

Due 18th July 2018, mail to:

Attn: Director, Infrastructure Projects

Major Projects Assessment

Department of Planning and Environment

GPO Box 39 SYDNEY, NSW 2001

Or scan & lodge online http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=8256

**Personal submission to the Sydenham to Bankstown Submissions and Preferred Infrastructure Report
(Application No SSI 17_8256) – July 2018**

Name: Silvia SALISBURY

Address: 9/22 Anderson St BELMORE. 2192

☒ I consent to my name being published

☐ I do not consent to my name being published

☒ I have no reportable donations to disclose

Signature: A. Salisbury

Date: 12.7.2018

In addition to a form submission, I have included my specific concerns, so this should be treated as a unique submission. **I am opposed to the conversion of the Sydenham-Bankstown heavy rail line to metro.**

I am pleased that the preferred project, as described so far, has addressed the widespread concerns about congestion and construction impacts, the planned destruction of railway heritage items and removal of vegetation. Unfortunately, the response to submissions, and preferred project, falls short of community expectations. My submission follows. The main concerns I have about the metro, the report on submissions and the preferred project are: *- See overleaf*

In addition, I endorse the following list of objections and concerns that has been developed by my local community group (**Save T3 Bankstown Line** – convened by The Auburn Battler & Restore Inner West Line):

The justifications for the project remain unconvincing and have been contradicted by independent rail experts. Alternatives must be addressed such as tunnelling options if the City Circle and Sydenham sites are problematic. A metro for the long distances is not supported.

The benefits have been over-stated and are over-shadowed by the negative consequences. The trains will have less seating, and commuters will lose many direct connections – 9 stations west of Bankstown will be particularly disadvantaged with additional interchanges and increased travel times. We already have a rail line.

Construction and temporary transport issues have not been adequately detailed. The gas leak in the city on 7th July 2018 due to metro construction work with rock breakers is a concern; issues with cost blow-outs including unforeseen import taxes on Sydney Metro carriages and legal proceedings for the light rail project do not instil public confidence.

The project will promote growth in a climate of lack of community trust in the planning process and poor-quality development without benefits such as affordability, green space and amenity.

The franchising to a private operator is not supported. This has not been good for Melbourne or Newcastle, and we do not want it here. In particular, the Hong Kong model of development, utilised by MTR Corporation, is totally inappropriate for many of the heritage-rich and garden suburbs in this corridor.

The loss of the previously planned active green strip takes away one of the few benefits of the project.

The response to concerns about community consultation is inadequate and inappropriate. Justifying the many techniques used does not address the lack of engagement with, and failure to prioritise the input of, the communities along the line and beyond Bankstown, who are strongly opposed to the project. In addition, the continued use of biased glossy brochure, which have replaced transparency and meaning, reveals little hope for meaningful consultation in the future. This project should not be approved because it lacks bipartisan and genuine community support and is the product of process that has lacked democracy and good governance. The preferred project, to best benefit communities, and Sydney, should be:

I would like the ICAC to look into the whole matter of the MTRC - MTRC pushing new developments in the Sydney/Bankstown corridor. A Salisbury

- retaining the heavy rail in public hands and restoring the Inner West Line to Liverpool/Bankstown via Regents Park
- investing now in time-tables and signalling improvements, and connections for commuters beyond Bankstown
- upgrading all stations for accessibility, safety, landscaping, security and active transport connections
- retaining and restoring railway heritage to enable railway-related use including rest-rooms and toilets
- prioritising investment in new rail and rapid electric bus systems across Sydney instead of converting existing lines/ building more toll roads

- I am concerned that the new metro carriages hold less than half the travellers that are currently transported by the 8 double decker trains and that passengers may have to wait more than the 4 minutes between trains because of not being able to get on a crowded train.
- With the aging population the cut back in seating accommodation is not attractive to elderly passengers with hip, knee problems & general frailty & unable to drive cars
- I am concerned that the disruption time to travellers while the lines and platform renovations will take longer than advertised - witness the length of overdue time for the light rail in Sydney & the cost & upset to shopkeepers along the route & the expense of legal battles with the contractors
- I feel the State government has not fully studied all the conditions which will affect the people who live on the Bankstown - Sydney line.
- The proposal for large scale increase in multi-storey buildings along the rail corridor will also increase the number of travellers
- I also object to the train being run by an overseas company even though the infrastructure is now owned. It seems as though the taxpayer will pay for the upkeep of infrastructure while a private company will pocket the profit.
If an asset is attractive enough to sell then it should be kept in government hands & the profit paid back into hospitals, schools etc.
I feel the selling off of government's assets has really gone too far.

A. Salisbury
9/22 Answer to Belmore 2/92.