

## RE: EIS for the Moss Vale Plastics Recycling Facility (SSD-940987)

2 points to make –

**Firstly** - Beaconsfield and Lytton Roads in the town of Moss Vale are not in the Wingecarribee Shire Enterprise Zone. Thus, multiple 10 ton trucks per hour 7 days a week have no place on suburban and town roads. People live, work and play the full length of both roads.

The Technical Report 6 : Traffic and transport attached to the EIS only deal with mechanical vehicles.

There is no mention of the impact on the actual people who live only these roads.

Quote: "Technical report 6: traffic and transport

2.4.3 Existing pedestrian facilities There are currently no dedicated pedestrian facilities in the study area proximal to the site." Page 35.

This statement is the only one in the whole EIS that considers the residences of Beaconsfield and Lytton roads in any way, shape or form.

Quote "4.1.1 Option 1: Beaconsfield Road to Braddon Road (existing access) Option 1 includes access to and from the south of the site via Berrima Road, Lytton Road, Beaconsfield Road and a new constructed road to the west (currently a "paper road" – Braddon Road). This option was preferred by the proponent, as it utilises the existing access to 74-76 Beaconsfield Road. Upgrades to Beaconsfield Road would be required for access to the plastics recycling and reprocessing facility site, as shown in Figure 4.1. At a site visit and preliminary traffic and road traffic noise studies confirmed that this road access option would be suitable for use subject to an initial reduction in plant capacity (up to 60,000 tonnes per year depending on truck capabilities), including three heavy vehicles per hour and 30 light vehicles per staff shift (including crossover)."

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The preferred option for multiple, 10 ton trucks, hourly, 7 days a week, to access the facility is via 2 suburban streets with people living and moving about.

In this report there is no consideration for people who live and socialise on Beaconsfield and Lytton Roads. There is no consideration for numbers of people walking, cycling to schools around the area, pushing prams, exercising dogs, riding horses. Almost always **people move along the side of the tarmac of the road.**

The school buses pick and drop off students at the corner of Beaconsfield and Lytton roads – the very corner the multiple 10 ton trucks per day, 7 days a week will have to turn left and right at. Not acceptable!

The socio-economic aspect of use of this road by multiple 10 ton trucks hourly, 7 days a week on the hundreds of actual people who live along both Beaconsfield and Lytton roads is not taken into consideration in any of the planning – SEARS or the EIS

The option 3 (least liked by the company) talks of the roads safety issue for 10 ton trucks crossing rail lines. This is all infrastructure. Why is infrastructure safety more important than the safety of people who live along suburban roads?

Quote” 4.1.3 Option 3 North-south connection with Douglas Road Option 3 includes access to / from the north of the plastics recycling and reprocessing facility site via Berrima Road, Douglas Road, Collins Road and a new constructed north-south road. This would require constructing a road in the existing road easement and expanding the existing level crossing area, to accommodate vehicles turning left out of the new road onto Douglas Road as shown in Figure 4.4. During consultation with Council, this option was found to be the least preferred due to the need for heavy vehicles to carry out a hook turn across a level rail crossing associated with the Berrima Branch Line. Reference was made to Level crossing safety - Transport for NSW and National Railway Level Crossing Safety Strategy 2010-2020 specifically, that level crossing collisions between trains and vehicles are a major road safety risk. This is of concern given the projected growth in Australian freight over the next few decades: between 2010- 2030, truck traffic is predicted to increase by 50 per cent and rail freight is expected to increase by 90 per cent. In addition, the Berrima Rail Project proposed by Hume Coal (SSD 7171) would, if approved, significantly increase the use of the Berrima Branch Line. This would increase the risk of accidents between heavy vehicles and trains at this level crossing. In addition, road access Option 3 would result in impacts to nine *Eucalyptus macarthurii* which is an endangered species under the NSW Biodiversity Conservation Act 2016 and Commonwealth Environment Protection and Biodiversity Conservation Act 1999. The occurrence of this species is also associated

with the endangered ecological community Southern Highlands Shale Woodlands of the Sydney Basin Bioregion listed under the Biodiversity Conservation Act 2016. “

**Secondly**.....Option 3 least liked by the company.

The road they would have to construct is in the Moss Vale Enterprise zone and therefore the best option for the people of Moss Vale.

In this option there is much said about the safety of machinery of the plastic facility and the rail infrastructure, i.e. the trucks. How is this more important than the safety of infants, students, parents, older people, horses, dogs, cyclists and children on scooters?

There are quite a number of industries in the Moss Vale Enterprise zone including the Bio- Security mouse farm and Dux. None of these industries use suburban streets, they use the very wide Douglas Road and Lackey Road. This is the route the plastics factory need to take despite the cost to them.

The predicted increase of rail freight over the next 10 years will be much depleted on that small branch line as Hume Coal are now not to use that Berrima Branch line as they don't exist now.

Eucalyptus macarthurii are significant trees. Why can't the company use a problem solving road architect to build a road around the trees? By the way, these trees grow easily – I have 6 eucalyptus macarthurii trees on my suburban block in Beaconsfield Road.

Any problem solving road architect can build a road over a water course and around trees.

Concluding – Beaconsfield and Lytton roads are not in the Enterprise Zone in which the recycling factory is supposed to operate, thus the infrastructure, including trucks and truck operations have no place on the afore said roads.

Nowhere in the EIS is there mention of any aspects of negative disruption to the lives of the people living on either Beaconsfield or Lytton Roads by the multiple 10 ton trucks, hourly, 7 days a week and the other traffic associated with the recycling factory . Why?