

SUBMISSION IN OPPOSITION - Fyshwick MRF and Railway Terminal  
Application Number 201700053  
To the Director-General of ACT Planning

I object to the above development. From the point of view of a community member concerned about the amenity and image of our wonderful National Capital I would like to put it to the determining authorities and to you the relevant Ministers that locating a huge Transfer Station in the centre of Fyshwick is not a good look for the centre of the National Capital.

The Draft EIS for this development asks us to accept that the proposal is good for the ACT. It fails to convince on any argument put for that idea.

The MRF component should be rejected outright as unnecessary and inappropriately sited in south Fyshwick amidst a prosperous, light industrial, commercial and retail district where it will introduce undesirable and harmful and offensive environmental problems such as traffic congestion, odour, noise, litter and vermin. So close to the CBD and to the Parliamentary Circle this proposal would undermine the image the whole of Australia has of us being a clean and inviting place to visit and a worthy capital for our political and judicial institutions.

Dumping our kitchen waste on the floor of a shed in Fyshwick cannot be considered preferable to landfilling it at Mugga Lane. All the nasty environmental problems will be transferred from Mugga to Fyshwick. Landfilling will not be removed as a solution because the eventual end for it is another landfill in NSW. This makes little sense. Every single day that shed will be full of rotting garbage. As said before, not a good look.

The railway part of the development might sound good but on closer examination it has little general benefit. It is not a large, easily accessible transport hub convenient to multiple users, if they actually exist. The EIS does not identify any. It is too small with no warehousing and logistical infrastructure and no room for delivery or pick up vehicles to park or even manoeuvre safely. No alternative sites were considered and there was no pre-DA consultation about this site as suitable for railway use. Nor does the Draft EIS demonstrate it will be as claimed, a low cost rail facility. Freight transport by rail declined because it was cheaper by road. The EIS must prove that rail freight is economically sustainable at this site.

To have the kind of rail freight facility as envisaged in the ACT Rail Freight Strategy would need to be built elsewhere, perhaps in Hume or Beard. Then we would have two terminals, a waste of resources. One would surely fail and it would more likely be at Lithgow Street.

This whole development and The Draft EIS specifically, has failed to give serious attention to a realistic, well planned freight terminal which will meet the needs of the ACT community over the long term.

For these reasons I object to this development and ask the Ministers responsible to reject it outright or demand more assessment of the railway element.

Yours sincerely,

