

**Submission
No 24**

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

Name: Ms Mora Main

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TO WHOM IT MAY CONCERN

1. The terms of reference for this enquiry do not explicitly address climate change and pollution. I wish to bring these underlying problems to the attention of the enquiry. Calculating the additional emissions burden from construction and long term operation of Westconnex should be a project requirement, and dovetail into the government's zero emissions target by 2050.
2. transport solution: Sydney will not be given a long term transport solution by the hugely expensive westconnex, or any other additional motorways. Individual car based cities are yesterday's transport vision, unsustainable and never capable of providing the capacity of mass transport solutions. They will fill up and clog almost immediately. More motorways do not solve the problem as people will continue to drive in expectation of good road conditions, which will not be delivered.
3. Project scoping: this is a project being designed on the run. Whether or not it is reasonable (and I disagree with its basic intent), this is no way to manage any project, let alone a massively costly publicly funded project. Scoping out a project, preparing a preliminary concept design, costing and delivery methodology, all overseen by client based (ie government) expertise is essential to manage the complexity of building particularly in a highly urbanised environment (or any environment);
4. Existing fabric: designers must thread infrastructure through existing fabric, not assume existing homes and parks are impediments to be removed. Use of powers to demolish should be a last resort option. Destruction of homes and businesses, and physical division of suburbs by wide roads and streams of traffic, huge loss of trees, road widenings into residential precincts and massive unshaded paved areas are all hostile environmentally and humanly and a poor urban outcome. The increase in Sydney's heat island should also be calculated.
5. Collateral damage: Westconnex's destructive trail continues beyond the road pavement itself, in the east towards Centennial Parklands with road widening into nature strips and parks, street and parkland tree removals, huge, hostile intersections designed for traffic flow not pedestrians or cycles, reduction or removal of parkland and pulsating heat from unshaded black bitumen paving - where will it stop? when Westconnex reaches the pacific ocean? This incremental decision making is exactly the wrong way to solve a problem - that of moving people around a great city. Any sensible bureaucracy would have clearly seen the wisdom of investing in heavy rail, supported by light rail, buses, cycling and walking, not further pouring good money into a bad project.
6. Pollution from vehicle exhaust is already causing environmental and human health problems in the Sydney basin. Air movement carries pollution from the Botany Basin into southwestern Sydney, already a pollution hotspot. It will be many years until vehicles are all electric and less polluting. Meanwhile particulate matter from dirty diesel and other petro chemical emissions will continue to ruin our human airways and our global climate.
7. Cost overruns are a direct result of a poorly scoped and managed project; relevant government departments are devoid of experience and expertise to guide and inform inexperienced Ministers. Years of small government political agendas to "downsize" bureaucracies has resulted in a profound lack of expert internal professionals (ie representing government / public interests) in managing consultancies is clear.
8. STOP Westconnex: it should be recommended to be abandoned and the money ploughed into heavy rail upgrades, more clean fuel buses, cycleways, trees and restoration of damaged residential streets. At a minimum the City of Sydney's alternative plan should be adopted. And the health and other social costs accounted as a true measure of this misguided project's cost.