

Supplementary
Submission
No 102a

**INQUIRY INTO SYDENHAM-BANKSTOWN LINE
CONVERSION**

Name: Mr Roydon Ng

Date Received: 6 January 2020

Partially
Confidential

From:
To:
Cc:
Subject: 2nd Supplementary Submission for Sydenham-Bankstown Line Conversion Inquiry: Constance colluded with developers for Metro Southwest
Date: Monday, 6 January 2020 1:07:29 PM
Attachments: [Roydon NG Metro CSW GIPA determination \(6 Jan 2020\).pdf](#)
Importance: High

Dear Ms Abigail Boyd

Thank you for chairing the Inquiry for the Sydenham-Bankstown Conversion

I wish to lodge the attached document and this email as my 2nd supplementary submission

During the hearings in November, I presented evidence that Transport Minister Constance had colluded with developers regarding the Sydenham-Bankstown Metro Southwest

My statements prompted Shane Mallard MLC to attempt to force my withdrawal of such claim regarding the Minister making a video for "Locals for Metro Southwest" and that this group is a government front

Even though the Minister's office has denied the existence of such a video in response to my earlier GIPA and Mr Mallard denying that the Minister had made a video, I have further evidence supporting my statements

Attached is a copy of my latest GIPA request to the Minister's office and the released information of an email exchange between the Minister's office and "Locals for Metro Southwest"

The Minister's response to Locals for Metro Southwest's invitation includes this statement "we would be happy to arrange a personal video message by the Minister for you to play at the event"

Please review this evidence also in context of the my 1st supplementary submission of 7 November 2019 (lodged via email to the Committee and handed in person to a staffer from your office) and also submission 102 & 103

My 1st supplementary submission highlights the relationship between Locals for Metro Southwest and property developers, as well as photos and audio recording of the video taken from the Locals for Metro Southwest event where it was played

Given this new information from the Minister's office obtained under GIPA, it should be said without doubt that:

1. The NSW Government/Transport Minister Andrew Constance has colluded with property developers (posing as local residents) to push the Metro Southwest project
2. The culture of dishonesty and abuse of GIPA (violation of the spirit of freedom of information) is top down from the Minister's office through to Transport for NSW/Sydney Trains/Sydney Metro

The Minister's office in denying the existence of the video (which is really just the refusal to release it to me) is a cover-up of the collusion ahead of the Inquiry hearings in November 2019

This is also reflective of the many GIPA requests that were delayed by Transport for NSW etc in the lead up to the Inquiry to prevent evidence that would embarrass the government from being tabled

I am happy for all of my evidence and submissions to be published by the NSW Parliament

Thank you
Roydon Ng

Roydon Ng

Restore Inner West Line

[Restore T2 Inner West Line \(Liverpool via Regents Park\)](#)

[Save T3 Bankstown Line \(no Metro Southwest\)](#)

[Fast Trains for Lidcombe, Auburn, Granville](#)

[Fix Liverpool Transport \(Southwest Sydney deserves better\)](#)

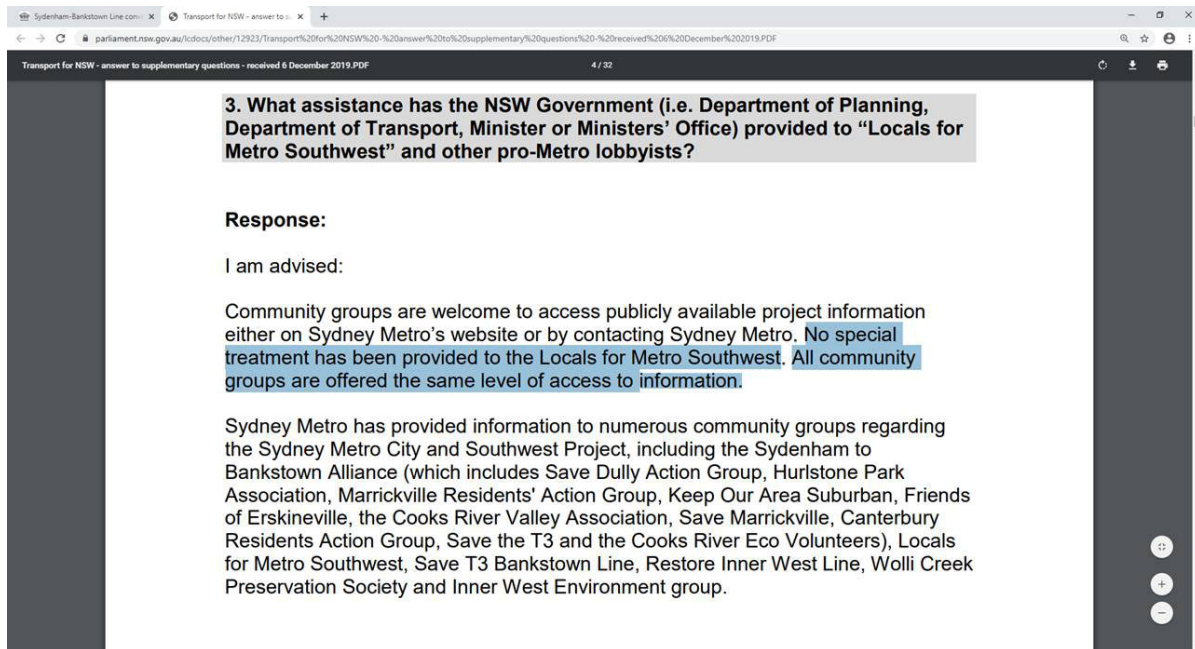
Phone:

From:
To:
Cc:
Subject: RE: 2nd Supplementary Submission for Sydenham-Bankstown Line Conversion Inquiry: Constance colluded with developers for Metro Southwest
Date: Monday 6 January 2020 2:52:05 PM

Dear Ms Abigail Boyd

Please also accept this email as part of my 2nd supplementary submission

Given the evidence that I have obtained regarding Minister Constance's video for "Locals for Metro Southwest" it would appear that Transport for NSW has given an untruthful response to Supplementary Question 3



The NSW Government/Transport for NSW's claim that no special treatment was given to "Locals for Metro Southwest" is untrue as the email from Minister Constance's office shows the offer to produce a personalised video from the Minister to "Locals for Metro Southwest". The "Locals for Metro Southwest" have been given special treatment that the other groups were not given.

It is also interesting to note that Minister Constance was prepared to make a personal video for a so-called local group upon receiving the first item of correspondence from them. Restore Inner West Line & Save T3 Bankstown Line has written repeatedly and requested meetings with the NSW Government/Minister Constance on multiple occasions and have never even been given a meeting. Yet the developers posing as locals can get a personal video from the very first time they write to the Minister!

Regards
Roydon Ng

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Thank you
Roydon Ng

Roydon Ng
Restore Inner West Line

[Restore T2 Inner West Line \(Liverpool via Regents Park\)](#)
[Save T3 Bankstown Line \(no Metro Southwest\)](#)
[East Trains for Lidcombe Auburn Granville](#)
[Fix Liverpool Transport \(Southwest Sydney deserves better\)](#)

From:
To:
Cc:
Subject: Additional informat on for 2nd Supplementary Subm ssion: Sydenham-Bankstown L ne Convers on Inqu ry: Locals for Metro Southwest and are property developers acting on behalf o
Date: Friday, 10 January 2020 2:40:47 AM
Attachments: [image001.png](#)
[image002.png](#)
[image003 - 1x](#)

Importance: High

Dear Ms Boyd and Portfolio Committee 6

I wish to add to my 2nd supplementary submission for the inquiry into the Sydenham-Bankstown Line Conversion

Please accept this email in addition to my previous email/documents sent on 7th November 2019 and 2 emails on 6th January 2020 as part of my supplementary submission

I think I may know why Andrew Constance's office decided to redact the name of the Locals for Metro Southwest (LMS) spokesperson that sent the email to the Minister

It's highly likely that LMS spokesperson that wrote to the Minister is in fact [redacted] given that the

The Transport Minister is trying to cover-up that he gave special treatment to property developers such as [redacted] in making a video for LMS (which is really just a proxy for

from the Canterbury Belmore Town Centre Alliance (TCA) [document](#) on the Planning Department [website](#) and certain [pages](#) on the LMS website we are aware of [redacted] involvement with TCA (and that TCA is the predecessor to LMS)

Having found [redacted]'s personal website [redacted] through his [LinkedIn profile](#) the homepage has a link to the [Canterbury Campsie Belmore Town Centre Allowance \(http://www.ccbtca.com.au/\)](http://www.ccbtca.com.au/)

Even though the webpage at <http://www.ccbtca.com.au/> has been taken down the domain name is still active

A

It also appears that a change to the domain information and/or the website was made on 10 December 2019 which happens to be the date of Inquiry s 3rd hearing

Originally [redacted] which is not even on the T3 Bankstown Line) was invited to give evidence at the Inquiry on 6th November but withdrew at the last minute

Why was a property developer invited to pose as a local resident to give evidence at the Inquiry?

Locals for Metro Southwest ought to be called "DEVELOPERS for Metro Southwest" instead!!!

My supplementary submissions aims to further support the evidence that I tabled when I gave evidence on 6th November that proved the connections between LMS and developers

I fully stand by my statement that calls upon the Transport Minister to stop making video for developers and I urge the Inquiry committee to look into whether Shane Mallard MLC has made a false statement in stating that the Minister has never made a video for developers

I hope that this evidence can be accepted by the Inquiry committee and thoroughly considered

Thank you
Roydon

Roydon Ng

Restore Inner West Line

[Restore T2 Inner West Line \(Liverpool via Regents Park\)](#)

[Save T3 Bankstown Line \(no Metro Southwest\)](#)

[Fast Trains for Lidcombe Auburn Granville](#)

[Fix Liverpool Transport \(Southwest Sydney deserves better\)](#)

From:
To:
Cc:
Subject: Roydon Ng: Supplementary Submission #3 (Sydenham-Bankstown Line Conversion Inquiry) re: Sydney Metro's UNJUSTIFIED handling of GIPA
Date: Saturday, 18 January 2020 1:24:01 AM
Attachments: [IPC19_R000518.pdf](#)
[IPC19_R000551.pdf](#)
Importance: High

Dear Portfolio Committee 6 and Ms Boyd (Sydenham to Bankstown Conversion Inquiry chair),

I wish to lodge this additional supplementary submission (this email) and evidence (attached PDFs):

On 20 December 2019, in relation my GIPA request about the Temporary Transport Plan (for the Bankstown Line shutdown over Christmas/New Years), the NSW Information Commissioner determined that Sydney Metro's decision regarding the charging of an advance deposit fee was UNJUSTIFIED.

Please see attached file: IPC_R000518.pdf

On 17 January 2020, in relation to the same GIPA (as mentioned above), the NSW Information Commissioner completed its external review of Sydney Metro's decisions finding some of them to be UNJUSTIFIED.

It has been deemed that Sydney Metro was not justified in relation to the processing charges decision and not justified in relation to the refusal to provide a special public benefit discount on the processing charges.

This supplements my evidence that I have included in my original submission that the NSW Government is abusing GIPA and acting against the spirit of Freedom of Information. The NSW Government/Transport for NSW/Sydney Metro have been using GIPA processing fees to make money from ordinary citizens seeking information that they promised to release years ago. It also shows that the NSW Government tried to suppress access to information that would have been tabled as evidence at the Inquiry last year despite the Temporary Transport Plan being of public interest.

Please see attached file: IPC_R000551.pdf

I urge the Committee to hold another hearing for the Inquiry into the Sydenham to Bankstown Conversion and summon Transport for NSW Secretary Rodd Staples along with Transport Minister Andrew Constance to answer serious questions about abuse of GIPA (as well as government links to the developer group 'Locals for Metro Southwest')

Thank you
Roydon

Roydon Ng
Restore Inner West Line
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[Save T3 Bankstown Line \(Keep Our Stations Open\)](#)

[Fast Trains for Lidcombe, Auburn, Granville](#)

[Fix Liverpool Transport \(Southwest Sydney deserves better\)](#)

From:
To:
Cc:
Subject: Supplementary Submission for Sydenham-Bankstown Conversion Inquiry: about
existence of rail options for West of Bankstown
Date: Wednesday, 22 January 2020 4:46:29 PM
Attachments: [20S-0064 decision 22012020.pdf](#)

Dear Portfolio Committee 6 and Ms Boyd (Sydenham to Bankstown Conversion Inquiry chair)

Please accept this email and attachment as another supplementary submission of mine:

At the Inquiry hearing on 10 December 2019, Sydney Trains Chief Executive Howard Collins said that a number of options for west of Bankstown was in the process of being finalised

When asked about the specifics of the options, Mr Collins suggested that service patterns based on historical running of trains from the stations west of Bankstown could be a possibility and that there would be a rail service

Mr Collins also said that the options wouldn't be presented to the public before the community consultation period which would occur in 2020

On 11 December 2019, I lodged a GIPA request to Sydney Trains and Transport for NSW for documentation of the options that Mr Collins has referred at the Inquiry

On 22 January 2020, my GIPA request was decided by Sydney Trains and Transport for NSW stating that no such information could be found

Sydney Metro was also consulted but no information about west of Bankstown was found

The GIPA notice of decision is attached

I am of the view that _____ at the Inquiry about the options for west of Bankstown, that there may not actually be plans for rail west of Bankstown

In the event that Mr Collins was truthful with his statements, then this is once again further evidence of Transport for NSW and Sydney Trains abusing GIPA by deliberately withholding information

This also brings into serious question the truthfulness of the NSW Government (Transport for NSW) answers to Supplementary Questions 6, 7, 10, 12, 16, 17, 18

<https://www.parliament.nsw.gov.au/lcdocs/other/12923/Transport%20for%20NSW%20-%20answer%20to%20supplementary%20questions%20-%20received%206%20December%202019.PDF>

Regards
Roydon Ng

From:
To:
Cc:
Subject: RE: Supplementary Submission for Sydenham-Bankstown Conversion Inquiry:
about existence of rail options for West of Bankstown
Date: Wednesday, 22 January 2020 11:33:06 PM
Attachments: [20T-0155 decision 22012020.pdf](#)
[Increased local bus services for west of Bankstown after Sydenham-Bankstown Metro.pdf](#)
Importance: High

Dear Portfolio Committee 6 and Ms Boyd

I wish to clarify the below email (and attachment) as part of my Supplementary Submission to the NSW Upper House Inquiry into Sydenham-Bankstown Line Conversion

Since lodging this part of my Supplementary Submission, new information regarding possible options for West of Bankstown (e.g. increased local bus services) has just come to my attention

I have attached the new information released by Transport for NSW after the initial decision of Sydney Trains (GIPA 20S-0064 attached previously) to not hold such information

The new information released by Transport for NSW as part of GIPA 20T indicates possible increases to local bus services west of Bankstown

Even though the information released has “draft” on the top right corner, the notice of decision states that this is a final version

Also given the notice of decision for GIPA 20T-0155 (attached), I wish to change my statement of

Thank you
Roydon Ng

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Regards
Roydon Ng

From: [Connective Cities 2036](#)
To: [City of Bankstown](#)
Subject: Sydney-Bankstown Conversion Inquiry y Supplemento y Evdencia Carro bu y-Bankstown Council cont ad e Sydney Metro CEO's claims of no one - a ion development
Date: [Friday, 9 October 2019 11:03:16](#)
Attachments: [Connective Cities 2036](#)
Importance: High

Dear Portfolio Committee 6

I wish to submit additional supplementary evidence for the Sydenham – Bankstown Line Conversion Inquiry

Canterbury-Bankstown Council's Connective Cities 2036 Plan includes a video mentioning development on top of Metro stations
https://www.youtube.com/watch?v=M_WPK21afow (at the 1 min 2 sec mark to 1 min 6 sec mark)
This video was published on 9 October 2019

Connective City 2036
524 views · 9 Oct 2019

ourcity 77 subscribers

Transcript

- 00:50 And designate and strengthen the City's road network
- 00:53 helping to move heavy traffic away from local roads
- 00:57 and onto vital links
- 00:58 for Greater Sydney's commercial industrial and freight logistics
- 01:02 Connective City 2036 realises Sydney's potential
- 01:06 for a gridded Metro system
- 01:08 and building on metro stations to support renewal and attract investment
- 01:16 The Chapel Road Precinct with the Bankstown CBD at its heart
- 01:20 is Canterbury-Bankstown's primary growth area
- 01:26 Canterbury-Bankstown is such a huge place now

Up next

- CBCity News - April
- CBCity News - September
- Love Can Save by 320

On Tuesday 10 December 2019 at the Inquiry's hearing Sydney Metro CEO Jon Lamonte states that "there is no planned property development within the tight rail corridor that is Sydney to Bankstown" which contradicts what Canterbury-Bankstown Council is planning

Tuesday, 10 December 2019 Legislative Council Page 19

model of privatised operation and potential value capture from the uplift around stations with the metro, versus improving the current train network?

The Hon. WES FANG: Madam Chair, are you trying to imply something?

The CHAIR: No, I am trying to ask a question.

Mr LAMONTE: If it is helpful, first of all we are not a corporation. We are a statutory entity but we are within Transport for NSW and within the Greater Sydney cluster. It is also probably helpful to say that there is no planned property development within the tight rail corridor that is Sydney to Bankstown. There are limited opportunities there. Obviously we would aim to support the growth that councils want and support and liaise with the council and the department of planning in their wider aspirations. Again, if it is helpful just to answer one question that came up, the Pitt Street contract was \$463 million for a 39-storey office building above the station.

The Hon. DANIEL MOOKHEY: Remind me again, what is the total budget for the Sydenham to Bankstown? What does the project cost?

Mr LAMONTE: The final budget will not be announced until we have let all the contracts, and there are some major contracts still to go.

The question must be asked of whether Sydney Metro CEO Jon Lamonte was telling the truth at the Inquiry

And I would also like to include the Sydney Morning Herald article "S4.3 billion cost blowout in Sydney's metro rail project" by Matt O'Sulivan on 4 February 2020 as part of my supplementary evidence
<https://www.smh.com.au/national/nsw/s4-3-billion-cost-blowout-in-sydney-s-metro-rail-project-20200203-p53x7n.html>

Thank you
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