

**Submission to Preferred Infrastructure Report (PIR) from Kate Lumley and Graeme Prince,  
Hurlstone Park**

1. We are extremely concerned about the issue of proper safety risk assessment for the driverless metro trains. We refer you to the article by John Maconochie published on 6 May 2018 as to the questioning the safety risk assessment process for the metro and the window dressing "["accreditation"](#)" from the [National Rail Safety Regulator](#) (NRSR). Reference: <https://independentaustralia.net/business/business-display/the-sydney-metro-northwest-tunnels--death-traps-in-the-making,11463>.
2. It is a furphy that the metro trains have superior carrying capacity to Waratah trains: they do not. Metro trains have 378 seats and Waratah trains have 896 seats. Improved timetabling to the Waratah trains would solve the current overcrowding.
3. The justifications for the metro are not supported. The metro is not being built to improve public transport but are being built by a property developer (likely MTR) with interests in obtaining profits through property development along the T3 rail corridor.
4. There appear to be no plans for new heritage assessments, and none were done for the exhibited project
5. The station upgrades will still have moderate impacts - these should be for accessibility upgrades not for metro branding
6. All stations will keep their current heritage listings - does this mean Hurlstone Park will be denied State heritage listing (as recommended in 2016) due to the metro?
7. The project ignores the affect on surrounding heritage areas. The Land and Environment Court acknowledged in its 2017 decision in *Vasiliades v Canterbury-Bankstown Council* [2017] NSWLEC 1514 that the desired future character of Hurlstone Park is that underpinned by proposed heritage conservation areas.
8. The disruptions and congestion to be caused by the metro construction make the benefits of the project questionable. Rail closures will still be significant. Analysis of the PIR shows that there will still be rail line closures over the 5-year construction period of 53 weeks. The new category of individual station closure makes it clear that disruption to the community will be significant. Further, the community has no confidence in the planning process that closures will be as stated in the PIR given the blow outs in the light rail project.