

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: Cian de Bhaldraithe

Address: 28 Dennis Street Lakemba 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: If the solution to congestion is to run more frequent services, that can be done in a far less disruptive way than what is being pursued now. I don't want to support the introduction of driverless trains because although automation of itself clearly saves labour, in our current social system it instead leads to greater economic insecurity. I also →

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): over page

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

think this disruption in the process of removing the current infrastructure and installing the new will create general frustration among the many people who currently rely on the train line, and in seeking alternative arrangements while the construction is going on, may then not return to use the new line when it is finally open for use. The clear concern would be for those who are expecting the new line to be profitable. It is not a concern I share, but I don't think mentioning my own concerns—such as the inconvenience the new line willⁿ create for me getting to Redfern—will move anyone as much as concerns over profit.