

PRIVATE SUBMISSION

PLEASE NOTE THIS IS A PRIVATE SUBMISSION

NORTH SOUTH RAIL LINE

1) We the owners and residents of [REDACTED] are very upset that the North South Rail Corridor currently splits [REDACTED] [REDACTED] is located, and although we are thankful the proposed North South Rail Corridor does not bisect our actual home, the Corridor runs very near it, and cuts our [REDACTED] acre block in half. The Corridor also cuts our adjoining block in half.

The proposed corridor would leave some [REDACTED] metres between our home and the corridor- so we would lose the rest of this block, and we would not have access (other than by road) to the rest of our land. We intend to remain on our family home/land as long as possible, and are very concerned that it not be carved up and rendered unusable. Cattle grazing, and sorghum/oats cultivation is the agricultural activity we conduct on our land (plus some orchard fruit and vegetable-growing). Without direct access to our two adjoining blocks, cattle grazing and cereal crop production to feed the cattle would not be possible.

Everything on our home block, except for natural vegetation, has been laboriously built/planted by us over the years, and is our lifetime's work – home, garage, hay shed, chicken shed, orchard, house garden, aviary, driveway, paths, paddock fencing, drainage system.

2) The current Corridor runs through a [REDACTED] of our home [REDACTED], to the rear of our Cattle yards, which we have long believed to be of Aboriginal cultural importance, and have therefore not ploughed or cultivated it. We respect this cultural heritage and do not want this destroyed. Our [REDACTED] would also be lost by the Corridor.

2) We request that Transport for NSW move the Corridor to the north, so as not to affect our home block, [REDACTED]. We propose 2 Options, Option A, or B – see Diagrams 1-2 on following pages

DIAGRAM 1 -- Summary Options A & B

DIAGRAM 2 – Options A & B

OPTION A

Option A stays parallel to Badgerys Creek Rd (heading north) for a longer distance than the current proposed Corridor, then crosses Badgerys Creek Rd, heading west towards the Creek boundary of WSA. This is our preferred Option. If it swung further north before crossing Badgerys Creek Rd, the Quarry/ Materials Resource Recovery facility would be affected, but this has a limited life.

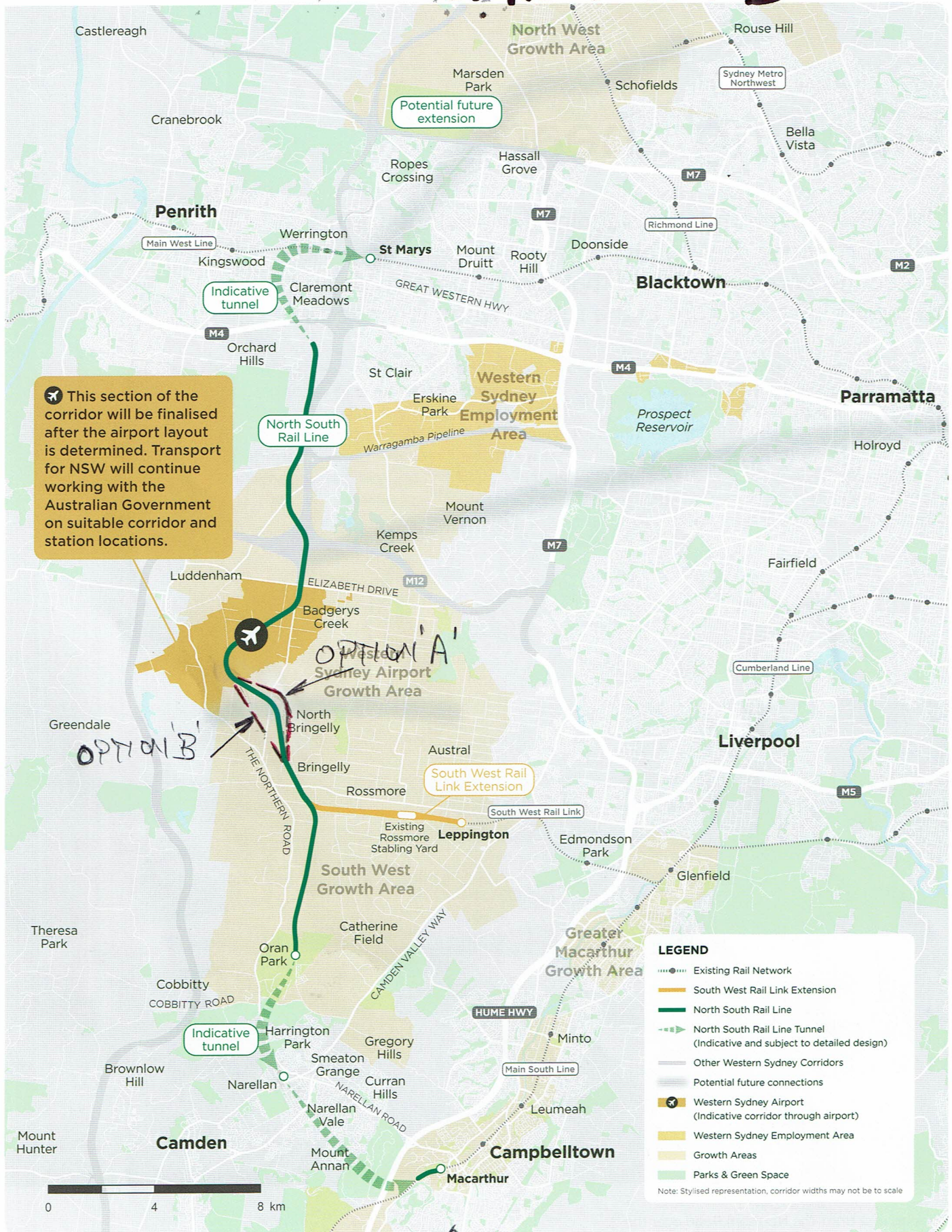
Option A avoids our cattle yards, and the culturally sensitive area behind our cattle yards, and allows our farm to continue to be viable.

OPTION B

This is not as optimal as A, but can still enter the Creek boundary of WSA at the same point.

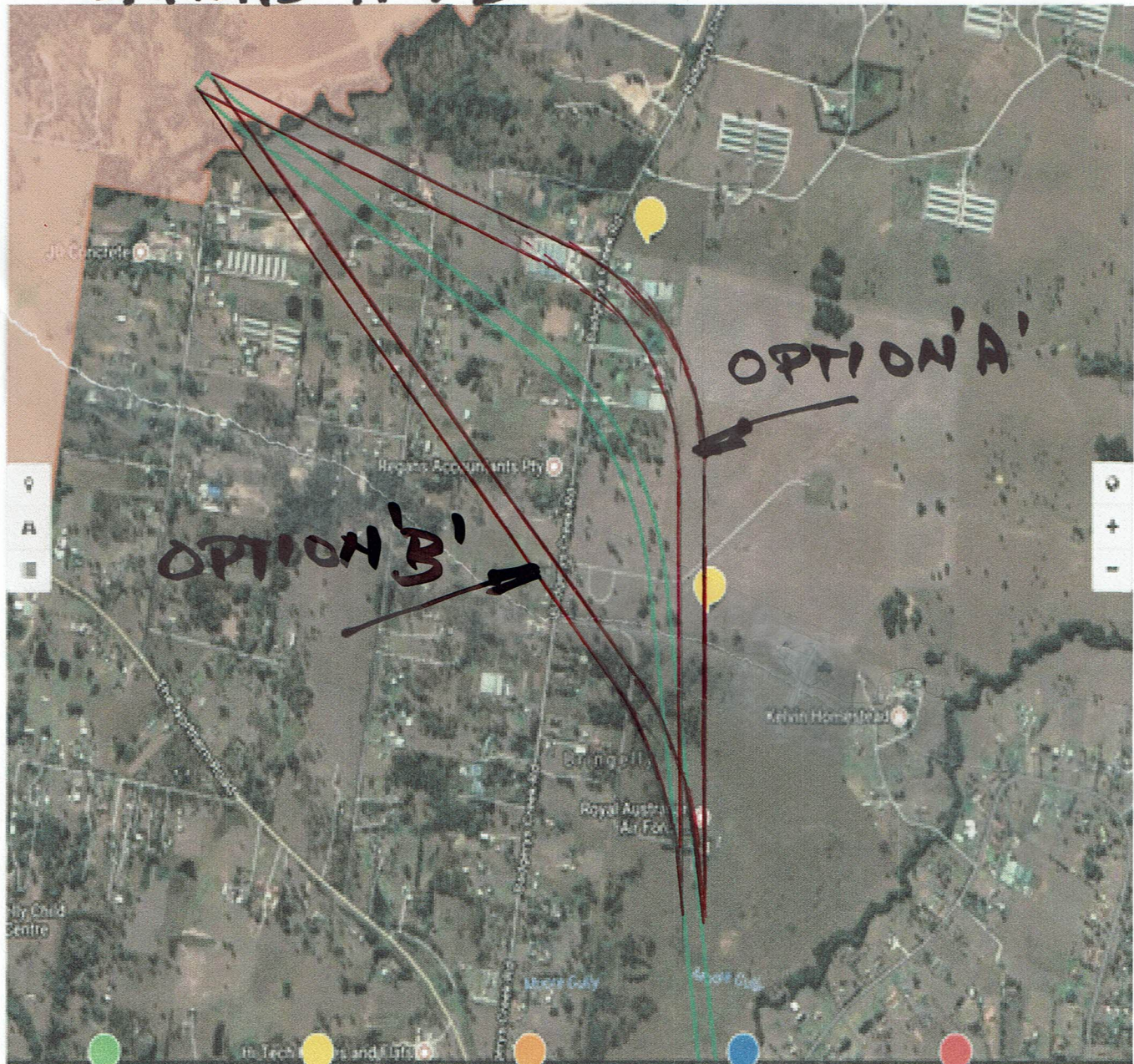
DIAGRAM 1 - SUMMARY

Map of the recommended corridors **OPTIONS A & B**



Transport for NSW will continue working with the Australian Government, Greater Sydney Commission, Department of Planning and Environment, local councils, community and stakeholders to refine the recommended corridor.

DIAGRAM 2 OPTIONS A & B



3) The entry point of the North South Rail Corridor into Western Sydney Airport at the southern boundary—or Badgery's Creek boundary – has been prescribed by WSA Co., so we understand the Rail Line MUST meet this boundary (from the south) before heading into the Airport. We propose 2 Options which enter the Airport boundary at this point, but which curve around more, thus avoiding our land, and other **owner-occupied land**, but which may affect **leased** properties (market gardens, shale quarry/waste recovery, or a commercial greenhouse which is for sale).

The Corridor could run through NON-OWNER OCCUPIED/COMMERCIAL PROPERTIES instead of our land. The Shale Quarry/Waste Recycling Site has a limited commercial life, which to our knowledge will be in a few years, and could be suitable for the Corridor as its pits are for train ballast and building materials. All the market gardens on the adjoining property on Badgerys Creek Rd, and to the rear of that property, have been leased for many years.

4 a) Cost of North South Rail Line: The \$15-20 billion estimated cost (2017 dollars), even if equally funded by Federal and NSW Governments, is a huge figure. We are concerned at this massive cost, and the burden on this state and the whole country. Final cost, in 2026 dollars, could be 4 or 5 times greater than initial estimates.

b) Compounding this cost is the option of **early** acquisition, which sterilises the local area and is an early drain on government finances, long before the rail line is needed:-

"Once... corridors have been confirmed...there is the opportunity for property owners to consider owner-initiated early acquisition.... before the land is needed by the government". ("Passenger rail corridors identification" Transport for NSW, March 2018, page 8)

Considering 192 km of North South Rail corridor, minus tunnel sections, if some or a large proportion of landowners choose early acquisition, the community will be decimated, properties abandoned then leased to tenants. In the case of Bringelly and Luddenham rural properties, much of this farming land will be lost once leased as tenants will tend to lease for residential use rather than farming.

So **early** acquisition is expensive for the Government, unnecessary, and destroys current land use in the case of rural properties.

c) We built our home on land which was not delineated as a transport corridor at the time. We sited our home well away from the old Rail Corridor (Glenfield to St.Mary's) of the 1960's. The pegs for this Corridor were on Badgery's Creek Rd running South-East to NorthWest.

d) Corridor "protection" : If our home/land is split by the current Corridor, and is "protected" we will be severely restricted i.e. unable to extend, modify or add any improvements to our property. We would lose the right to create extra accommodation via dual occupancy for family members, or a granny flat for elderly relatives – something which many Sydney residents have done.

5) The Corridor will eventually displace many people, but much farming land will be lost. Nowhere in the Corridor statement, or any Federal Government publication that we could locate, is there any

mention of LOSS OF AGRICULTURAL PRODUCTION – FOOD PRODUCTION. What is planned to compensate for this massive loss? All the dairy farms, market gardens, cattle grazing, sheep grazing, poultry and duck farms etc. which were located in the Airport Zone (now part of WSA) and the future North South Rail Corridor – how can they be replaced? As farming is forced out of Sydney to drier, less fertile regions, transport/handling costs will rise, so the consumer will pay relatively more for food items.

6) Will there be a duplication of transport services to Western Sydney Airport and surrounds if the North South Rail Line is built **as well as** rapid bus services from Liverpool, Penrith and Campbelltown?

7) Transport infrastructure such as the North South Rail Line needs DEMAND, particularly in the vicinity of WSA. Unless the economy can provide sustained demand for goods and services -- which then provides employment for workers to travel to and/or work in this region, the anticipated industry, employment and new residents in this region will not materialise.

8) The massive scale of planning for North South Rail Line, and the associated growth envisaged around Western Sydney Airport is unprecedented. Yet Regional NSW, particularly inland NSW, is largely sparsely populated, with few large centres providing concentrations of employment. While the NSW Government may have Regional Plans in place, nothing appears to be proposed or planned to encourage, or provide incentives for decentralisation to these centres, so as to relieve pressure on Sydney housing costs, traffic congestion, air pollution from heavy traffic, long travel times to work etc. Greater Sydney already is too heavily populated, and with the many public/private transport networks proposed/planned for Sydney, we question whether it may be cheaper, more efficient and more equitable for all NSW citizens to stop the incessant carving up the Sydney Region with new rail, motorways, light rail, widened highways etc. and start expanding employment/population growth in regional towns of NSW—particularly inland towns.

CONCLUSION

We ask that you move the Corridor north so as not to affect our home block [REDACTED] or our adjoining block [REDACTED]

[REDACTED]

BRINGELLY. NSW. 2556