

**Submission  
No 306**

**INQUIRY INTO IMPACT OF THE WESTCONNEX  
PROJECT**

**Name:** Miss Heather Goodman

**Date Received:** 31 August 2018

---

August 2018

The Director  
c/- Legislative Council  
Standing Committee on Public Accountability  
Parliament House  
Macquarie Street  
Sydney NSW 2000

**Submission to the Inquiry into the Impact of WestConnex**

**Name: Heather Goodman**

To the Director,

**Please find my comments on the Inquiry into the impact of WestConnex based on the Terms of Reference as follows.**

**I agree to my name being published.**

**(a) The adequacy of the business case for the WestConnex project, including the cost-benefits ratio**

I do not think the business case for this was looked at properly. I think we need to have a better public transport system to reduce the cars on the roads. I do not think this has been addressed.

**(b) The cost of WestConnex project, including the size and reasons for overruns**

The total tender process appears to have a lot of add ons that if the project was really thought out they would have had all the plans up for debate not to just do with out any kind of notice of people trying to save trees, to reduce heat. I have little faith in anything hear running to schedule.

**(c) 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**

I am not sure who is involved with who but it needs to be clear if any ex Inp staff are now in any position within these projects. This project will never be enough it will be another M5 tunnel.

**(d) The compulsory acquisition of property for the project**

This is a very sensitive subject. I do believe there are a lot of buildings that should be heritage listed.

**(e) The recommendations of the Audit Office of New South Wales and the Australian National Audit Office in regards to WestConnex**

I want to know if any corruption is involved in this project. Who got the tender what connections do they have with the government why it was pushed through, why there are so many projects going on at once, what environmental impact studies done.

**(f) The extent to which the project is meeting the original goals of the project as articulated in 2012**

I think it has moved from then because it was not thought out well enough. I think it will not fix transport around the city I do think public transport needs to be invested in.

**(g) The relationship between WestConnex and other toll road projects including the Sydney Gateway, Western Harbour Tunnel, F6 and Beaches Link**

Too many tollways run by one company is not good. Too expensive.

**(h) The circumstances by which WestConnex and the Sydney Gateway were declared to be separate projects in 2017**

This needs to be addressed as to why they are being declared so.

**(i) The cost of the project against its current valuation as determined through the sale of the Sydney Motorway Corporation and whether it represents a good investment for NSW taxpayers**

I am over the government selling things off. It has never worked out to help any of the voters, when the lines for the power was sold off all went up i prices. It has never gone well.

**(j) Any other related matter**

I am not happy with the destruction of trees with out what appears as having any environmental and living space for people near the exit sites. Parks should be left as is. The trees along Euston Road that should not have been destroyed and the 3 meters between the street and peoples homes. This whole project appears to be flung together with out any environmental impact studies.

It is the way this project was put up so quickly and done so shabbily all add ons seem to make me think it was never thought through.