

To who it may concern,

It is with a heavy heart that I've been compelled to write this appeal. The Roe 8 Highway extension (Stage 1 of the Perth Freight Link) as proposed by the WA Government **must not proceed**. The reasons are many, the weight of which is undeniable, and I implore you to consider the following:

1. The unacceptable impacts on endangered and threatened species of flora and fauna, particularly the Carnaby's Black Cockatoo and the Red-tailed Black Cockatoo, the Southern Brown Bandicoot and the hundreds of flora species representative of the transition between coastal Karrakatta soils, Spearwood Dunes and Bassendean Dunes, many of which only have a tenuous hold in fragmented and disturbed environments.
2. The unacceptable fracturing of communities that foster the care for these wetlands by education programs for thousands of children every year, that also hold the area dear to their core family values by recreating in these natural surrounds, and being able to share these values between generations.
3. The disregard the WA Government has for its own statutory document, the Beeliar Regional Park Management Plan (2006) which clearly recommends the cautionary principle in relation to future development in the area, and that future development is located outside the park boundary where possible.
4. The significance of aboriginal and non-aboriginal cultural and spiritual values being threatened by the proposal. There are 13 registered sites in the impact zone which the WA Government have also disregarded.

Furthermore, the premise that the Perth Freight Link, as currently proposed, meets the requirements of the projected capacity of the Fremantle port, is flawed on so many levels. The proposal **does not** provide a solution to WA's freight task as:

1. The plan is based on the 60 year old Plan for the Metropolitan Region (Stephens & Hepburn, 1955) which does not account for the modern growth of the city nor consider the changes in social and environmental values that our modern society has adopted.
2. The Roe 8 extension has been fought for over 20 years, is opposed by 28 individual communities groups, and is now formally opposed by three local governments.
3. The WA Government's own modelling shows that congestion will not be reduced under this proposal and there will be almost zero difference in trucks on Leach Highway – the main justification for the project.
4. The conditions under which the project was approved are highly contentious, with bias and conflicts of interest revealed amongst board members of the EPA. When the project was deemed "invalid" because of this conflict of interest, the WA Government then introduced legislation, retrospectively, to validate the environmental approval process!

5. The business case for the project has never been released but Western Australians deserve full transparency with such a major investment. Despite this lack of transparency, the Premier has fast-tracked the tendering process despite federal assessment not even commencing, with the first tender due to be awarded in September. This can only be interpreted as a political decision with a complete disregard for due process, a complete disregard for the weight of evidence contrary to the proposal, a complete disregard for the sentiment of the WA public, and a complete disregard for the viable alternative.

My objection to this proposal is not for objection's sake, but because it can only be described as untenable given the alternative. A solution **does** exist, if the WA Government reconsiders the construction of an outer harbour port in the Kwinana area and the intermodal freight terminal, as already proposed in the Latitude 32 project, which is touted as being one of Australia's largest industrial area developments. It will meet the short, medium and long term demand for industrial land in the Perth metropolitan area.

This alternative quite clearly meets the objectives of the proposal, by:

- reducing the number of trucks on metropolitan roads,
- increasing the use of freight on rail,
- conserving a precious wetland environment for future generations,
- protecting valuable aboriginal and non-aboriginal heritage sites,
- supporting the coherence of local communities,
- future-proofing against the growth in port operations,
- instilling confidence in the WA public that proper and accountable government is being conducted, and
- saving us all hundreds of millions of dollars of tax payer money.

On these grounds, it is utterly reprehensible to commit to this 'road to nowhere' which is doomed to failure, and the proposal **must be declined** in its current form.

Matt Cavana