

**Submission  
No 62**

## **INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION**

**Organisation:** Inner West Council

**Date Received:** 4 October 2019

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# INNER WEST COUNCIL

3 October 2019

**Portfolio Committee No. 6** – Inquiry into Sydenham-Bankstown Line Conversion  
Legislative Council  
Parliament of NSW  
Submitted on-line via inquiry website

## **Re: Sydenham-Bankstown Line Conversion – Parliamentary Inquiry**

I am writing, on behalf of the Inner West Council, to provide this letter and attachments as Council its submission to the Parliamentary Inquiry, of Portfolio Committee No. 6, into the Sydenham-Bankstown Line Conversion (from standard heavy rail to Metro). At its meeting on 21 November 2017, in relation to the Environmental Impact Statement, Council resolved, in part, as follows:

*That:*

- *Council does not accept that the case for the Sydney Metro has been adequately made. Our community is not prepared to accept the disruption that would be caused by this project, that we are not convinced will benefit our community or Sydney as a whole;*
- *Should the state government persist with this project then the Inner West Council advises that if the Government does not want to create more chaos then it should place an embargo on planning “upzonings” in the Sydenham to Bankstown Urban Renewal Corridor (SBURC) until after the proposed completion of the of the Metro Line.*
- *Failing this the government should arrange for a detailed assessment of the cumulative impacts of private construction due to the Sydenham-Bankstown Urban Renewal Corridor and public infrastructure construction for the Metro rail line be undertaken and exhibited, before any approval is given for the Metro line, given that this assessment is not included in the EIS.*

Further, at its meeting on 24 July 2018 Council resolved, in relation to the preferred infrastructure report, in part, as follows:

*That:*

- *Council reiterate our view that the case for the Sydney Metro Sydenham to Bankstown has not been adequately made. Our community is not prepared to accept the disruption that would be caused by this project, that we are not convinced will benefit our community or Sydney as a whole;*
- *Council suggest the State Government build new rail services to suburbs that don’t currently have them rather than converting existing commuter rail services from one rail mode to another rail mode;*
- *Council point out to the Department of Planning that simply reiterating the reasons for the project in the “Preferred Infrastructure Report” has, surprisingly, not changed our minds;*

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- *Given the appalling record of the State Government in managing infrastructure we also fear there will be a construction blowout.*

In summary, Council's key concerns include:

- Upgrading existing services rather than serving new areas - When the State Government converts existing heavy rail lines to Metro it is not expanding Sydney's rail network, only upgrading existing services, and consequently not encouraging mode shift toward sustainable travel from private car dependency. Council considers that funds would be better spent expanding Sydney's transit network into areas poorly service by public transport;
- Cumulative impacts of construction activity on the community – Conversion of, part of, the T3 Line will subject adjacent communities to increased construction activity. Many of these areas have already been impacted by WestConnex construction and will soon be impacted by construction of the Sydney Gateway Project. It is considered that the on-going and cumulative impact of work associated with all of these projects has potential to detrimentally affect the health, wellbeing and vitality of adjacent areas and their communities (both residential and business communities);
- The proposed Metro upgrade is only a partial measure – The proposal does not upgrade the T3 heavy rail line in full, only from Sydenham to Bankstown, after this passengers with destinations further west will need to transfer to heavy rail (in order to access Liverpool, Lidcombe or any intermediate stations);
- Disruption to the travelling public on existing lines - During the numerous *possession periods* that will be required to convert the heavy rail line to Metro existing heavy rail lines will be closed for periods up to several months, requiring passengers to travel by bus and/or to transfer between trains and buses;
- Loss of open space and areas of significant biodiversity value – Several areas of opens space will be impacted by the project;
- Deletion of the proposed South-West Greenway – The original project included an active travel link (The South-West Greenway) within the rail corridor. This link was deleted from the final design (as presented in the Preferred Infrastructure Report) and should be reinstated as part of the project;
- Potential flooding and drainage impacts – several areas associated with the project are affected by flooding and drainage issues. These areas must be addressed in the detailed design of the project;
- Impact on the heritage of adjacent neighbourhoods – The revised project, as reflected in the Preferred Infrastructure Report, recognises the heritage significance of the platforms and station buildings however detailed consideration should also be given to heritage and visual impacts on adjacent neighbourhoods and the potential for redevelopment in response to demand for increased densities along the corridor;
- Potential impact on the availability of affordable housing within the corridor – As demand for increased densities and redevelopment is experienced along the corridor it is likely that the availability of affordable housing will be reduced;
- Absence of community development – There is little evidence of community development planning associated with the project, including the provision of

suitable community facilities in response to potentially increased population along the corridor.

Copies of Council's submissions on the Sydney Metro City and Southwest Sydenham to Bankstown Upgrade Environmental Impact Statement and Preferred Infrastructure Report are attached, as part of this submission, for the Committee's consideration.

Should you have any question regarding this submission please contact Ken Welsh, Council's Team Leader Transport Planning, on

Yours sincerely

David Birds  
**Group Manager Strategic Planning**

**Attachments**

*A – Inner West Council Submission on Sydney Metro City & Southwest Sydenham To Bankstown Environmental Impact Statement*

*B – Inner West Council Submission ON Metro City & Southwest Sydenham To Bankstown Preferred Infrastructure Report*