

Keith Ng

From: Scott O'Keefe [REDACTED]
Sent: Monday, 29 April 2019 1:49 PM
To: DPE CSE Information Planning Mailbox
Subject: F6 Preferred Infrastructure Report

Attention Director - Transport Assessment

The report aims to describe design refinements proposed to address issues raised by the community during the EIS phase, yet the most serious concerns have been ignored:

- 1.the road is inconsistent with the community preference for public transport enhancements.
- 2.it worsens local traffic congestion
- 3.it increases dangerous diesel pollution from tunnel portals, unfiltered exhaust stacks and the inevitable induced traffic
- 4.it removes critical greenspace and heavily impacts sensitive wetlands
- 5.it fails to demonstrate how it will create a "vibrant commercial area in a pedestrian friendly environment" when extended clearways are also proposed on key local routes
- 6.it fails to demonstrate that the stated objectives can be achieved.
- 7.it is not in the public interest, rather, it is in the interest of Transurban to extract additional toll revenue from the M5
- 8.It represents a lost opportunity to really revitalise car dependent communities
- 9.It imposes expensive tolls on families and small business

The community has also raised key concerns regarding the behaviour of the proponent and sub-contractors exhibited with other WestConnex phases:

- 1.Consistent breach of promises on repairing the urban environment on completion.
- 2.Failure to not benchmark the cost of the toll road against the cost of rail solutions represents a serious and significant shortcoming of the F6 Extension EIS and Business Case
- 3.Community consultation sessions that are a sham
- 4.Failure to disclose details of the contract with Transurban including "no compete" and "minimum revenue" clauses
- 5.Failure to disclose the details of all stages of the F6 to the public. If it's a great proposal to benefit the public, why is it shrouded in secrecy?

Yours sincerely,

Scott O'Keefe

Penshurst, New South Wales, 2222, Australia

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