

Maintain the T3 heavy rail line to Bankstown.

Attn: Director, Infrastructure Projects

Major Projects Assessment

Department of Planning and Environment

GPO Box 39 Sydney, NSW 2001

10th July 2018

Submission to the Sydenham to Bankstown Submissions and Preferred Infrastructure Report. (Application No SSI 17_8256)- July 2018

Dear Sir/Madame,

As a resident of ^{Campbelltown} ~~Berala~~ and a commuter disadvantaged by the conversion of the Sydenham-Bankstown heavy rail line to a metro line I want my objection recorded.

Since November 2013 our direct connection to the city via Lidcombe has been cut and now you are proposing to block the direct train via Bankstown.

The NSW Government has not only made our travel to the City inconvenient but increased our travel time and not provided the appropriate staff & resources for us to change platforms safely at the interchange stations.

We hear and agree with the many rail professionals who say that heavy rail must be the centre piece of our public transport system and metro, light rail, electric buses should serve as a feeder to the heavy rail system.

I am seriously concerned that there has been no proper public consultation with the residents of Berala when this proposal will have such a negative impact on our community.

I don't support backdoor privatization of our heavy rail by replacing it with bits and pieces of metro, privatization of public transport in Melbourne and Newcastle has been a disaster for commuters.

As a taxpayer I want my tax dollars invested in maintaining heavy rail in public hands and restoring the Inner West Line to Liverpool/Bankstown via Regents Park.

Specific concerns: I'd like the City via Regents Park services to be extended to Campbelltown. The Bankstown metro must not pass, and instead it can connect with Sydney Airport and Miranda.

*Name Maurice Guerra

*Address dtrex87@gmail.com

*Signature M. Guerra

*Date 16-7-18