

Submission
No 98

**INQUIRY INTO IMPACT OF THE WESTCONNEX
PROJECT**

Name: Name suppressed

Date Received: 7 August 2018

Partially
Confidential

I believe that the business case for the WestConnex project, including the cost-benefits ratio, is disturbingly inaccurate. The cost of the WestConnex project has been seriously underestimated and its forecast benefits overstated.

I submit that the governance and structure of the WestConnex project including the relationship between Sydney Motorway Corporation, Roads and Maritime Services, the Treasury and its shareholding Ministers needs to be examined in detail. Substantial contributions made to both political parties by organisations in the business of providing infrastructure also need to be scrutinised in the light of the subsequent awarding of tenders for State Significant Infrastructure projects.

The compulsory acquisition of property for the project has caused considerable dislocation and distress. The breakdown in community ties is palpable both in terms of community, social and school networks.

I support the recommendations of the Audit Office of New South Wales and the Australian National Audit Office in regards to WestConnex both suggest that the project should not proceed 'until the business cases are thoroughly revisited for Stages 2 and 3.

I live close to Victoria Road and I am deeply concerned by the refusal by the RMS to filter the proposed exhaust stacks. This decision will cause premature morbidity, ranging from diabetes to cancer. It ignores world's best practice: road tunnels in Japan, Norway, Spain, Italy, and China are constructed with in-tunnel particulate and nitrogen dioxide filtration. The 4 proposed stacks in Rozelle will easily emit in excess of 50 tonnes of particulate matter annually, based on RMS figures for the M5 East exhaust stack.

The stacks in Rozelle are of particularly serious concern as they are in a residential area and a large number of proposed playing fields. Tunnel pollution from Cammeray in the north (should the WHT be built) and St Peters in the south, will be released near my home. I travel into the city by bus and will pass next to these exhaust stacks. The massive concentration predicted at the Rozelle Interchange could easily exceed 50 tonnes per annum from the 4 stacks, thus enshrining White Bay and my neighbourhood as the most heavily intentionally polluted area in the country.

Regards

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M: