

INQUIRY INTO SYDENHAM-BANKSTOWN LINE CONVERSION

Organisation: Canterbury Bankstown Council

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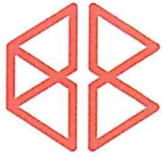
Dear Sir / Madam

It is understood that the Portfolio Committee No. 6 – Transport and Customer Service will inquire into and report on aspects of the planned conversion of the Sydenham-Bankstown Line from heavy rail to metro, being the southwest part of the Sydney Metro City and Southwest project. Canterbury Bankstown Council wishes to make a submission, in particular, into aspect (e) *“the consultation process undertaken with, and the adequacy of information given to, community, experts and other stakeholders”* and (k) *the impact on the stations west of Bankstown.*

Please find attached our submission.

Yours sincerely,

Anthony Vanji
Acting General Manager



Inquiry into the Sydenham-Bankstown Line Conversion

Canterbury Bankstown Council Submission

Since 2017, CBCity has advocated for a better outcome for the Metro Southwest project. In August 2017, CBCity hosted an MP Summit and advocated for the undergrounding of Bankstown Station. In December 2017, Council made a detailed submission to the Department of Planning and Environment in response to the Environmental Impact Statement for the Metro Southwest. The detailed submission included an assessment of the key issues and opportunities, the adequacy of consultation and proposed solutions.

Subsequently in July 2018, Council made a submission to the Department of Planning and Environment in response to the Preferred Infrastructure Report for the project. The submissions set out why Council could not support the Metro Southwest concept in its proposed form. Council's submission stated that the proposed concept entrenches inequitable investment in infrastructure for the City of Canterbury Bankstown and dismisses the aspirations for the strategic centres at Bankstown and Campsie.

These reports contain information directly relevant to this Inquiry in relation to the matters listed above and can be found here:
<https://www.cbccity.nsw.gov.au/council/planning-for-the-city/sydenham-to-bankstown-corridor/sydenham-to-bankstown-metro-upgrade-project>

On 19 December 2018, Sydney Metro received planning approval to build the Metro Southwest.

Throughout all of these submissions and responses, very few of the recommendations or matters raised by Council have been responded to, or adequately addressed by Sydney Metro. In addition, Council has seen few suggestions incorporated into the Conditions of Consent issued by the Department of Planning. The focus has been on the delivery of a simplified transport solution rather than a 'whole of Government' place making project, as has been undertaken around the world on similar transport projects.



Throughout the project, feedback received from the community is that they were not fully aware of what was to be delivered, the impacts on the stations or the improvements/changes to the centres. On completion of the engagement process the revised final plans approved by the Department of Planning appeared to have removed much of the community and place benefit, in particular to those areas outside the rail boundary.

There still appears to be ongoing confusion within the community as to what will be built, when closures of the current line will occur, what the real end to end journey times for customers west of Bankstown will be, and how temporary transport measures will work.

Since planning approval has been granted, Council staff have begun regular meetings with Sydney Metro to continue to negotiate improving outcomes for the Metro upgrades between Hurlstone Park and Punchbowl. Council is currently awaiting announcements from Sydney Metro regarding the future of Bankstown Station. In particular this has focused on the necessary works outside the rail corridor to ensure that once the Metro is operational, impacts on surrounding streets are managed and improved.

From Council's discussions with Sydney Metro it appears that there is still a reluctance to collaborate effectively to deliver and design public domain and interchange access requirements to a satisfactory level beyond the limited scope largely within the rail boundary. For example key pedestrian and access improvements are required in the surrounding streets, yet there is uncertainty as to who will be left to deliver these.

A project of this scale needs to be delivered through a 'whole of Government' lens. To deliver satisfactory outcomes for the community now and as patronage increases in the future, it requires Sydney Metro, Sydney Trains, RMS and all other relevant agencies to work and deliver on a common plan. This is clearly lacking at this point in time.