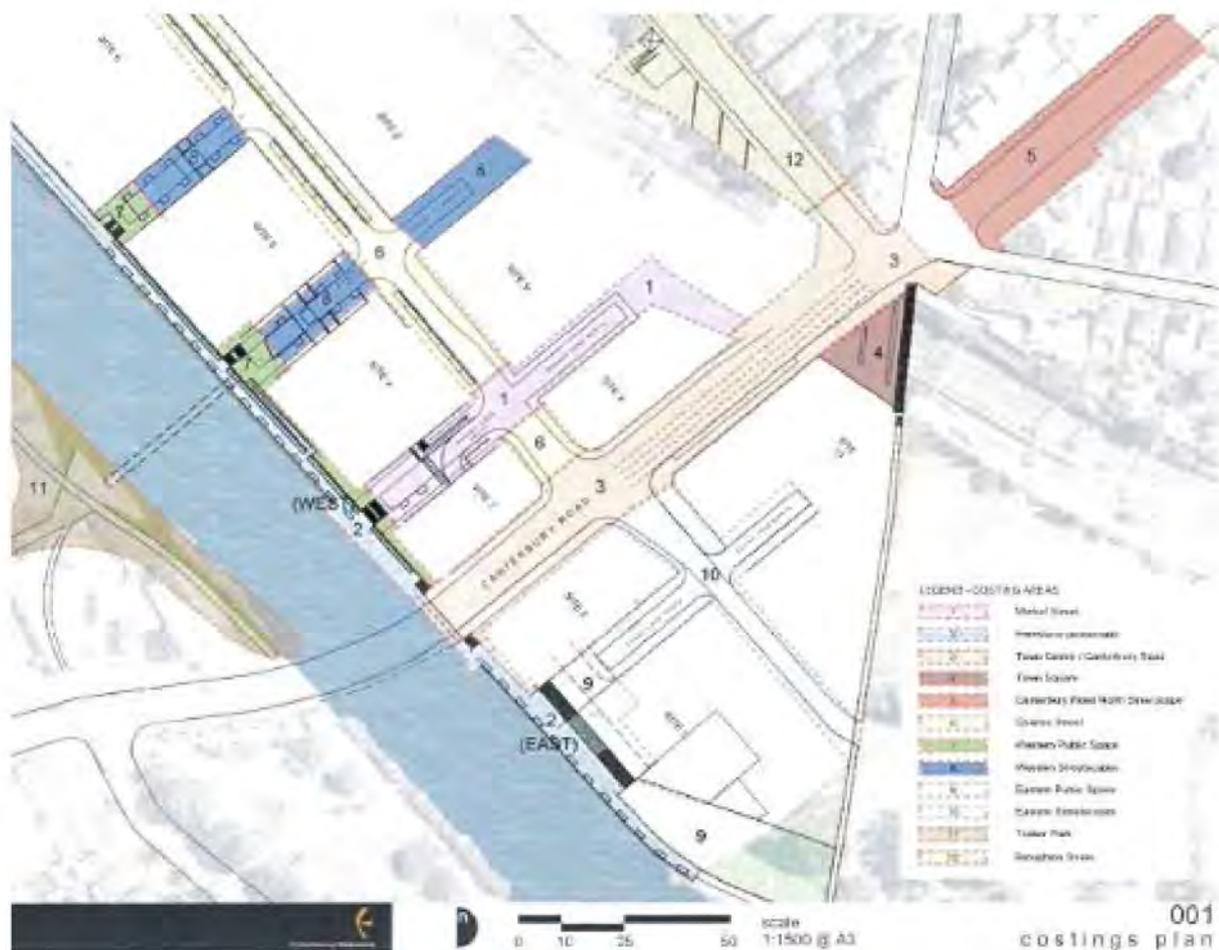
Source: Development Contributions Plan - Canterbury Town Centre & Riverfront Precinct - 3.3 Infrastructure required to sustain development p17.

A definitive Works schedule summary (with associated maps) formed Part 4 of the Development Contributions Plan.

Within the schedule items 001(3) Town Centre/Canterbury Road Works and 001(4) Town Square are identified.

Maps 01 and 002 (Figures 1 & 2 below) indicate these Costing Areas within the overall Plan. Item No.3 includes widening of Cooks River bridge to the west, and Item No.4 proposes further bridging over the railway corridor to the east of the bridge, and is designated 'Town Square'.

Figure 1 - Development Contributions Plan - Costing Plan (Map 001)



Source: Development Contributions Plan - Canterbury Town Centre & Riverfront Precinct 2011 p25.

Figure 2 - Development Contributions Plan - Costing Plan (Map 002)



Source: Development Contributions Plan - Canterbury Town Centre & Riverfront Precinct 2011 p26.

The Contribution Plan work's schedule summary itemises these two elements of public infrastructure as follows:

Work's Schedule Summary

| Plan Ref | Item & Description | Map Reference | Cost of works to be funded by Development Contributions | Estimate of staging and priority (for funds pooling) |
|----------|-----------------------------------|---|---|--|
| 001(3) | Town Centre/Canterbury Road Works | Public domain works as identified on maps 001 and 002 | \$2,253,239 | Stage 2 |
| 001(4) | Town Square | Public domain works as identified on maps 001 and 002 | \$5,938,607 | Stage 3 |

Source: Development Contributions Plan - Canterbury Town Centre & Riverfront Precinct - 4 Works Schedule Summary & Maps p23.

In summary, the Canterbury Town Centre Development Control Plan (DCP) 55 identified the need to create a Town Square precinct at the Canterbury Road bridge over the railway corridor, and the ancillary Development Contributions Plan included Development Contribution allowances to fund their work. In 2011, over \$6 million dollars was allocated to complete the provision of the Town Square work.

Development Control Plan 2012

On 22 November 2012 Canterbury Council adopted, in parallel with the adoption of the new Canterbury Local Environment Plan (LEP) 2013, the new Canterbury DCP 2012, thereby superseding Canterbury DCP 55.

Nonetheless, Appendix 3.2 Canterbury Town Centre maintains the essence of the superseded control plan.

The Canterbury Town Centre public domain structure plan (Figure 3 below) is an extraction from the earlier DCP, and maintains the intention of creating a Town Square and Canterbury Town Centre focus around the Canterbury Road bridge over the rail corridor.

Figure 3 - Canterbury Town Centre Structure Plan

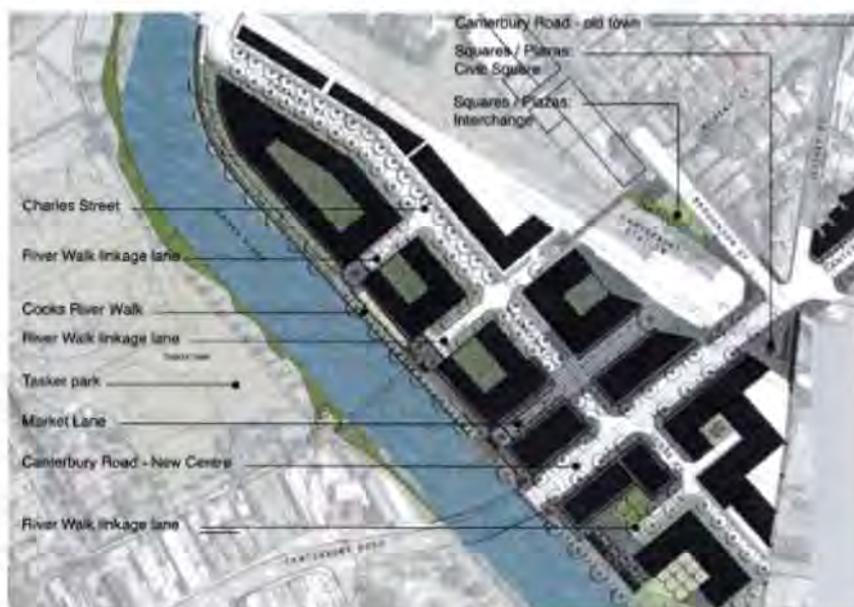


Figure 3.2.1: Canterbury Town Centre structure plan

Source: Canterbury DCP 2012 - Canterbury Town Centre Public Structure Plan p3.1.5.

Other References

Further referencing of the Town Square can be found in reports prepared by Olssen Associates Architects dated June 2014 and JBA's Planning Proposal for CCC Rezoning of Bowling Club Site (dated June 2014), both prepared for Canterbury City Council to support a rezoning application for the Bowling Club site.

Extracts of each report are below.

Figure 4 - Site & Context Analysis Drawing



Figure 7 - Site & Context Analysis Drawing

Source: 15 Close Street Canterbury - Urban Design Study by Olsson & Associates Architects June 2014 p8.

Figure 5 - Masterplan Site Layout



Figure 10 - Masterplan Site Layout

Source: 15 Close Street Canterbury - Urban Design Study by Olsson & Associates Architects June 2014 p12.
Note: Also used within JBA Planning Proposal report of June 2014, labelled Figure 13 - Master Plan Layout.

The recent **Re-Imaging Canterbury Corridor** document prepared by Thallis Hill (July 2017) for Canterbury Bankstown Council as part of the Canterbury Road Study identifies the Town Centre plaza adjacent the Canterbury Road bridge as a contributing element to the ‘green grid of Canterbury’ (see Figure 6 below).

Figure 6 - The Green Grid of Canterbury



Source: Re-Imaging Canterbury Corridor p67.

Canterbury Town Centre Town Square

It is clear from this brief history that the strategy supporting the CTC has always envisioned - and indeed Council has levied developers to assist to pay for - the development of a ‘Town Square’ public domain at the rail bridge on Canterbury Road.

It is our concern that Sydney Metro’s draft Canterbury Station EIS has ‘overlooked’ this element of critical development.

Furthermore, it is our strong belief that the objectives of Sydney Metro - along with DPE - regarding the development of Canterbury Station require further in-depth assessment and consideration to ensure that a unique opportunity for the local community is not lost; i.e. the provision of significant town centre public domain with open and direct landscaped connection to the Cooks River and riverside parkland.

Comments associate with that submission are relevant again here; and include:

- The Heritage Square reinforces the notion of 'place' for the Centre of Canterbury.
- The 'square' will be a vibrant transport and meeting hub, focusing the activities of local residents, and feeding the new Metro Station. In this respect, a relocation of the Metro platform to service both sides of Canterbury Road would be of tremendous benefit, as future new residential development to the east as well as the west would be equally served.
- Similar to Canterbury Bankstown Council's response to Sydney Metro's proposal for Bankstown Station, where they would prefer the station below ground to liberate and activate a ground level public domain, our wish is for the town centre of Canterbury to be activated, vibrant and vital, and for a clear and direct connection to be made with the Cooks River and riverside parkland.

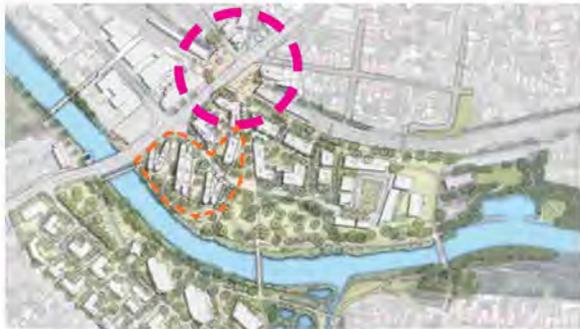
While the matter requires more detailed consideration - including a comprehensive Traffic Study to improve Canterbury Road traffic movement and pedestrian safety - the Heritage Town Square for Canterbury is a 'compelling objective' and necessitates a fresh vision for the Canterbury Station design.

Appendix 1: Attached Concept Sugar Mill Precinct Drawings

Concept Landscape Masterplan

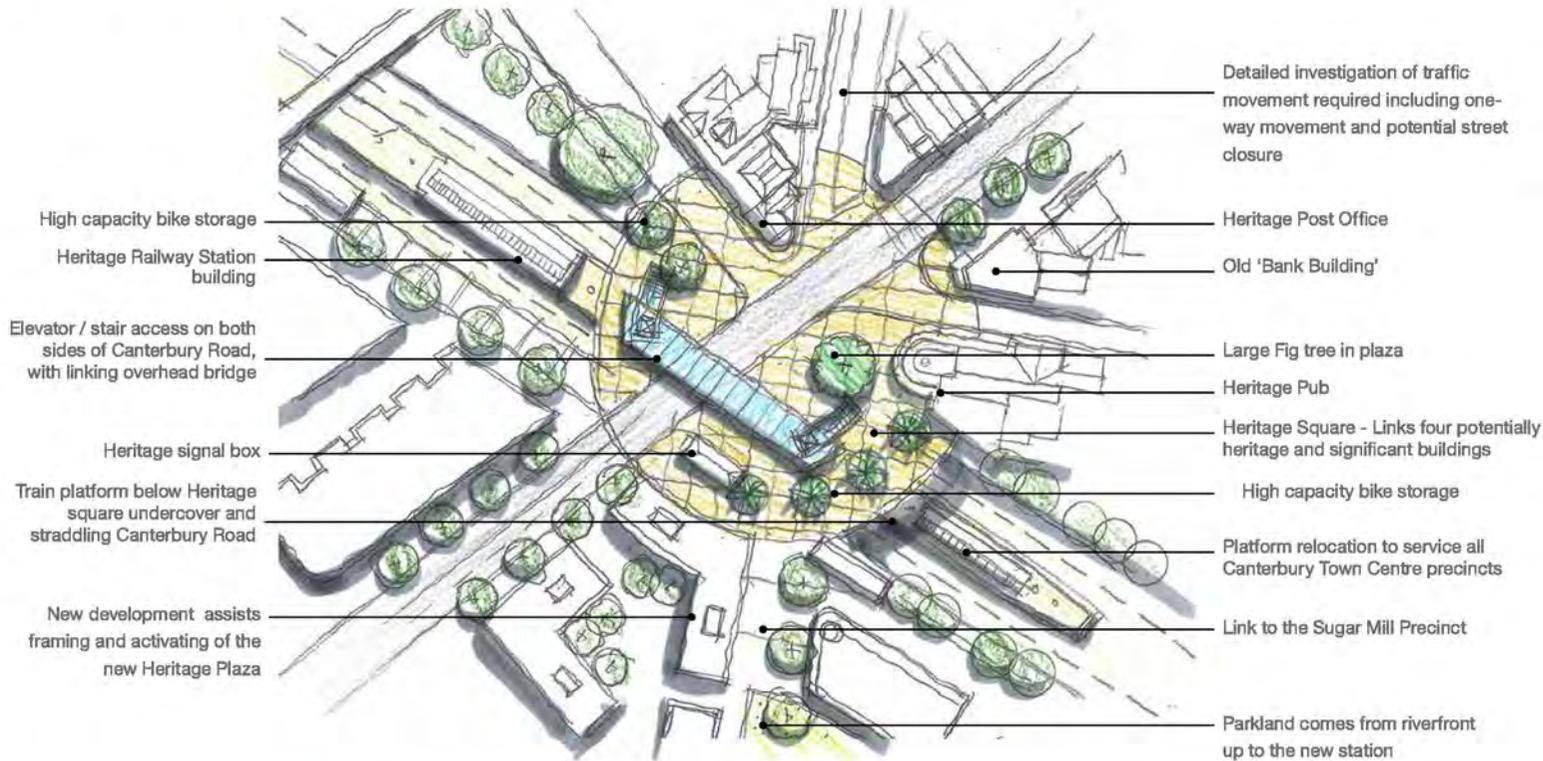


Concept for Metro Railway Civic Plaza - Heritage Square



Sugar Mill Precinct

An active cafe, retail, and meeting area that provides a vibrant place for commuters, food and general hub of activity. Underground connectivity across busy Canterbury Road is achieved via underground pedestrian link, with Metro access lifts / stairs in each half of the plaza. A significant 'civic centre' placemaking space is created for Canterbury, paired with treatment of enhanced parkland link to the river - creating a unified open space and civic space connectivity for Canterbury.



Canterbury Club - Heritage Pub



Heritage Post Office



Old Bank Building



Old Bank Building



ATTACHMENT 2

SUBMISSIONS TO THE DRAFT BANKSTOWN TO SYDENHAM STRATEGY



**TOWER 2, LEVEL 23
DARLING PARK, 201 SUSSEX ST
SYDNEY NSW 2000**

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

03 November 2017

Ms Ann-Maree Carruthers
Director, Sydney Metro (Urban Renewal)
NSW Department of Planning & Environment
GPO Box 39
SYDNEY NSW 2001

Dear Ann-Maree,

RE: SYDNEHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR 242-258 CANTERBURY ROAD, 1-13 & 6-8 CLOSE STREET, CANTERBURY

Urbis have been engaged by the landowners of 242-258 Canterbury Road and 1-13 & 6 – 8 Close Street (the Subject Site) to assist with the development of a future vision for the site and the Canterbury Town Centre.

The information which accompanies this letter is to supplement the submission made on behalf of the landowners to the *Draft Sydenham to Bankstown Urban Renewal Corridor Strategy* (Draft Strategy) dated 31 August 2017. A copy of the submission is attached as **Attachment 4**. This supplementary information should be read in conjunction with the August 2017 submission, and provides further strategic support for requested amendments to the Draft Strategy for the subject site.

We have made requests to your office for the opportunity to make this presentation in person to clearly articulate what we consider to be a compelling vision and opportunity for the Canterbury Town Centre. We would greatly appreciate this opportunity given the significance of our client's landholding and the opportunities to achieve the desired urban density in this precinct, while creating great urban spaces and amenity, strengthening the linkages between the Town Centre and the Cooks River.

1. OVERVIEW

This additional submission has been prepared to further develop the case for change for the subject site, being the last site within the Canterbury Town Centre with frontage to the northern side of the Cooks River with redevelopment potential. The additional information demonstrates how the site can positively contribute to:

- Delivering the objectives of the Draft Strategy for the Canterbury Town Centre;
- Creating a Cooks River foreshore precinct, described as the 'Sugar Mill Precinct' which will positively activate the northern and southern side of the Cooks River within the Canterbury Town Centre; and
- Improving the road network servicing the 'Sugar Mill Precinct' and the wider Canterbury Town Centre.

The further investigations undertaken by the landowner are detailed in the following attached information and has been prepared by:

- Site Image (**Attachment 1**), who have prepared a landscape masterplan for the 'Sugar Mill Precinct' (shown in colour in **Figure 1** below). The masterplan investigates opportunities which the precinct offers to improve pedestrian and open space linkages within the Canterbury Town Centre, as well as alternatives to improve the civic identity of the future Canterbury Metro Station;
- Realize Architecture (**Attachment 2**), who have considered the improved built form which can be achieved on the subject site through lifting indicative height restrictions, and releasing more of the ground plan to improve the public domain within the site and along the Cooks River; and
- Traffix (**Attachment 3**) who have undertaken investigations of the current road network servicing the Sugar Mill Precinct, and identified network upgrades which would benefit the road network for the Sugar Mill Precinct and the wider Canterbury Town Centre.

Figure 1 – Site Image Landscape Masterplan for the 'Sugar Mill Precinct'



Source: Site Image

2. LANDSCAPE MASTERPLAN

Site Image has prepared a landscape masterplan study which responds to the opportunities which the precinct offers to improve pedestrian and open space linkages within the Canterbury Town Centre and the Sugar Mill Precinct. The study further identified alternatives to improve the civic identity of the future Canterbury Metro Station.

The Site Image Study (**Attachment 1**) identifies that by elevating the buildings on the subject site, a continuous waterfront communal and civic open space could be created that would enhance the pedestrian connections between the Metro Station Civic Centre, and the Cooks River. Through

improving connectivity between these two spaces, the civic identity and parkland amenity of the wider Canterbury Town Centre will be greatly enhanced.

Site Image has also investigated a number of improvements that could be incorporated in the masterplanning of the Canterbury Metro Station, including utilising the station as an opportunity to create a new Civic Plaza. This could be achieved through establishing underground connections across Canterbury Road which would connect to a retail / café precinct. This retail / café precinct would run from the Metro Station to the Riverfront parkland and connect to a new pedestrian bridge over the Cooks River, providing a key pedestrian and cycle link through to the southern Sugar Mill Precinct.

The landowner is preparing a further submission in relation to the Canterbury Metro Station EIS which is currently on exhibition. The submission will provide a detailed description of opportunities available to create an appropriate 'transit square' centred around the Canterbury Metro entrance. A copy of this submission will be forwarded across to your attention once finalised.

3. BUILT FORM

Realize Architecture have investigated building forms which could be accommodated on the subject site if a greater height control was adopted. These are illustrated in the images in **Attachment 2**, and show that through providing increased height, considerably more ground plan can be released which will provide a more permeable site and connectivity to the new riverfront open space.

In addition, this would enable a mix of uses including public buildings, and retail amenity to be accommodated within the lower levels of the buildings which would provide public amenity within the subject site that could interconnect with the adjoining riverside open space.

Further benefits of supporting a taller and slenderer built form are detailed in the August 2017 submission however include improved solar accessibility, reduced shadow on surrounding public domain spaces, and opportunity to increase publicly accessible space due to reduced building footprints liberating more of the ground plane.

The gateway status of the site would be supported by the integration of retail and commercial activities in the podium levels which would serve the wider Sugar Hill Precinct and support the vibrancy of the riverside open space.

4. TRAFFIC AND TRANSPORT

Traffic investigated the current road network servicing the northern and southern parts of the 'Sugar Mill Precinct', and have identified key network upgrades that will provide a *'significant potential traffic and transport solution to the challenges that will flow from any increased yield that would arise through uplift in zonings'*.

The recommended traffic solutions are detailed in the Traffic letter in **Attachment 3**, and include:

- Dedication of additional land within the subject site along the whole Canterbury Road site frontage to accommodate a right-turn lane into Close Street, which would support traffic movements into Close Street from the north and south. This would remove the requirement for vehicles entering Close Street from the south needing to circulate over 1 kilometre through the Canterbury Civic Centre; and

- Suppressing parking and traffic generation from development within the Sugar Mill Precinct south of the Cooks River by providing two new pedestrian / cycle connections over the river, one on each side of Cup and Saucer Creek; and
- Reconfiguration of the existing lands and pedestrian footpath on the Canterbury Road bridge over the Cooks River, to convert the footpath into an additional right-turn lane into Close Street, and construct a cantilevered pedestrian footpath / cycle bridge immediately adjacent to the bridge.

5. SUMMARY AND CONCLUSIONS

The supplementary information prepared by the landowners of the subject site has investigated how increasing density on the subject site could positively contribute to the civic and open space amenity of the Canterbury Town Centre. The supplementary information has looked at the broader 'Sugar Mill Precinct' stretching from the Canterbury Metro Station to create a 'Civic Plaza' across the Cooks River to Fore Street. The 'Sugar Mill Precinct' will be focused on delivering a walkable precinct focused around foreshore open space with a range of community and a pedestrian / cycle link with active frontages with a range of retail and dining offerings.

This information has been prepared to provide further detailed investigation of the placemaking benefits the landowner's submission issued would provide, and to further understand infrastructure enhancements which could improve the Canterbury Town Centre and capitalise from the Metro infrastructure investments. Accordingly, we request this information be considered by the Department of Planning and Environment as part of the submission prepared on behalf of the landowner to the Draft Strategy.

Given the significant opportunities that such a proposal could have to 'unlock' the potential of the Canterbury Town Centre and create enhanced amenity, we would greatly appreciate the opportunity to discuss these ideas with you at your earliest convenience.

If you would like to discuss the above and attached information further, please contact Tim Blythe on tblythe@urbis.com.au or Sarah Horsfield on shorsfield@urbis.com.au.

Yours sincerely,

A handwritten signature in black ink, appearing to read "D. Blakely".

Danielle Blakely
Associate Director



ATTACHMENT 1

SITE IMAGE LANDSCAPE AND URBAN DESIGN STUDY

CANTERBURY TOWN CENTRE SUGAR MILL PRECINCT

LANDSCAPE PLANNING CONCEPT REPORT



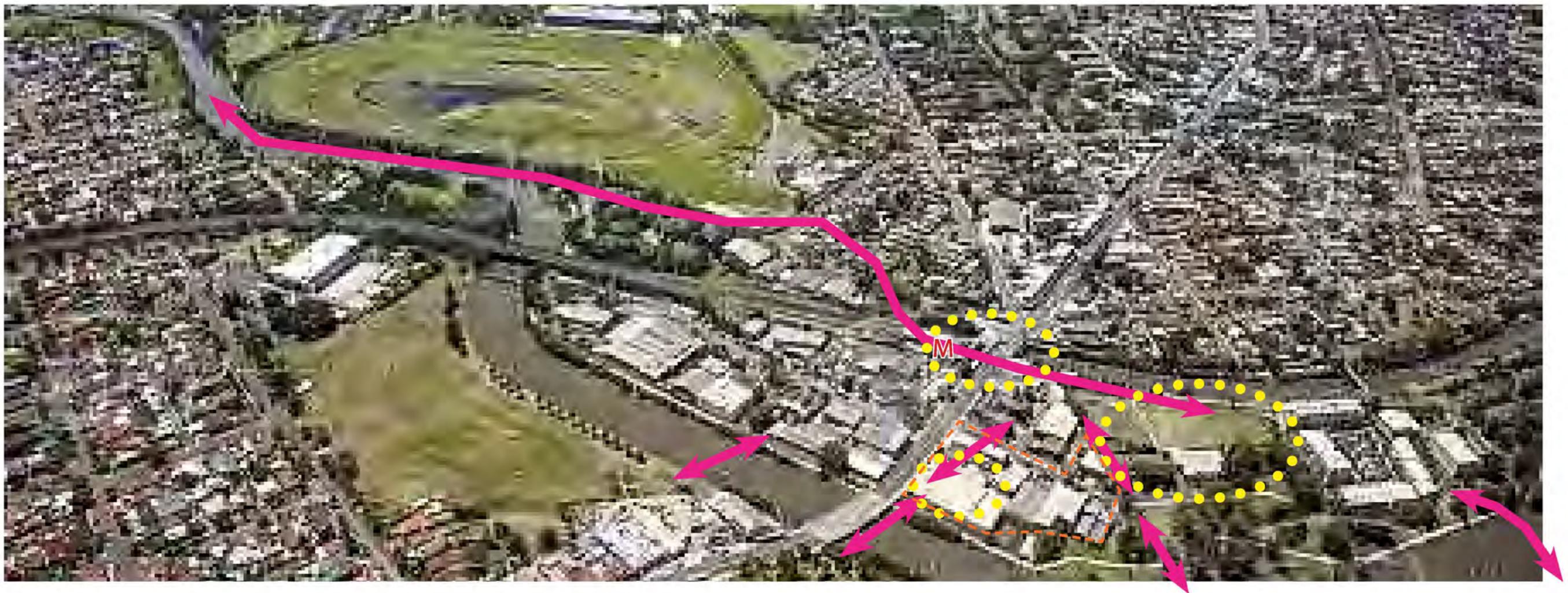
PREPARED BY: SITE IMAGE LANDSCAPE ARCHITECTS
FOR METRO STORAGE
ARCHITECTS: REALIZE ARCHITECTURE
3 NOVEMBER 2017



Introduction

Site Image Landscape Architects have been engaged by Metro Storage Pty Ltd to complete a landscape masterplan investigation of the Canterbury Town Centre, Sugar Mill Precinct context of their proposed mixed use development located on the corner of Close Street and Canterbury Road Canterbury, adjacent the Cooks River and associated parkland. The site is located near to Canterbury Train Station, with extensive completed developed to the west of Canterbury Road, and significant future development to the east.

The purpose of this report is to investigate improvements to the pedestrian and open space linkages in the precinct, and contemplate some alternatives for improved civic identity spaces associated with the future Metro Station. The landscape masterplan concepts are intended as the basis for informal discussion with stakeholders, and are informal in that the concept plans look broadly at opportunities for improved civic identity, parkland links, and general pedestrian and vehicle connectivity. Further development of these concepts would be subject to feedback from stakeholders and relevant authorities.



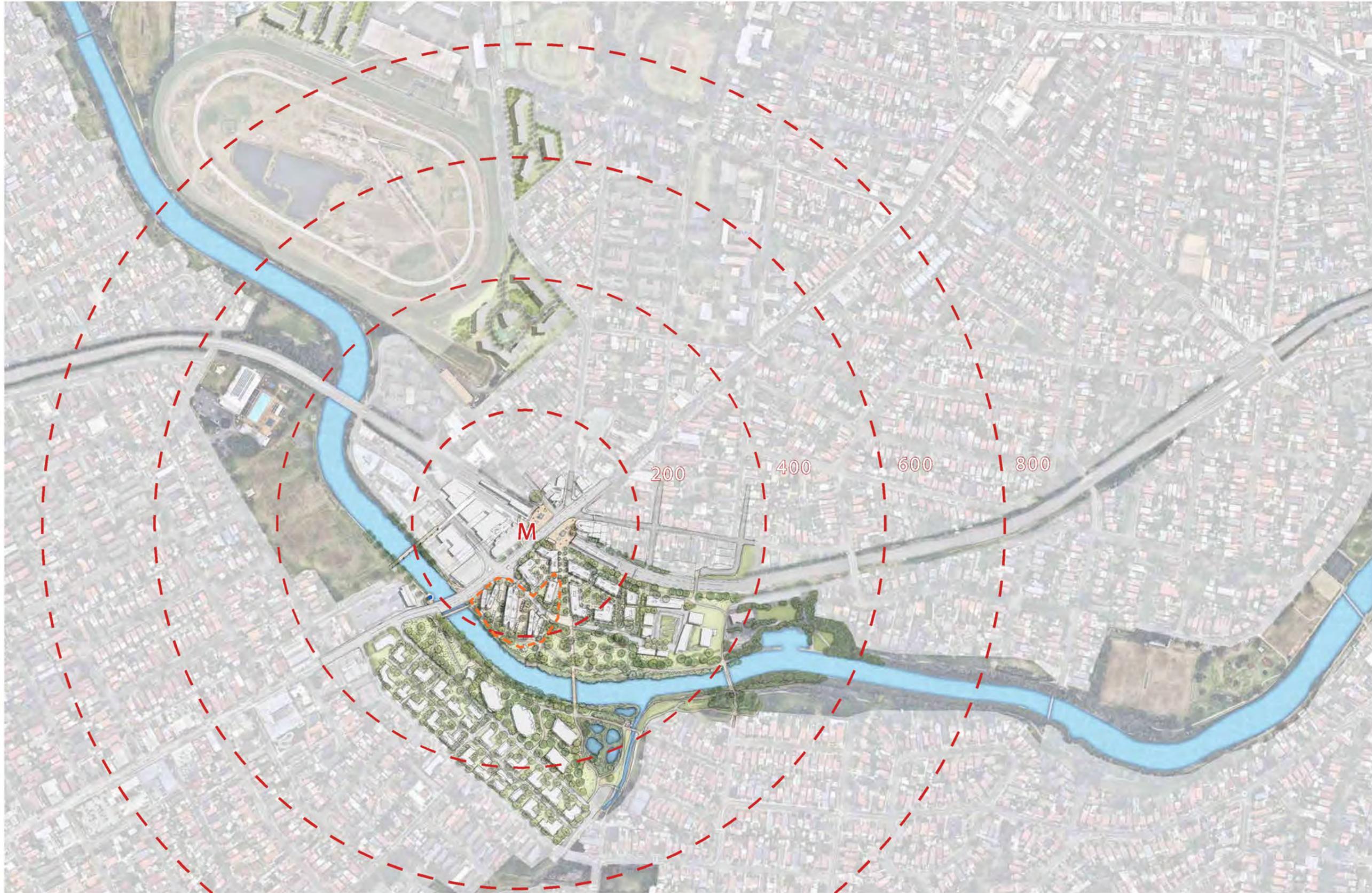
SITE IMAGE
Landscape Architects



CANTERBURY TOWN CENTRE
SUGAR MILL PRECINCT
Landscape Masterplan Concept

Client: Metro Storage PL Issue: A
Architects: Realize Architecture Date: 03.11.2017
Site Image Job No: SS17-3637 Purpose: For Discussion
Site Image (NSW) Pty Ltd ABN 44 801 262 380 as agent for Site Image NSW Partnership
Level 1, 3-5 Baptist Street Redfern NSW 2016 Australia | T +61 2 8332 5600

Canterbury Context and Metro Station Walking Distances



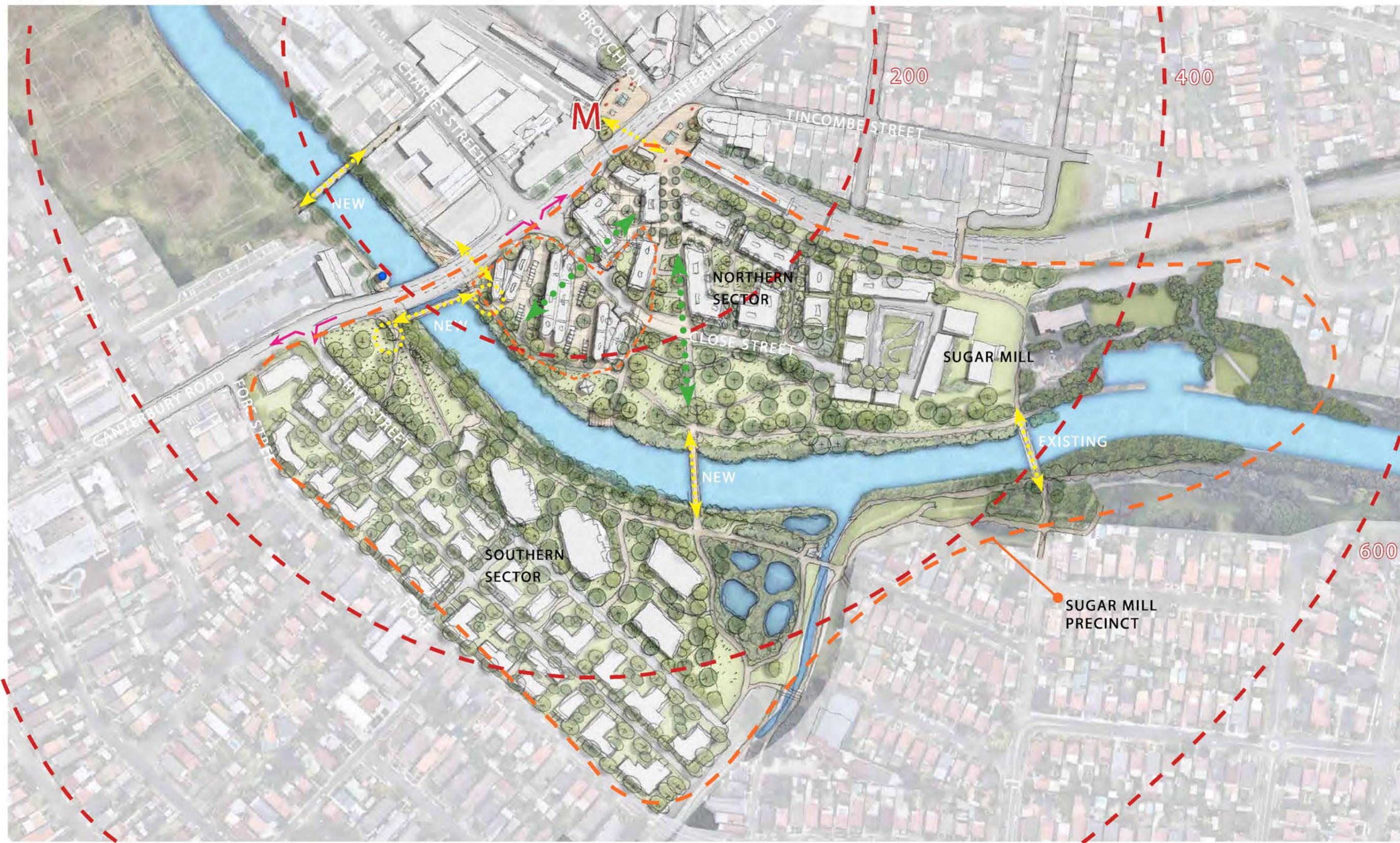
SITE IMAGE
Landscape Architects



CANTERBURY TOWN CENTRE
SUGAR MILL PRECINCT
Landscape Masterplan Concept

Client: Metro Storage PL Issue: A
Architects: Realize Architecture Date: 03.11.2017
Site Image Job No: SS17-3637 Purpose: For Discussion
Site Image (NSW) Pty Ltd ABN 44 801 262 380 as agent for Site Image NSW Partnership
Level 1, 3-5 Baptist Street Redfern NSW 2016 Australia | T +61 2 8332 5600

Canterbury Town Centre Sugar Mill Precinct and Cooks River - Connectivity Initiatives



SITE IMAGE
Landscape Architects

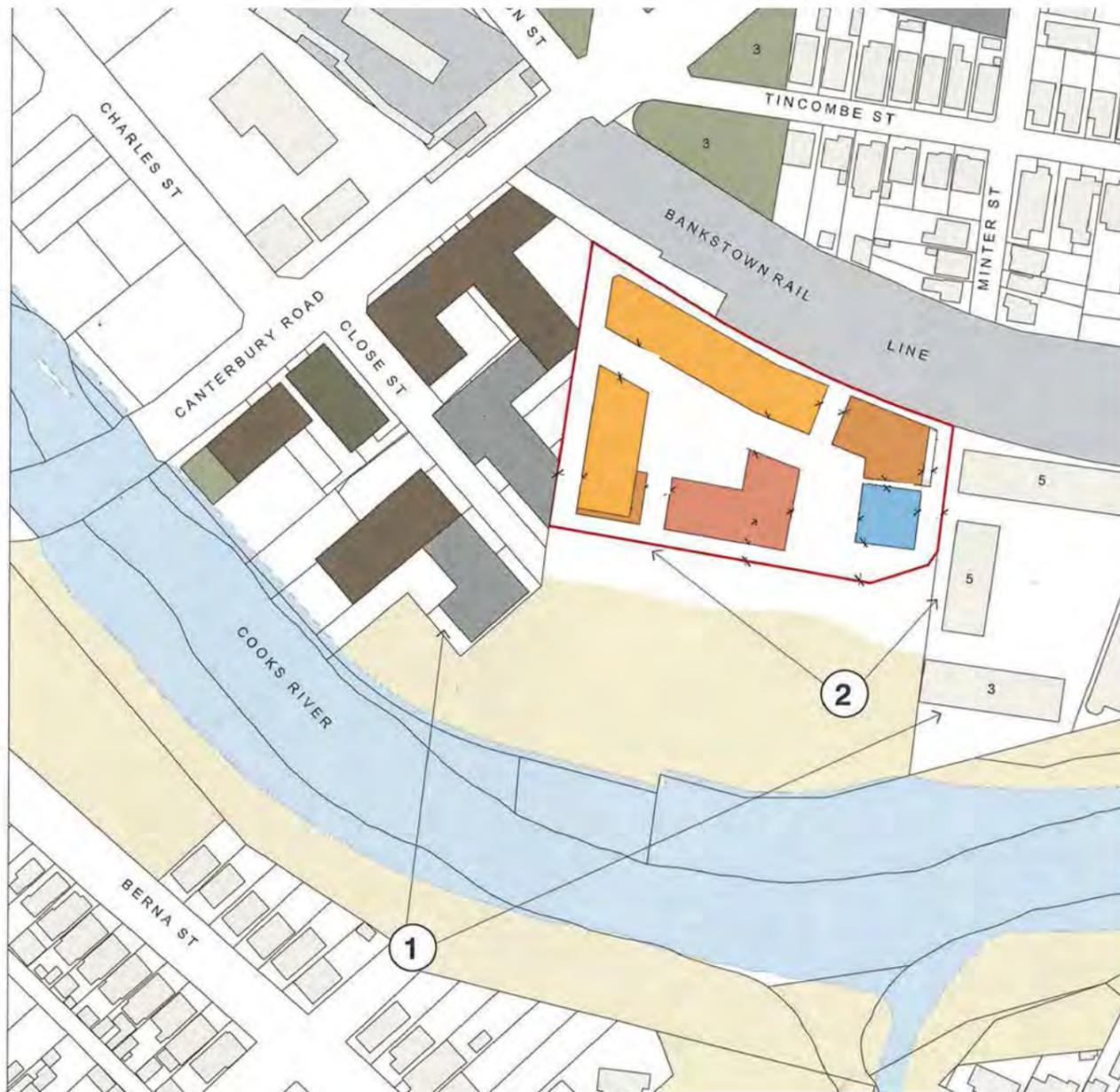


CANTERBURY TOWN CENTRE
SUGAR MILL PRECINCT
Landscape Masterplan Concept

Client: Metro Storage PL Issue: A
Architects: Realize Architecture Date: 03.11.2017
Site Image Job No: SS17-3637 Purpose: For Discussion
Site Image (NSW) Pty Ltd ABN 44 801 262 380 as agent for Site Image NSW Partnership
Level 1, 3-5 Baptist Street Redfern NSW 2016 Australia | T +61 2 8332 5600

Improved Parkland Open Space Link to Metro

Exploration of civic design opportunities for the Metro Station surrounds identified potential to overcome the vehicular and pedestrian constriction at the narrow rail bridge with a plaza providing a wide pedestrian space on both sides of Canterbury Road, and underground pedestrian link. This civic space can engage with the series of heritage and feature buildings that project into this space, creating a signature urban identity space as an appropriate marker to the centre of the future expanded Canterbury precinct. The new civic identity space, along with building setback initiatives from the green link, creates new potential for civic and parkland connection and uninterrupted open space links to and across the Cooks River. The connections to riverfront regional pathways / cycleways can create a striking new town centre identity characterised by connective open space and strong civic and landscape identity. Concept proposals for the Metro Storage site indicates elevated buildings providing a continuous waterfront communal and civic open space that further enhances the pedestrian connection towards the Cooks River and bridge crossing / new waterfront underpass to the bridge. Connectivity of waterfront, parkland and civic spaces has potential to greatly enhance the civic identity and parkland amenity of Canterbury.



Extract from Olsson & Associates - Urban Design Study - 15 Close Street Canterbury - June 2014

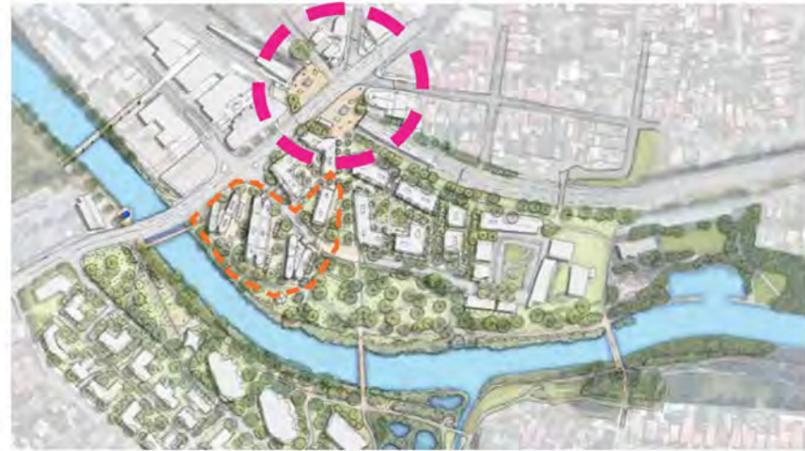


Site Image concept masterplan - aiming to enhance civic identity to station and parkland / river connections

Concept Landscape Masterplan



Concept for Metro Railway Civic Plaza



Sugar Mill Precinct

An active cafe, retail, and meeting area that provides a vibrant place for commuters, food and general hub of activity. Underground connectivity across busy Canterbury Road is achieved via underground pedestrian link, with Metro access lifts / stairs in each half of the plaza. A significant 'civic centre' placemaking space is created for Canterbury, paired with placemaking treatment of the roadway river crossing - creating a unified open space and civic space connectivity for Canterbury.



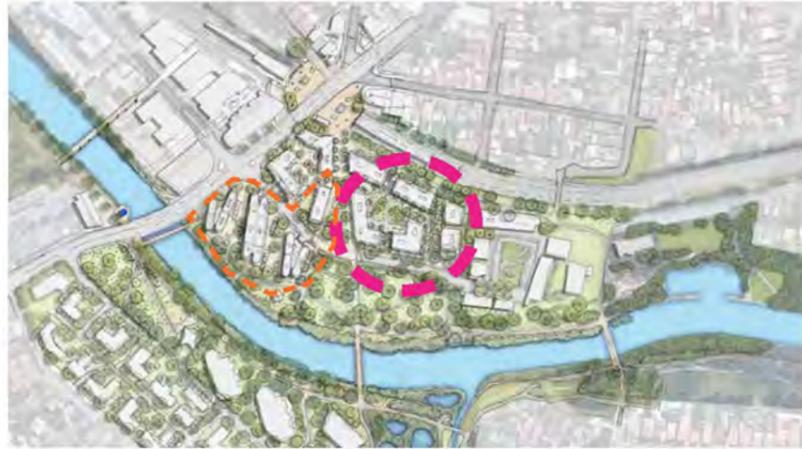
Precinct Plan

- Circular 'lid' over railway changes the narrow bridge to a flanking plaza
- Built forms 'insert' into the connective circular plaza and path links
- Potential for pedestrian link below roadway
- Paved Plaza area with active retail and outdoor seating
- Retail / Cafe with outdoor seating parkland edge, with uninterrupted views across parkland to the river edge.



Design Imagery

Concept for 15 Close Street (Bowling Club Site)



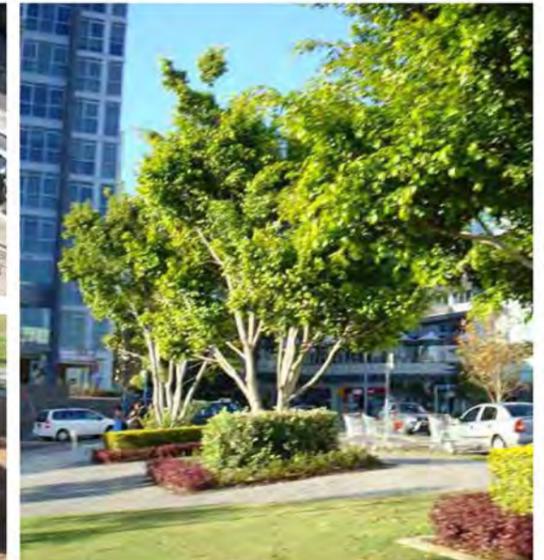
The existing Bowling Club is on leased Council land and is proposed to be developed with four residential apartment buildings and a community building. The pedestrian link along the rail line is maintained, and to the south the project addresses Close Street, which links to the Sugar Mill residential precinct. The concept sets buildings back from an open space link to the station to the waterfront parkland, and envisages the 'community building' be incorporated adjacent the civic link to increase amenity / activation.

Sugar Mill Precinct



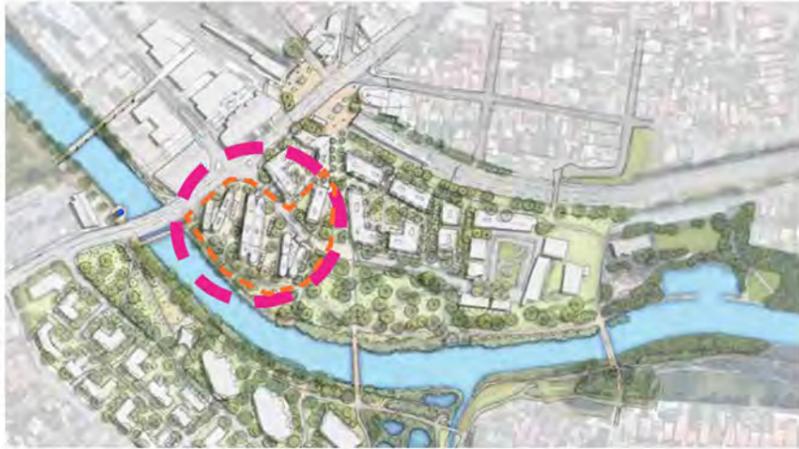
Precinct Plan

- Potential to locate 'community building' under residential to address civic / park link space
- The pedestrian link along the railway
- Buildings set back from new open space link from parkland to civic identity space
- Common open space between buildings requires minor adjustment / redistribution
- Change from Community Building to residential improves Sugar Mill outcomes.
- Parkland residential address remains unchanged
- The existing park provides a high quality outlook and foreground setting



Design Imagery

Concept for Activated Civic / Common Open Space to Waterfront



The Metro Storage site is proposed to have a substantially open ground plane with residential over some activating retail with outdoor seating terraces overlooking the river. Civic space links to the north create strong connectivity with the new rail station. A landscaped edge along the river edge provides a high quality access corridor along the waterfront. The buildings set back from the parkland open space to the west, further enhancing the enlarged 'wedge' of open space from the station to the river.

Sugar Mill Precinct



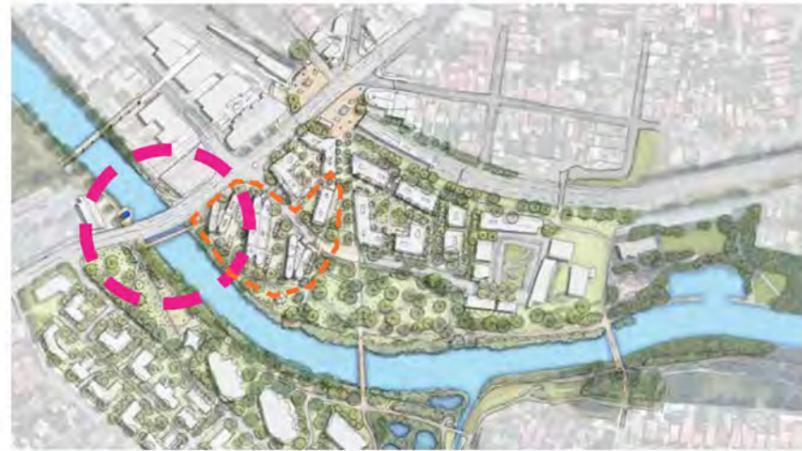
- Concept envisages building setback from open space link, and permeable mixed-use ground plane creating and activated civic link from the station towards the waterfront
- Cafe plaza provides an activity node at the intersection of park / walkway and road
- Feature paved walkway provides connection from station down to pedestrian bridge
- Residential buildings elevated over civic / common open spaces that provide strong community amenity, with views / direct access to the waterfront and bridge link
- Riparian landscape to river edgeto continue Sydney Water enhancements
- Waterfront walkway is upgraded with new riparian corridor to the east and new pedestrian bridge link to 'Southern Sector' residential development precinct.

Precinct Plan



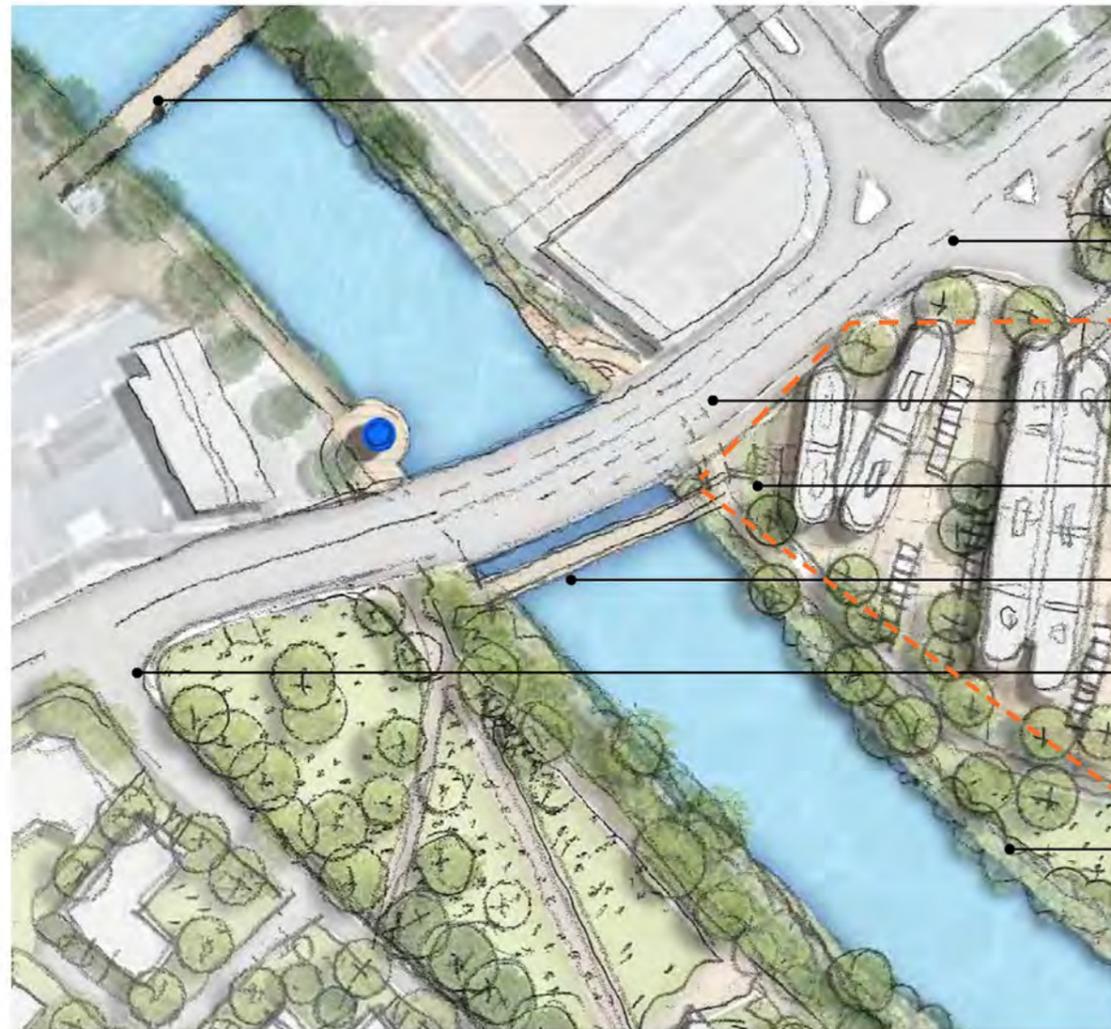
Design Imagery

RiverLink - pedestrian bridges flanking vehicle bridge



Sugar Mill Precinct

Pedestrian and landscape connectivity are the central themes of the concept masterplan proposals. Relocating pedestrian walkways from the vehicular bridge to a dedicated pedestrian bridge creates an enhanced link and allows new traffic lanes, in turn enhancing roadway junctions and connectivity. A pedestrian tunnel behind the bridge abutment would solve the currently unacceptable pedestrian / cycle link that has very low headroom and services impacts.



Precinct Plan

Existing proposals for new pedestrian bridge to link CBD to significant Tasker Park open space and community pool / facilities.

Bridge improvement release of extra lanes allows significant road network improvements affecting all of locality

New pedestrian underpass replaces dangerous existing link

Access up to street level and civic space addressing bridge link

New pedestrian bridge separated from vehicle bridge frees extra lanes for traffic connectivity / congestion improvements.

Potential new slip lanes to Berna street improves traffic movement

New riparian landscape treatment up to the elevated seating terraces overlooking the river from above



Design Imagery

Potential Landscape Character and Civic Identity



Canterbury Landscape Concept Masterplan



SITE IMAGE
Landscape Architects



CANTERBURY TOWN CENTRE
Landscape Masterplan Concept

Client: Metro Storage PL Issue: A
Architects: Realize Architecture Date: 03.11.2017
Site Image Job No: SS17-3637 Purpose: For Discussion
Site Image (NSW) Pty Ltd ABN 44 801 262 380 as agent for Site Image NSW Partnership
Level 1, 3-5 Baptist Street Redfern NSW 2016 Australia | T +61 2 8332 5600



ATTACHMENT 2
REALIZE ARCHITECTURE IMAGERY











9:00AM



10:00AM



11:00AM



12:00PM



1:00PM



2:00PM



3:00PM

SHADOWS DIAGRAMS - WINTER SOLSTICE



ATTACHMENT 3

TRAFFIX PRELIMINARY ROAD NETWORK INVESTIGATION



Reference: 17.481

traffix
traffic & transport planning

Suite 2.08
50 Holt Street
Surry Hills NSW 2010
PO Box 1124
Strawberry Hills NSW 2012
t: +61 2 9324 8700
f: +61 2 9380 4481
w: www.traffix.com.au
director Graham Pindar
acn: 065132961
abn: 66065132961

2 November

Realize Architecture
PO Box 105
Helensburgh NSW 2508

Attention: Mr Terry Savill, Nominated Architect

**Re: Canterbury Town Centre - Sugar Mill Precinct
Traffic Engineering Consultant Services
Preliminary High Level Strategic Advice**

Dear Terry,

We refer to our recent meetings concerning the subject development precinct known as the "Sugar Mill Precinct", which is at a very early planning stage. It is expected that based on the current high level investigations, the precinct may attract positive State and local government responses, sufficient to warrant further investigations, with a view to the precinct being the subject of a later planning proposal.

The area that is to be investigated is depicted on the plans provided in **Attachment 1** to this letter. There are clearly many opportunities and challenges, particularly transport challenges, associated with the overall precinct. These will ultimately be the subject of detailed and ongoing investigations and would likely involve the need for strategic (such as microsimulation) modelling, to test the cumulative impacts of the range of land use yields that are ultimately to be adopted for assessment, as well as other committed development in the Town Centre. However, these yields would need to be significant to reflect the very close proximity of the site to Canterbury Station and in this regard, the site meets all the requirements of an Activity Precinct, which would need to promote public transport and deliver a sustainable transport outcome, maximising alternate travel modes but particularly walking, cycling and public transport. The need to provide a wide range of uses (mixed use zonings) to 'contain' travel demands within the Precinct will also presumably be an important objective.

Nevertheless, whatever yields are ultimately achieved and may be supportable; and whatever pedestrian, cycle linkages and public transport services are developed and delivered to serve the area, the traffic planning challenge (as opposed to the transport challenge) will remain a key consideration. This will need to be assessed against a background of existing high levels of delays and congestion on Canterbury Road (a Classified Main Road) at peak times, with the prospect of continued background traffic growth anticipated to continue along this arterial road corridor.



Having regard for this general context, the following matters and observations are highlighted for consideration in any ongoing investigations for the Precinct. Prior to any planning proposal being documented.

Southern Sector

- i. The Southern Sector (south of the Cooks River) will rely primarily on the existing signal-controlled intersections of Fore Street with Canterbury Road, where all movements are permitted.
- ii. The ability to provide additional lane capacity along Fore Street will need to be investigated, in conjunction with the matters discussed further below relating to the Northern Precinct.
- iii. Future public roads connecting to Fore Street will need to be clear of queues on approach to these signals. A suitable road hierarchy needs to be developed that recognises the existing residential precinct on the southern boundary of the South Precinct.
- iv. The secondary access onto Canterbury Road via Berna Street will be a left-in/left-out access only and it is expected that a left turn deceleration lane will be required in Canterbury Road for the movement into Berna Street.
- v. The need for pedestrian and cycle linkages across the Cooks River between the Northern and Southern Precincts (one on each side of Cup and Saucer Creek); and across Cup and Saucer Creek itself to provide a continuous foreshore access are considered paramount.
- vi. The entire Southern Precinct lies within 800 metres of the Station and the Bus Terminal, so that parking provision will be able to be suppressed.

Northern Sector

- vii. The Northern Sector (north of the Cooks River) is only accessed at the critical junction of Close Street/Charles Street with Canterbury Road, which is approved by RMS for traffic signals, with a realignment of Close Street to overcome the existing offset layout. This intersection provides additional capacity to deal with impacts associated with development already committed, and includes the provision of a short (30 metre) right turn bay in Canterbury Road for the movement into Charles Street. No provision is made however for the right turn movement into Close Street, so that entry movements to the Northern Precinct will be limited to entries from the north, though with through movements from Charles Street (local movements) also permitted.
- viii. The level of development now being contemplated (or indeed any further significant development arising from uplift) is expected to benefit substantially from a right turn entry from Canterbury Road. This is likely to be an essential infrastructure. This however may be able to be delivered through the following means:
 - Make use of the eastern footpath of Canterbury Road over the Cooks River bridge as a through traffic lane. This would allow the existing southbound through lane of Canterbury Road to be used as a northbound right turn lane into Close Street, which would deliver a right turn bay of approximate length 90 metres (subject to design).
 - The existing footpath is understood to be 3.7 metres wide and this can be constructed as a cantilevered footpath; or as a new pedestrian/cycle bridge immediately adjacent to the existing bridge.
 - No change would be required to the existing (western) footpath.
 - Set back the entire site frontage onto Canterbury Road to provide an additional through lane on Canterbury Road, to connect with the realigned through lane on the bridge (the existing footpath). This would permit the approved short right turn bay



into Charles Street (under the proposed signals) to be extended north to achieve a length also of about 90 metres.

- The opportunity is available to provide an additional left turn deceleration lane in Canterbury Road for the left turn movement into Close Street
- ix. The existing bus transit terminal in Broughton Street will potentially need to be improved. It may be possible to provide additional bus capacity by introducing one-way flow in this section of Broughton Street (between Canterbury Road and Robert Street).
- x. The intersection of Broughton Street and Jeffrey Street with Canterbury Road has the potential to be designed as a 'gateway' to the station precinct. While the existing capacity of this intersection is very limited, local traffic investigations should be undertaken to examine options to improve conditions. This could involve one-way flow options on Broughton Street and Jeffrey Street, potential capacity improvements associated with building over the railway corridor (including with the additional southbound lane on Canterbury Road discussed above), the possible closure of Tincombe Street etc. This would involve consideration of local network impacts generally, as well as capacity implications along Canterbury Road.
- xi. The creation of an attractive gateway on Canterbury Road at the station, incorporating safe pedestrian and cyclist crossing opportunities across Canterbury Road.
- xii. Provision of an additional pedestrian and cycle linkage across the railway line at the eastern end of the Northern Precinct.
- xiii. Provision of an additional pedestrian/cycle linkage across the Cooks River to the west of the existing Canterbury Road overbridge.
- xiv. The entire Northern Precinct lies within 800 metres of the Station and the Bus Terminal, so that parking provision will be able to be suppressed.

The above opportunities have been identified based on a 'first cut' review and cumulatively, it is considered that they present a very significant potential traffic and transport planning solution to the challenge that will flow from any increased yields that would arise through uplifts in zonings. This challenge needs to be met in any event, as the close proximity of the site to excellent public transport, both bus and rail, carry with them a responsibility to achieve maximum possible yields to drive sustainable transport outcomes. The general planning approach now being taken for this Precinct is of course therefore entirely consistent with Stage Government policy and objectives.

Hence, subject to government support, extensive further investigations will be required to achieve an optimal planning outcome for the Sugar Mill Precinct and the locality more generally, noting that some of the development within the Precinct and its associated infrastructure has already been committed. Thank you for referring this matter for our consideration and, in the meantime, please contact us should you have any queries.

Yours faithfully,

traffix

Graham Pindar
Director

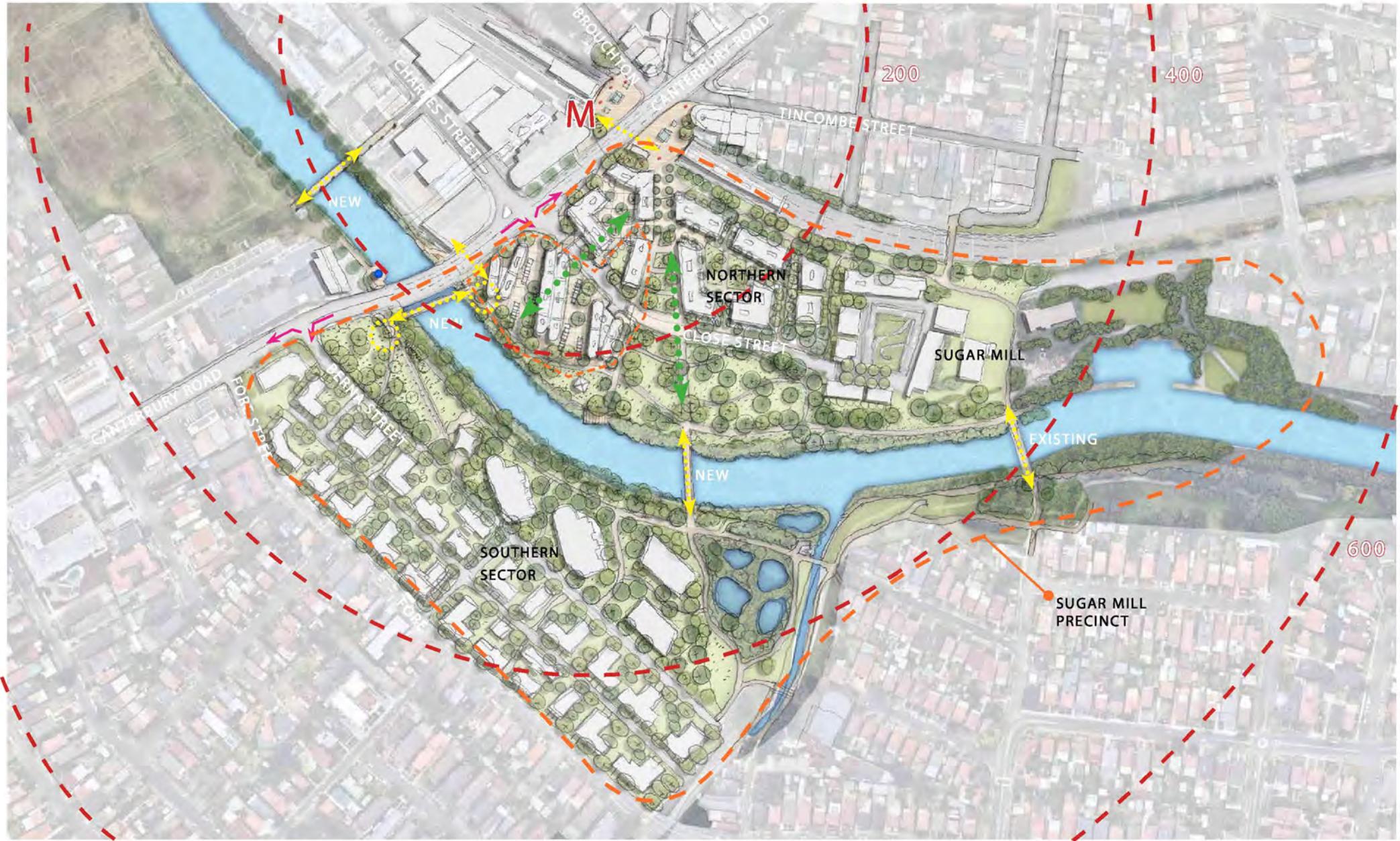
graham.pindar@traffix.com.au

Attachment 1: Concept Plans

Attachment 1

CONCEPT PLANS FOR THE SUGAR MILL PRECINCT

Canterbury Town Centre Sugar Mill Precinct and Cooks River - Connectivity Initiatives



SITE IMAGE
Landscape Architects



CANTERBURY TOWN CENTRE
SUGAR MILL PRECINCT
Landscape Masterplan Concept

| | | | |
|--------------------|----------------------|----------|----------------|
| Client: | Metro Storage PL | Issue: | A |
| Architects: | Realize Architecture | Date: | 03.11.2017 |
| Site Image Job No: | SS17-3637 | Purpose: | For Discussion |

Site Image (NSW) Pty Ltd ABN 44 801 262 380 as agent for Site Image NSW Partnership
Level 1, 3-5 Baptist Street Redfern NSW 2016 Australia | T +61 2 8332 5600



ATTACHMENT 4

SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY: CANTERBURY TOWN CENTRE SUBMISSION

31 August 2017

URBIS.COM.AU
Urbis Pty Ltd
ABN 50 105 256 228

Director Urban Renewal
Department of Planning and Environment
GPO Box 39
Sydney NSW 2000

Dear Sir / Madam,

SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY CANTERBURY STATION PRECINCT REVISED DRAFT STRUCTURE PLAN

1. Introduction and Background

This submission has been prepared by Urbis on behalf of the owners of 1-13 Close Street, 242-258 Canterbury Road, and 6-8 Close Street (referred to as the Subject Site), in relation to the revised *Draft Sydenham to Bankstown Urban Renewal Corridor Strategy* (Revised Draft Strategy).

Figure 1 – Subject Site





The Draft Sydenham to Bankstown Urban Renewal Corridor Strategy (the Draft Strategy) was exhibited until February 2016, which showed the sites to be within the proposed area for change. However, the Draft Structure Plan which was later released removed the Subject Site from the proposed area for change. A submission was made by Urbis on behalf of the landowners in June 2016 which sought to 'reinstate the designation of the subject sites as "areas for change" and provides justification as to why greater urban density is important on the subject land holdings'.

The landowners welcome the reinstatement of the sites into the proposed area for change in the Revised Draft Strategy, and the identification of the sites to accommodate 'high rise and / or mixed use' development. However, the Revised Draft Strategy proposes to impose a 12-15 storey density control for the Subject Site. The imposition of this height control does not adequately reflect the strategic location of the site within close proximity to the Canterbury Train Station, the Cooks River and the Canterbury Town Centre. Further the limitation on height appears to be premature, as preliminary master planning for the site has indicated that additional height would result in limited amenity impacts on surrounding public open space.

While the identification of the site for 'high rise and / or mixed use' development is supported by the landowners, this submission presents justification to support greater height on the site. Specifically, this submission demonstrates that additional height across the site would result in a smaller building footprint, enabling the site to provide a greater contribution to:

- The public domain including the Cooks River open space network, which is aligned to one of the key open space objectives of the revised Draft Strategy.
- Supporting higher density along Canterbury Road, which is aligned to key density objective of the revised Draft Strategy including:
 - to support density along key corridors within a walkable catchment of train stations; and
 - contribute to delivering the targeted additional 4,000 dwelling for the Canterbury Station Precinct by 2036.
- The mix of architectural typologies within the Canterbury Station Precinct, including supporting more varied building forms across the site.
- Improve pedestrian permeability through the site to enhance connectivity between the Canterbury Town Centre and the Cooks River foreshore.
- Enhanced landscaping through the provision of improved deep soil zones.

The inclusion of a 12 to 15 storey height control on the site as part of the Revised Draft Strategy is too restrictive, as it will limit opportunities for the site to investigate design solutions which are consistent with key objectives of the Revised Draft Strategy.

Importantly, the subject site is the only remaining development site along the Cooks River within the Canterbury Station Precinct. Therefore, the site presents one of the only opportunity to achieve some of the key urban design and open space objectives in the Revised Draft Strategy.

Accordingly, this submission:

- Supports the reinstatement of the site into the proposed area for change in the Revised Draft Strategy, and its identification for 'high rise and / or mixed use' development, and
- Seeks a height control of up to 30-storeys on the site, to provide opportunity for high density housing to be supported, improved pedestrian permeability within the Canterbury Station Precinct and public domain contributions.

2. Revised Draft Strategy for Canterbury

The Revised Draft Strategy has been prepared in response to submissions DPE received during community consultation on the Draft Strategy, as well as being informed by additional technical studies commissioned by DPE including:

- Urban Design review undertaken by Conybeare Morrison (CM⁺).
- Architectural design review undertaken by Tribe Studio.
- Heritage review undertaken by Weir Phillip Heritage.
- Employment lands analysis undertaken by AEC.

The key findings from these additional studies which affect the subject sites are:

- Identifying the need to improve pedestrian connections to and along the Cooks River foreshore.
- To provide opportunities for high density housing in proximity to the station and along the Cooks River foreshore.
- Consideration of a potential 'tower zone' south of Canterbury Road, between the railway line and Cooks River.

The Revised Draft Strategy reinstates the recognition that the site has potential to be redeveloped for 'high rise / mixed use' development on the Revised Land Use Plan for the Canterbury Station Precinct (refer to **Figure 2** below). The CM⁺ Urban Design Review, which informed the Revised Draft Strategy, indicated strategic merit for a 'tower zone' between the railway line and the Cooks River.

Figure 2 - The Revised Land Use Plan – Canterbury Station Precinct



The Revised Draft Strategy proposes heights of up to 25-storeys in 'high rise and / or mixed use' areas. This building typology is based on the following key urban design drivers:

- *'Detailed height and built form to be determined through a master plan as part of Priority Precinct process;*
- *'Encourage slender buildings with good separation for light and air. Minimise overshadowing of main streets, public open space and visual impacts on single dwelling areas and main streets;*
- *'Promote height quality design through incorporating design excellence processes;'*

However, the building typology detailed in the Revised Draft Strategy includes:

'Maximum height of 12 storeys for the southern side of Broughton Street, northern side of Berna Street adjacent to Cooks River, and block bordered by Close Street, Canterbury Road and Cooks River.'

This typology does not reflect the significance of the site as the only remaining redevelopment site along the Cooks River within the Canterbury Station Precinct. It also limits the ability for future development on the site to achieve the key urban design building typology outcomes, as a maximum height control of 12 storeys will generate a building form with a larger building footprint with a long street wall which will limit the ability for the site to provide pedestrian permeability and ground level open space.

It is noted that the Revised Draft Strategy also states:

'Additional height up to 15 storeys could be provided in the high rise area, where public open space and community facilities are incorporated, and public access along the Cooks River foreshore.'

The site can deliver public open space, community facilities and public access to the Cooks River, and therefore under the Revised Draft Strategy is proposed to have a height control of 12-15 storeys.

The Revised Draft Strategy identifies the opportunity for the Canterbury Station Precinct to accommodate 4,000 additional dwellings by 2036. However, the Revised Draft Strategy acknowledges the key limitations on the delivery of new dwellings within the precinct are fragmentation of land ownership and high values of existing uses within the precinct. It is noted that the sites have a total area of approximately 8,800 metres, being the largest private landholdings within the Canterbury Station Precinct. It is also noted that the current development on the site is a number of aged industrial buildings. These two factors position the site as a strategic site to positively contribute to the delivery of the key objectives of the Revised Draft Strategy.

Accordingly, the 12-15 storey height control would limit the development yield of one of the key sites which can positively contribute to achieving the new dwelling target for the Canterbury Station Precinct, and enhance the connectivity between the Canterbury Town Centre and the Cooks River foreshore open space.

2.1 Canterbury Road Strategy

A draft of the *Canterbury Road Strategy: Re-Imagine Canterbury Corridor* (the Canterbury Road Strategy) was reported to the City of Canterbury Bankstown Council in July 2017. This study was commissioned by the City of Canterbury Bankstown Council to consider the achievement of the key objectives of the *Sydenham to Bankstown Urban Renewal Corridor Strategy* specifically along Canterbury Road, being the main collector road within the corridor.

The Canterbury Road Corridor spans 8.6 kilometres, and while it intersects with the Canterbury Train Station, only two of the identified junctions within the Corridor are within the 800 metre walkable catchment of train stations. Accordingly, development in accordance with the Canterbury Road Strategy will rely on car usage. While the Canterbury Road Strategy identifies the need to improve the urban design and built form along the corridor to support additional housing density, consideration of the Canterbury Road Corridor as a single precinct does not have sufficient regard to the public transport networks required to service new dwellings.

Figure 3 – Walkability Catchment of the Subject Site



Accordingly, while the Canterbury Road Strategy aims to accommodate 7,000 to 11,689 dwellings, the viability of these new dwellings is not adequately supported by key infrastructure, particularly transport infrastructure. This appears to be at odds with the Revised Draft Strategy which seeks to focus new housing density around the key train station precincts. For this reason, we question the ability of the Canterbury Road Corridor to deliver the targeted volume of housing, which will then place more pressure of sites within the Revised Draft Strategy centres located within a walkable distance from the train stations.

As the subject site is located in both the Canterbury Station Precinct and the Canterbury Road Corridor, and one of few sites which are within 100 metres of a train station, the site can contribute to the strategic objectives of both strategies. **Figure 4** below illustrates the strategic location of the site, and its proximity to the Canterbury Train Station, which none of the localities identified in the Canterbury Road Strategy can achieve.

Accordingly, density on the subject site should not be limited at this early strategic-planning stage, and should be left open to further consideration through a comprehensive master planning and urban design process. This submission is supported by an urban design analysis which indicates that the site can support development of up to 30 storeys without adversely impacting the surrounding public domain. The delivery of additional height on the site would enable the site to positively contribute to the volume of housing which can be supported in areas well serviced by existing public transport networks.

The site is of a scale and ownership pattern which provides a significant opportunity to contribute to the delivery of the 4,000 new dwellings targeted for the Canterbury Station Precinct by 2036. However, if the density is to be achieved within the proposed height constraints, the building form will require larger floorplates, which will limit opportunities to enhance the Cooks River foreshore public domain and improved pedestrian permeability between the Canterbury Train Station and the foreshore.

Increasing density on the site would also increase the number of dwellings which could be accommodated within 100 metres of the Canterbury Train Station. It is noted that the urban design analysis prepared by CM+ which informed the Revised Draft Strategy recognises the area between the rail line and the Cooks River as having potential to accommodate a 'tower zone'. While this recommendation has not been specifically adopted in the Revised Draft Strategy, it is supported by the landowner of the site. This would allow building forms to have a smaller building footprint and to take on a slender built form with improved separation to accommodate a more open ground plane and enhanced pedestrian permeability between the Canterbury Train Station and the Cooks River.

By allowing taller and slender building forms, overshadowing onto the Cooks River foreshore and Close Street Park would be minimised. In addition, this would support building form that is more responsive to the creation of an activated foreshore, with improved public and private open spaces.

The recent redevelopment adjacent to the Cooks River on the western side of Canterbury Road is evidence of the bulk and scale which will result if the proposed 12-15storey height control is applied to the site. This recent development pattern has not been designed sympathetically to the foreshore interface, nor has it provided opportunity to establish new open space areas and improve pedestrian permeability to the Cooks River foreshore.

The subject site provides the last remaining opportunity for the Canterbury Station Precinct to integrate development with the Cooks River, and provide improved and interconnected public domain spaces. By providing scope within the built form controls to support taller and more slender building forms, improved amenity within the public domain can also be achieved, including supporting a mix of foreshore uses and a building form with minimal amenity impacts such as overshadowing, as shadows will move more quickly across the surrounding public domain spaces.

3.2 Limitations of Current Planning Control

Under the current *Canterbury Local Environmental Plan 2012* (the LEP), the subject site has a mix of building height controls ranging from 11 metres (at the south-eastern corner) to 27 metres for the majority of the site. Additionally, the LEP currently contains a FSR control of Part 3:1 and Part 2.75:1 on the site.

Figure 5 - Canterbury LEP Maximum Building Height Map Extract



The current height and FSR controls have been applied to the recent approval obtained for the site DA 503/2013A which was granted Section 96 approval on 28th June 2017. This approval was for a 9-storey apartment development over two levels of basement carparking, and achieved a development yield of 439 apartments.

Due to the composition of built form controls, the development presents a long, unbroken form along the Close Street frontage, which is approximately 120 metres long. This building design is supported by the current planning controls and approved by Council, however limits the opportunity for the site to positively contribute to the pedestrian permeability within the Canterbury Station Precinct, and will retain the existing disconnect between the Cooks River foreshore and the Canterbury Station Town Centre.

Figure 6 – Approved Elevation to Close Street (*Realize Architecture*)



As outlined above, through the introduction of an increased height and FSR control, the site would be able to deliver significantly more housing which will be within 100 metres from the Canterbury Train Station, while also providing opportunity to reduce the building footprints, and thereby providing opportunity for more of the ground plane to be utilised for pedestrian permeability through the site, and interconnect with the Cooks River Foreshore public domain. The additional density would also support a development which achieves mixed-use development outcomes, accommodating commercial and community spaces within a varied built form typology, and also enabling the site to positively contribute to provide public domain spaces which activate the Cooks River foreshore.

4. Requested Change to the Revised Draft Strategy

4.1 Increase height control for the site

This submission supports the proposed 'high rise / mixed use' land use zoning for the site, however requests DPE reconsider the proposed 12-15 storey height control for the subject site. There is significant strategic justification for additional height to be accommodated on the precinct located between the railway line and the Cooks River, most importantly its proximity to the Canterbury Train Station and its separation from sensitive land uses such as low-density residential areas.

The landowner has commissioned Realize Architecture to prepare indicative concepts for the sites which illustrate the different built forms which would be achieved on site if the proposed 12-15 storey height control was retained, and the improved urban design and amenity outcomes which would be achieved through a 30-storey height control. This indicative concept accompanies this submission as **Annexure A**.

This conceptual study indicates key improvements for the public domain which can be achieved through supporting additional height on the site, including reduced overshadowing onto the foreshore open space, increased separation between buildings and additional dwelling yield within 100 metres of the Canterbury Train Station. Notably, the

indicative concept shadow diagrams indicate that a development of 30-storeys would not shadow the Close Street Reserve before 12noon. The additional height would also support the inclusion of community facilities within the development potentially located in the plaza at the intersection of Canterbury Road and Close Street. This new community space would be located on the northern corner of the site, and therefore would be a new public domain space with good solar access.

Accordingly, this submission specifically requests:

1-13 Close Street, 242-258 Canterbury Road, and 6-8 Close Street be identified as having additional density including a 30-storey height control, reflective of the strategic attributes of the site as outlined in this submission.

Figure 7 - Indicative Concept prepared by Realize Architecture and Urban design



Picture 1 – View of the site from the corner of Canterbury Road and Charles Street facing south-east, showing the location of the new public plaza, which could be created at the Close Street and Canterbury Road intersection.

4.2 Planning Pathway

We understand that the DPE are willing for individual landowners within certain priority precincts within Sydenham to Bankstown Urban Renewal Corridor to submit Planning Proposals in accordance with the adopted *Sydenham to Bankstown Urban Renewal Corridor Strategy* once it is finalised. This approach is supported, as it will enable landowners of strategic sites within the corridor to progress development in accordance with the Strategy without being delayed in the comprehensive planning policy review which will be required to align local planning policy with the vision of the Strategy.

Accordingly, this submission:

Supports the Department of Planning and Environment (DPE) allowing Planning Proposals within the Priority Precincts in the Sydenham to Bankstown Urban Renewal Corridor to submit Planning Proposals aligned to the finalised Strategy directly to DPE.

4.3 Infrastructure Funding

It is understood that the DPE is preparing a Special Infrastructure Contribution (SIC) to identify the regional infrastructure improvements that will be required to accommodate the projected growth. It is understood that the SIC levy will fund a range of community, transport and open space improvements. However, there are no details regarding the contribution rate or the required timing for payment (i.e. rezoning or development application stage).

Further, it is unclear whether local Councils will also be seeking to introduce their own local infrastructure contributions in addition to the SIC levy. Concern is raised regarding the potential cumulative effects of the unknown contributions/levies and the equitable distribution of costs based on the proposed infrastructure delivery benefits. Additional consideration may need to be given to the potential impact on the feasibility of future redevelopment and achieving the planned revitalisation of land within the station precinct.

Accordingly, this submission requests:

Further clarification regarding infrastructure funding methods to be implemented to achieve the vision of the Revised Draft Strategy.

5. Summary and Conclusions

This submission has been made on behalf of the landowners of the subject site, being 1-13 Close Street, 242-258 Canterbury Road, and 6-8 Close Street, Canterbury. This submission seeks to ensure that the strategic value of the site is suitably recognised in the Revised Draft Strategy, specifically in terms of the ability of the site to provide a significant contribution to the housing targets for the Canterbury Station Precinct.

The site is the last remaining site within the Canterbury Station Precinct which can be redeveloped to improve connectivity between the Canterbury Town Centre and the Cooks River foreshore. However, the ability for the site to improve connectivity will be influenced by the density controls which apply, including the height control which will affect the building form including bulk and building footprints on the ground.

Accordingly, this submission requests:

- 1-13 Close Street, 242-258 Canterbury Road, and 6-8 Close Street be identified as having additional density including a 30-storey height control, reflective of the strategic attributes of the site as outlined in this submission.



- Supports the Department of Planning and Environment (DPE) allowing Planning Proposals within the Priority Precincts in the Sydenham to Bankstown Urban Renewal Corridor to submit Planning Proposals aligned to the finalised Strategy directly to DPE.
- Further clarification regarding infrastructure funding methods to be implemented to achieve the vision of the Revised Draft Strategy.

We note that each of the requested changes outlined in this submission are aligned to the Strategic Intent of the Canterbury Station Precinct draft structure plan as detailed in Section 6.2 of the Revised Draft Strategy.

If you have any questions please don't hesitate to contact me on (02) 8233 7652.

Yours sincerely,

A handwritten signature in black ink, appearing to read "D. Blakely".

Danielle Blakely
Associate Director

Encl. Indicative Architectural Concept prepared by Realize Architecture and Urban Design



Annexure A:

Indicative Architectural Concept prepared by Realize Architecture and Urban Design



SUBMISSION ON THE REVISED SYDENHAM TO BANKSTOWN URBAN RENEWAL CORRIDOR STRATEGY
Canterbury Station Precinct Revised Draft Structure Plan - August 2017

CANTERBURY CLOSE SITE & THE CANTERBURY STATION PRECINCT REVISED DRAFT STRUCTURE PLAN

We have reviewed the revised Draft Sydenham to Bankstown Urban Renewal Corridor Strategy (Revised Draft Strategy) on behalf of the owners of 1-13 Close Street, 242-254 Canterbury Road and 6-8 Close Street, and provide this submission in response.

We advise that this consolidated site is the only remaining development site along the Cooks River within the Canterbury Station Precinct.

Our submission has reviewed the **site opportunities and community benefits** that arise through additional development density and higher height control as discussed in the accompanying Urbis submission.

SITE OPPORTUNITIES & COMMUNITY BENEFITS

The opportunities identified below are numerically located on the site map, and imagined in the related 'before/after' image sheets that follow.

1 Cooks River Setback

Building setback has been increased to allow for major 'embankment style' multi-functional space.

2 Cycleway Connection

A definitive solution to the under Canterbury Road cycleway connection, which will link the improved Cooks River setback (provided in item 1 above) to the Public area on the opposite side of Canterbury Road.

3 Cooks River Land Dedication

Public land dedication of approximately 1,000m² alongside the Cook's River.

4 Canterbury Road Setback

Increased setback to Canterbury Road to allow significant landscaping, and minimal building frontage to the Canterbury Road frontage.

5 Canterbury Town Centre Connection

Creation of major open space at Canterbury Road and Close Street intersection, combined with minimal ground level building massing guarantees visual connection to the Cook's River. Possible low profile 'Community Facility' at the Intersection.

6 Public Domain

Sun-drenched Public Domain throughout the entire site to optimise community utilisation.

7 Iconic Architectural Expression for CTC Gateway Site

Vertical expression of building massing to provide dramatic contrast to the Charles Street riverside development profile.

8 Integration of Leslie Muir Parkland

Stair access added to facilitate easy Park access as well as podium visual connection.

9 Green Star Credentials

Optimal development yield enables financially viable attainment of 5 Star Rating, which establishes a new benchmark for Canterbury Bankstown.

10 Apartment Mix

Creates a strong spectrum of living options from single occupants to family living.

11 Close Street Renaissance

Stronger regeneration is possible due to land dedication, setback increases, building separation and podium visual connections.

12 Basement Footprint

Smaller basement footprint creates more significant deep soil opportunities.



SITE OPPORTUNITIES AND COMMUNITY BENEFITS

COOKS RIVER SETBACK

Existing riverside pathway

- *Narrow & uninviting*



Riverside amenity

- *Setback along Cooks River to create an 'embankment' pathway*
- *Public land dedication*
- *Cycle and pathway connection*

CYCLE & WALKWAY CONNECTION



Existing Canterbury Road Bridge Underpass

- *Narrow, low and dangerous*



Cycleway connection

- *Shared cycle and walkway connection under Canterbury Road*
- *Safe link to Cooks River embankment*
- *Integration with Council's access up to Canterbury Road*
- *Remove issues of low head-height & narrowness of current pathway*

COOKS RIVER LAND DEDICATION

Existing Riverside Property in Private Ownership

- *Narrow and ineffectual strip of land*



Cooks River land dedication

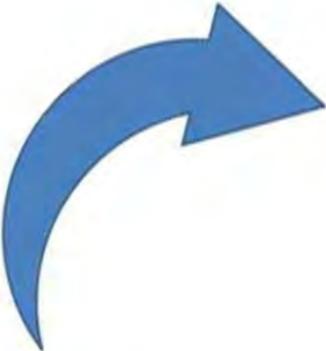
- *Riverside land dedicated to create extension to Leslie Muir park*
- *Public domain amenity of Public Land Dedication*
- *1,000m² of Public Land Dedication*

CANTERBURY ROAD SETBACK



Existing Canterbury Road Setback

- *Hard edged barrier to the Cooks River and parkland*



Canterbury Road Setback

- *Increased setback to Canterbury Road to allow significant landscaping*
- *Minimal direct impact by building facades*

Existing Canterbury Town Centre Connection

- *Hard edged barred to the Cooks River and parkland*



Canterbury Town Centre Connection

- *Major Open Space at corner of Canterbury Road & Close Street*
- *Visual connection from CTC to Cooks River*
- *Possible low profile 'Community Facility' at the intersection*

PUBLIC DOMAIN



Public Domain

- *Sundrenched Public Domain throughout entire site*
- *Connection from the Town Centre to Cooks River park land*



Existing Industrial Usage

- *Current cycleway adjacent to industrial service yards*

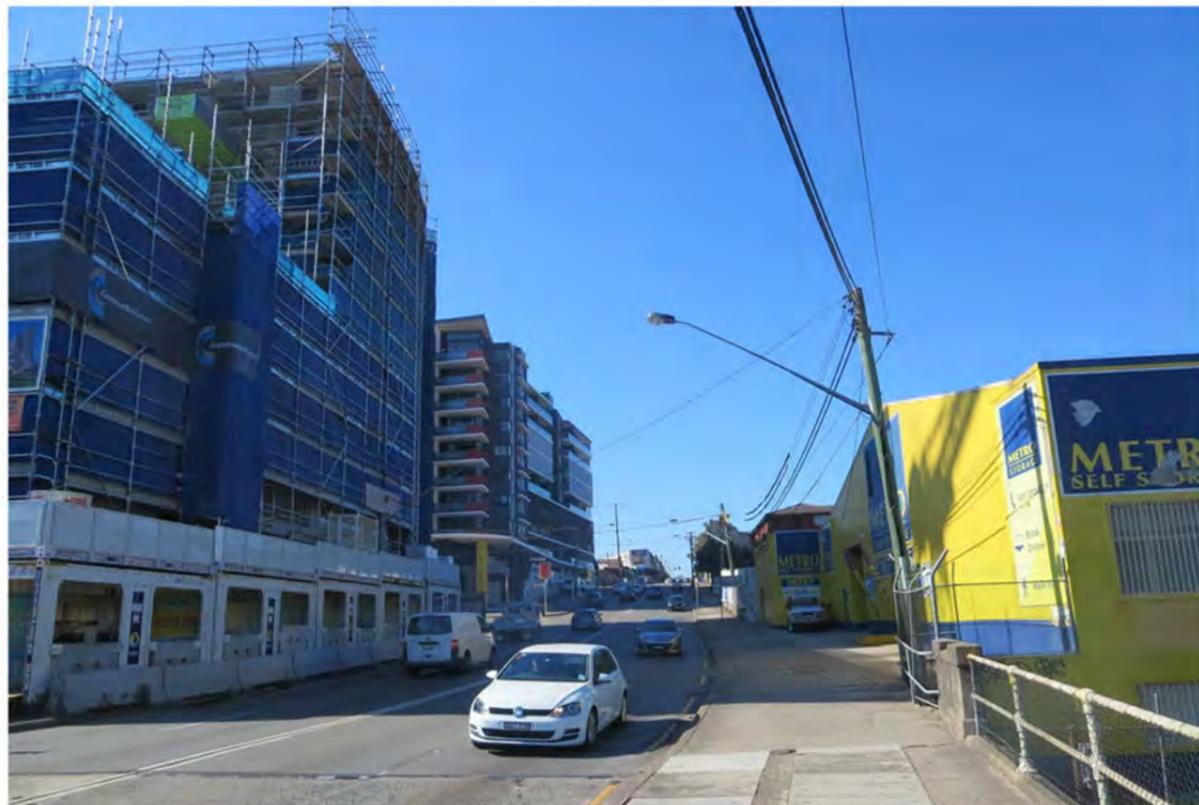


ICONIC ARCHITECTURAL EXPRESSION



Existing Warehouse & Industrial

- *Current cycleway adjacent to industrial service yards*



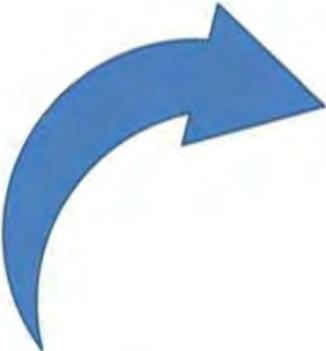
Iconic Architectural Expression

- *Vertical expression of building massing to open up the site*
- *Dramatic contrast to the Charles Street riverside development profile*

INTEGRATION OF LESLIE MUIR PARK

Existing Park Land Interface

- *Hard edged barrier to parkland*

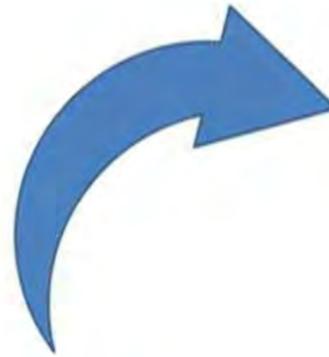


Integration of Leslie Muir Park

- *Direct access through open Public Domain to connect to Leslie Muir Park*
- *Park land and Public Domain Space fully integrated*

GREEN STAR CREDENTIALS

20th Century Energy
• *Original power regime*



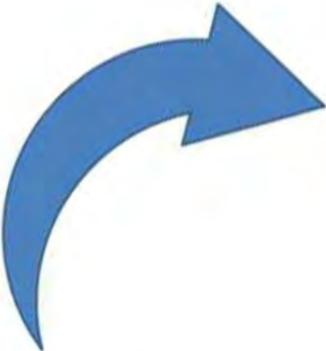
Green Star Credentials

- *Optimal development yield enabling viable attainment of 5 Green Rating*
- *Environmentally Sustainable development*
- *New Benchmark for Canterbury Bankstown*

APARTMENT MIX

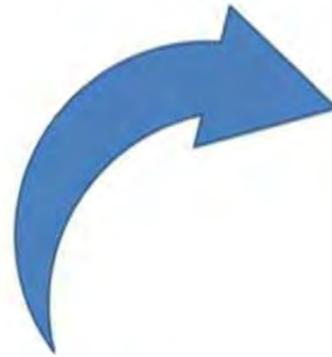


APARTMENT MIX
Replacing historical industrial usage pattern



- APARTMENT MIX**
- *Greater opportunity to supply a strong spectrum of living options*
 - *Single occupants to family living*

CLOSE STREET RENAISSANCE



Existing Close Street

- *Narrow, hard edged barrier to parkland*



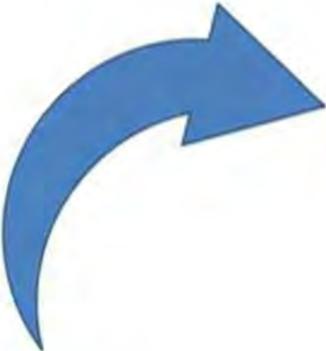
Close Street Renaissance

- *Stronger, more extensive street regeneration due to land dedications*
- *Extension of park land tree canopies to street trees*
- *Visual connections to landscaped podium, parkland & Cooks River*

BASEMENT FOOTPRINT

Existing Hard Surfaces

- *No trees on site*



Basement Footprint

- *Minimised Basement footprint*
- *Greater deep soil opportunities*
- *More extensive site landscaping*





