

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: KIM SALISBURY

Address: 28 DENNIS ST, LAKEEMBIA, NSW, 2195

☒ I consent to my name being published

☒ I do not consent to my name being published

☒ I have no reportable donations to disclose

Signature: 

Date: 15/7/18

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:

I live very near the line and as it's a perfectly functioning line at the moment I object to having years of noise and disruption as the work happens to rip up a completely good line and put in another one. I don't believe in the privatisation of public transport. I object to the whole way this change is engineered by developers who will →

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): P.T.O

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:

- 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

then be able to build huge high-rise apartments above the stations and close to all the station precincts. This is going to change the whole atmosphere of the suburbs along the railway line. It will also mean that tenants in rented accommodation - and for my suburb of Lakemba that means 56% of the houses - will be evicted from homes & suburbs they have lived in for many years as landlords (who don't live in the area and have no sense of community) will sell to the developers.

Also, I am not happy with the idea that the metro trains are driverless. I will be refusing to get on a train that is controlled only by a computer. I will not be using the Metro - I will be driving to stations on other lines & commuting from there.

My son is a student at the University of Sydney. At the moment it is a direct train to Redfern for him to go to uni. The metro will not be stopping at Redfern and, therefore, his commute to uni is going to involve changing trains. This is definitely a step backwards for all the University students on this line.

I also object to the fact that there will be less seats on the Metro. What about the people needing to travel long distances on this metro - will they have to stand up all the way? That is ridiculous when most of the time now people can travel sitting down.

I will be BOYCOTTING this service and I will be campaigning and encouraging other people on this line to do the same.