

1. Our names: [REDACTED] [REDACTED] [REDACTED].
Address: [REDACTED] Kogarah, NSW 2217.
We do not support any Political Party.

2. F6 Extension Preferred Infrastructure Report.

3. Application number SSI_8931

4. We do not support the latest Preferred Infrastructure Report, relating to the F6 Extension Stage 1.

5. Below are the reasons why we object to the preferred project.

(a) We note the proposed traffic changes relating to the Moorefield Estate, including traffic signals to assist residents to safely enter from and exit onto President Avenue. We agree that these changes may assist drivers and thank you for considering this problem that we presently have. We have no doubt, traffic will become worse when the future increased F6 traffic flows in President Avenue.

(b) In the Preferred Infrastructure Report, what immediately drew our attention was the intersection of Princes Highway and President Avenue. It appears that no consideration has been given to changing the President Avenue westbound right-hand turning lane and its extremely short additional lane practically at the intersection of Princes Highway.

With the present right-hand turning lane configuration onto Princes Highway, Westbound traffic in peak times can extend from Princes Highway down President Avenue, past both Lachal and Traynor Avenues to the shops near Civic Avenue. It is made worse by some drivers who stop in the innermost left-hand turning lane to push into the right-hand turning lane. This right-hand turning lane with its extremely short right-hand turning lane practically at the intersection with Princes Highway, is most inadequate in peak times and makes it difficult to drive to Kogarah and also enter Princes Highway to travel north to Rockdale. (As mentioned previously, this present road congestion appears to have resulted following the closure of the right-hand turning lanes from Princes Highway into Gray Street.)

When the future extra F6 traffic flow commences, this proposed continuation of the present lane configuration at this intersection (President Avenue and Princes Highway), will only increase the number of cars queuing down President Avenue waiting to turn right to travel to Kogarah or north in Princes Highway to Rockdale.

To improve the traffic flow at this intersection, there should be four westbound lanes in President Avenue approaching Princes Highway, two full lanes to turn right and two to turn left.

(c) We have some reservations about the shared Cycle and Pedestrian Pathways, but are not totally against it, as long as it does not effect the Wetlands, including Patmore Swamp.

(d) We also strongly re-endorse below, our previous objections to the F6 Freeway.

Great concern about the effect on the Wetlands. These Wetlands, with its flora and fauna, should not be disturbed – they are the ‘Lungs of Suburbia’. With so many high-rise units being built in Kogarah and the surrounding suburbs, the Wetlands should be kept as the future ‘Oasis in the Concrete Jungle’. It is an **absolute disgrace that 449 trees** will be destroyed to construct the F6, resulting in a loss of habitat for fauna.

The positioning of the Unfiltered Exhaust Stack. It is **another disgrace** that this stack is proposed to be built on the western side of West Botany Street, directly opposite the historic Bicentennial Park. This park is a favourite place for families, with its Skate Park, Children’s Cycle Track, Picnic Tables and open space for children to run and play. As well there is the Soccer Grounds in the same vicinity, with seating for over 8,000 people, many of whom travel from all parts of Sydney, to attend a game. Who would want to attend a future game and sit under an unfiltered Exhaust Stack or enjoy a picnic in the Bicentennial Park?

The F6 Freeway should be constructed without a Stage One Exit. Stage one and two should be built as one tunnel to assist Sutherland Shire traffic to access the city and other Freeways. When built as one tunnel, it would decrease the traffic flow on the St George District’s major roads - residents would cope much better travelling on these existing roads in the area, Princes Highway, The Grand Parade, Rocky Point Road and President Avenue, the latter being an A1 road.

When the F6 Corridor was found to be unsuitable for a freeway, further consideration should have been given to Light Rail and improving other Rail and Public Transport options. (Another suggestion for consideration is a tunnel from the present M5 tunnel near the airport, under Botany Bay to the Sutherland Shire.)

Lastly, we must say that the release of this Preferred Infrastructure Report so close to Easter with little time to read and understand the report prior to the closing date was very poorly organised, disrupting into our family visit to Queensland and resulting in this rushed submission on our return home.

Regards

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29 April 2019