

Submission  
No 423

**INQUIRY INTO IMPACT OF THE WESTCONNEX  
PROJECT**

**Name:** Name suppressed

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Partially  
Confidential

The TfNSW website says “The Sydney Metro West project is Sydney’s next big railway infrastructure investment” but the Cumulative Impact assessment by AECOM (App C) does not include Sydney Metro West. A business case for Sydney Metro West should be completed before the determination of the Project.

- The Project will undermine the attractiveness of Central Sydney to internationally competitive high productivity firms and their potential employees. Google pulling out of White bay is a case in point.
- Increased traffic cannot be accommodated in Central Sydney or on the Anzac Bridge. It will further impede pedestrian movement and comfort and undermine easy access to public transport and reduce access to jobs over large areas of the city.
- No cumulative impact has been considered by the removal of the freight rail corridor in the Rozelle Rail Yards. It is possible light rail extension to the Balmain Peninsula could have been achieved, had this rail corridor been preserved for future adaptive re-use. This link (running under Victoria Road) could serve both the Cruise Terminal and the redeveloped White Bay Power Station – as well as any future development.
- WestConnex will prove the antithesis of common sense and fiscal sobriety when it comes to practicality, economic productivity, creating good value property, environmental planning, social planning and basic transport planning, if Sydney now replaces what have been good public transport links, with more motorways.
- What is sorely needed is additional, accessible, affordable, efficient public transport, especially rail - be it underground metro, suburban doubledecks or light rail, and costs should reflect need. The NSW public are the big losers with this ill-advised Project.