

**Submission  
No 342**

**INQUIRY INTO IMPACT OF THE WESTCONNEX  
PROJECT**

**Name:** Mr Mark Oldfield

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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: Mark Oldfield**

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**

As stated before , this could never have been a well considered plan due to the number of mishaps, changes and obvious public horror. In other words, the business case was probably rushed, incomplete and ill-considered.

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

Not acceptable, the cost overruns and lack of adequate construction planning and lack of defined schedules shows this was never a well considered option. Rather it seems it was a 'first' option for political gain, as it is not in the interest or to the benefit of the majority of the Sydney Population.

**(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**

Forming a company to hide major projects behind a façade of "commercial" standards comes across as collusion in the worst sense, especially considered there are too many JV/PPP involved in projects of this size.

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

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

A couple questions, fine. But this is now dragging on and I see no end. I am already "P\*^&\*%&D" of with Westconnex. Be careful not to scare people off.

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

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

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

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**(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**

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**(j) Any other related matter**

It appears from the available information, that appropriate consideration has not been made regards the destruction of the current culture and infrastructure that is the Inner West, the lack of design of the Inner West, from its beginnings to today means that infrastructure such as Westconnex will become a funnel increasing the demands on the existing infrastructure that is not being upgraded. Unless of course consideration has been made into the demolishing of up to 35% of the Inner West to accommodate this, which is highly unlikely, although with the manner in which this is being rail-roaded through it may just happen via attrition.

The whole Greater Sydney Commission seems to have missed the purpose of PLANNING for cities of the 21st century, their 20 year plan for a 40 year vision is misguided. Planning for a 20 year window (40-20) is tantamount to abuse and ridicule of those who are supporting the Government through taxes, fees and tolls.

The Westconnex, currently, does not appear to have a direct link to the Port Botany facilities, it does not appear to have a direct link to the facilities at Sydney Airport . This is a major flaw in the planning and would suggest a huge lack of foresight.

Based on the information to date, the already huge cost overruns, the lack of planning, the lack of consultation and collaboration as well as the cost to the State, the local areas and the social fabric of Sydney, this project should CEASE immediately, we should not be in a competition with Victoria regards compensation payouts because of poor foresight, poor management and poor oversight.

Throwing goods money after bad has ALWAYS been an under par option (although we all know the egos of Australian politicians deem this a minimum and necessary requirement).

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