

From: [REDACTED]
To: [EPD, Customer Services](#)
Subject: Materials Recovery Facility - Fyshwick - EIS Application 201700053
Date: Thursday, 3 May 2018 9:11:45 PM

I am responding in particular to Appendix E Traffic Assessment in relation to EIS Application 201700053.

I have been a long-term owner of property in Fyshwick and have major concerns about the impact this proposal will have should it go ahead.

Quite apart from any environmental fallout that will arise, the traffic implications are mind boggling.

With the projected (additional) 1 heavy vehicle every 4 minutes, I have no doubt Wiluna and Lithgow Streets (those streets most affected by the proposal) would need to be closed to other traffic - and that means businesses on those streets will not survive.

Traffic on Wiluna and Lithgow is already very busy servicing the existing waste disposal yard, cement works and brick supplies. The brick supply yard is obliged to close off the road at times more than once a day to allow delivery of bricks and pavers. The additional traffic flow of heavy vehicles would present a huge queuing problem and road blockages. There would certainly not be space for vehicles to access or exit from properties along Lithgow and Wiluna.

It is quite unrealistic and misleading to compare the additional traffic to the existing flows along the main arteries of Canberra Avenue, Ipswich and Newcastle Streets and conclude that the additional heavy vehicles would represent less than 0.3% of total traffic. And it's disingenuous to compare the additional traffic with customer traffic that rolls into Harvey Norman and Bunnings at peak times. Under this proposal we're looking at heavy vehicle traffic running almost 24/7 resulting in an untenable impact on Wiluna, Lithgow and Ipswich Streets.

It is also quite unrealistic and naive to imagine that truck movements would flow smoothly over a 16 hour period 6 1/2 days a week. A constant flow of trucks would be emerging from every direction through built up areas of Fyshwick and surrounding suburbs to home in on the disposal yard and rail line at the end of Lithgow Street. It is inevitable that traffic would bank up frequently and with consequences much worse than on a bad day at the Mugga Lane tip.

Without exaggeration, I'm sure the congestion created by the heavy vehicle intrusion will leave little room for other traffic. Access to the central Fyshwick business district radiating out from Harvey Norman will be at least extremely inconvenient if not very dangerous. Businesses and residential areas will suffer from the effects of noise pollution, diesel fumes and traffic chaos.

And this is probably just the beginning, with waste to energy being the next step and the rail siding being opened up to other uses.

It's a pretty disconcerting and dismal picture and I fear the worst. And that's just the traffic assessment.

[REDACTED]
Property Owner
Fyshwick.

