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**From:** [REDACTED]  
**Sent:** Wednesday, 27 June 2018 2:17 PM  
**To:** EPD, Customer Services  
**Subject:** 20180627- Submission in objection to EIS201700053-major waste facility at Fyshwick  
**Attachments:** 20180627- Submission in objection to EIS201700053-major waste facility at Fyshwick.docx  
**Categories:** Green Category

Please find attached my submission in objection to the EIS201700053 – largest waste transfer terminal in Australia and multimodal freight hub proposed for urban Fyshwick.

[REDACTED]

[REDACTED]  
**Representation in objection to EIS201700053**

To the Director-General of ACT Planning

Dear Mr Ponton

Thank you for the extension of time to respond and for the opportunity at all.

In my submission against the CRS proposal for a major waste facility to be located in the Central Canberra region of Fyshwick I would draw to your attention the inadequate Traffic Survey provided by the proponent.

In regard to **8.1.2 Traffic and Transport** of the Scoping Document, the traffic analysis is inaccurate or dismissive of impact of trucks in its content;

1. The Traffic Impact Assessment (TIA) at (p.14) states that... *The additional vehicles represent approximately 5% of the existing heavy vehicle movements.* This is classified as a statistically significant increase for heavy vehicle traffic.
2. That the totals per hour were averaged on 16 hours of operation per day is not representative of the real number of trucks per hour entering the facility because the trucks will come between the hours of 7am until 5pm (eg SUEZ operating hours);
3. The worst case scenario has to be applied and this is the increased numbers on Fridays;
4. A pavement impact assessment (PIA) should be conducted to assess the impact of heavy vehicles on the local road surfaces related to the increase of trucks in order to factor in the increased costs to ratepayers;

CRS must address the above;

1. **Mortality modelling must be conducted to adequately assess human safety risks associated with this proposal;**
2. **Proper indication of the number of trucks operating over a 10 hour delivery day;**
3. **Worst case scenario has to be applied and**
4. **A PIA needs to be provided to factor in increased costs to ratepayers.**

Please return the EIS to the proponent in order to revise its **Traffic and Transport 8.1.2**

Regards

[REDACTED]