

Submission
No 499

**INQUIRY INTO IMPACT OF THE WESTCONNEX
PROJECT**

Name: Name suppressed

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Partially
Confidential

Inquiry into the Impact of the WestConnex Project

Dear Public Accountability Committee

I write to you as a local resident of seven years and parent of children that attend St Peters Community Preschool and St Pius Primary School Enmore.

The WestConnex project has seen the suburb of St Peters rise from a up and coming vibrant community on the verge of gentrification to a suburb decimated by construction works, road chaos and the prospect of thousands of cars teeming into our suburb with no where to go.

The negative impacts of the project on the physical, mental and emotional health on our family can never be repaired and we are devastated that our once vibrant community is faced with a road network that will not work and will not solve western and south western Sydneys traffic issues.

Our children have been exposed to air and noise pollution which includes interrupted sleep and high levels of dust. The operational controls during construction have been inadequate and poor at best and I have evidence of street sweeping generating clouds of dust in our residential street.

The pedestrian and vehicular access has been poorly managed and today we have a large proportion of our street taken up by witches hosts for tomorrows works. Residents have no off street parking and no have no street parking. This is only likely to get worse once the St Peters spaghetti junction is operational. Where are your traffic modelling to support that this road congestion will be improved? Where will all the cars go?

We try to remain positive and hope the Campbell Road works will be competed soon but to what end? Where are all the cars that come off the M5 extension going to be directed too? Streets already at capacity including King Street, Edgeware Roads, Euston Roads, McEvoy Streets. The evidence of the un-plannedness of this project is evident by the need to remove old and established beautiful trees and implement clear ways to widen these connecting streets. How can a project be justified by the need to continue the works on and on and on. Surely this goes against project scope?

I have logged complaints to the NSW EPA and Department of Planning and the response has been positive but their hands are tied. They can only regulate certain parts of the project and do not have

the power to improve it for the residents -just small parts of the construction phases. The issues with contractor management continues and they have very poor management controls. I feel this is evidence of Jobs for the Boys.

While I strongly object to the WestConnex project in its entirety and believe the Secretary of Planning did not view the project properly in review of the EIS, I do believe the entire project must be completed. Without Stage 3 St Peters will have a perverse outcome from approved Stages 1 and 2. Stage 3 is a vital part to the residents of St Peters to remove traffic travelling from M5 at the interchange to M4 in Haberfield. The link is vital to local roads and residents and if this entire project continues then it must continue with ALL stages.

I completely reject the notion that unfiltered pollution stacks should be built anywhere in Sydney, let alone three or four in a single area. I am particularly concerned that schools in St Peters would be near such unfiltered stacks.

The EIS states, there are at least 5 schools that will be in the orbit of these poisonous fumes. Children and the elderly are most at risk of lung ailments. The Education Minister Rob Stokes declared in 2017, that "No ventilation shafts will be built near any school." in his electorate.

I am also disappointed by Inner West Councils lack of action in this project. Our street was promised new verges and trees in 2016 but these are obviously on hold. When will Council be able to improve and beautify our suburb again? It is disappointing that Council will be responsible for maintaining these terrible roads and networks in the future. The project has ruined our suburb and it will be forever scarred with this project.

In response to the terms of reference:

0. There was no business case ever prepared for this project. It was approved years ago and reopened to stimulate the economy. Lets not pretend the business case ever supported improvements to vehicular movements around Sydney.

0. The budget was open ended. Lets not pretend the cost has 'overrun'. There was no budget and it appears to be open tender for contractors and associated businesses.

0. The governance is negligible. Of course the Minister is from Western Sydney. An inner suburbs Minister would see the ludicrousness of the project from the outset. A western suburbs Minister would be able to talk the benefits of being able to drive from SW Sydney to Western Sydney via the Inner West in a U-shape road. Surely the M7 is this link and improving rail network through to Parramatta would be the answer.

0. The compulsory acquisition was devastating but lots of families did well out of it. The ones that remain will be the householders beset with issues for the rest of our lives. And why didn't you acquire all the households in the acquisition zone? Why take some and leave others. Surely if we were listed in the road reservation you should have taken us rather than leave us confined to the construction and operational chaos.

0. Why have an Audit office and audit of this project and not consider the findings?

0. The original goals were never properly considered in the bunnies plan and yes you have some outputs (the roads) but the outcomes will certainly not meet the original goals.

0. What relationship? More roads connecting more roads.

0. The road was intended to alleviate large and regular truck movements through inner west residential streets. By removing this connection the original goal will not be met.

0. Any other matter?

0. Environmental consequences - air, noise, dust, odour, pollution.

0. Long term Impact on local councils regarding management and maintenance of the new roads.

0. Loss of tree flora and fauna. The way the Campbell Street/May Street corner was cleared was devastating for the residents. These were magnificent trees. Also the wanton destruction of trees along Euston, McEvoy and Moore Park.

0. The lack of compensation for remaining residents.

0. The long term health and social impacts on our community.

0. The impact of rat runs and movements on small inner west streets

0. Why wasn't the streets along Campbell Road turned into cul-de-sacs? Why allow these to be added to the rat runs.

0. The total disregard to the residents of the Inner West. We have been stream rolled with no community consultation or consideration of this project

Looking forward to this process.