

**Submission
No 413**

INQUIRY INTO IMPACT OF THE WESTCONNEX PROJECT

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WEST CONNEX SUBMISSION

The Westconnex road design was originally planned to take cars to the airport and trucks to the airport therefore freeing up roads. When did these plans change and why?
EUSTON RD , alexandria : 4 lanes ,(2 lanes of traffic, 2 lanes parking /clearway) near the roundabout has a group of apartments that were once shaded by the early morning sun and protected by noise (somewhat) from large trees. WCX removed those trees and widened the road to 7 or 8 lanes (depending on who you believe) and only after public outcry and some very confronting photos admitted they made a mistake and halted further construction on this road, a 7 (or 8) lane rd that soon becomes 2 lanes with traffic becoming chaotic once it hits the perpendicular maddock st.

SYDNEY PARK : the apparent lungs of the west have not escaped abuse from the tentacles of west connex. An area that was used as a protest camp had 12metres of it taken over by wcx this takeover soon became more than the original 12 m originally intended where they took metres off the corner for road turning and additional meterage was used up in further construction. Sydney has very few parks as it is (especially compared to other australian cities) and this project has taken more green space from the community despite saying they would only use the 12 m. WCX were told of wildlife living in the park, i dont know how detailed there survey was but it failed to notice that there are 3 colonies of microbats living in the park.

POLLUTION :i witnessed the pulling down of a heritage significant building in campbell rd, Rudders Bond Store this was pretty messy, there was a LOT of dust and being an old building it would likely have had asbestos in it. i dont recall any hazzard reduction going on in regard to this

TOWN & COUNTRY HOTEL no beer here and no wonder, who wants to relax in a pub that is in a major construction zone???

TOLLS; why are we paying tolls for a road that we have already paid for and has been sold to a private consortium? these tolls will rise every year in line with inflation but wages , pensions etc do not rise with inflation so the public is being financially gouged again each year to feed a privately owned company. This looks like some form of legal corruption. This information and all of west connex dealings should have been dealt with in a clear and transparent manner for public consumption, not secreted away in an inaccessible board room.

PUBLIC TRANSPORT; There is a major problem with public transport in sydney and nsw , we are far behind other cities when it comes to efficient world class public transport and wcx was given the chance to sort this out by instalng a train line or o-bahn bus system (like adelaide)

but instead chose to ignore the needs of hundreds of thousands of daily commuters. Its clear that profits from tolls were your only interest and not those of the general public . Not everyone owns or wants a car for several reasons. This is a major oversight and flaw in your plans.

STACKS; There are plans to have several exhaust stacks dotted around the wcx areas. These areas include parks ,schools, public walkways and newly built apartments. I was told at a meeting that these stacks cost \$1m a week to operate. According to west connex these stacks will be unfiltered and will not be turned on as wcx cannot afford to run them but they charge motorists to use the roads so why is that money not used to operate the stacks? This is a major health concern and will cost this and future governments a lot of money not to mention the further misery this will have on the lives of the ppl surrounded by these unfiltered stacks. Why are wcx ignoring all scientific data on this regard?

these are just a few of my concerns. i look forward to a response,
zio ledeux, resident,