

PCU53461

BENEDICT INDUSTRIES Pty Ltd

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Director
Industry, Key Site and Social Project
Development Association Systems & Approvals
Planning and Infrastructure
GPO Box 39
Sydney NSW 2001

Dear Sir / Madam,

RE: BANKSMEADOW WASTE TRANSFER TERMINAL (SSD5855)

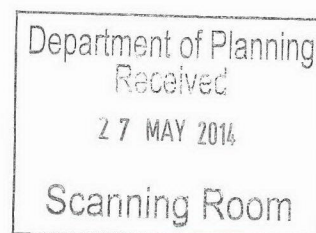
I am the adjoining neighbour (38 McPherson St) of the proposal development site.

I am writing to support the proposal, providing that queuing of trucks does not occur on McPherson St as a result of this proposed Development, thereby restricting access to our existing business. I am assured that this will not occur (see letter attached), should this proposal be approved.

Although Veolia is a competitor to ours, I am satisfied with all other aspects as proposed and hope the proposal receives favourable consideration by the Department.

Sincerely,

Ernest Dupere
Managing Director
Benedict Industries Pty Ltd
0407 282 444





NEW SOUTH WALES

19th May 2014

Mr Ernest Dupere
Benedict Industries
ernest@benedict.com.au

Dear Mr Dupere,

Banksmeadow Transfer Terminal – Application for Development Approval

Thank you for your comments regarding our Traffic and Transport Impact Assessment (the Assessment) contained within the Environmental Impact Statement (EIS) for our proposed development of Banksmeadow Transfer Terminal, we appreciate your interest.

I have reviewed the text within the summary of the Assessment you referred to, contained in the Introduction; Clause 1.2; final paragraph on page 5 and I do understand your concerns in relation to the language used to describe the use of MacPherson Street and how it can be construed to suggest there is an intention to use MacPherson Street for waste deliveries. We agree the statement could be contradictory, however I can confirm that all vehicles delivering waste to the facility will access the site off of Beauchamp Road, through the main entrance. This document is the summary document of the more detailed Traffic and Transport Impact Assessment, also on exhibition, in which the language was amended to provide clarity.

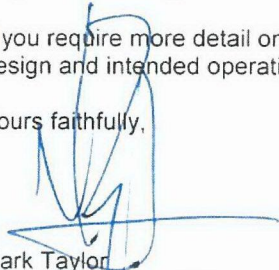
Access to the site off of MacPherson Street is restricted to the bulk haulage vehicles which enter the site empty for the purposes of loading and removing non-putrescible waste. These vehicles then exit the site back onto MacPherson Street once full. The remainder of the traffic accessing the site from MacPherson Street will be limited to site staff and visitor private transport, to access the car parking area at this end of the building. Furthermore the site design does not allow the through-flow of vehicle traffic carrying waste to access the facility from the MacPherson Street entrance.

In the development of our proposals we discounted the use of MacPherson Street for any waste deliveries at an early stage in the evaluation, given the existing use and inherent problems resulting from such use.

I hope this satisfies your concerns and that we can count on your support for what is a critical project for the Region.

If you require more detail on our proposal then I will be pleased to discuss the detail of the design and intended operation with you at your convenience.

Yours faithfully,


Mark Taylor
General Manager NSW Resource Recovery



NSW Resource Recovery
100-102 MacPherson Street, Banksmeadow NSW 2212
www.nswresource.com.au

Pascal Van De Walle

From: Carlos Da Rocha <skippyoz@hotmail.com>
Sent: Monday, 26 May 2014 8:37 PM
To: Pascal Van De Walle; Pascal Van De Walle
Subject: Submission Details for Carlos Da Rocha of Resident (object)



Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Carlos Da Rocha
Organisation: Resident (Resident)
Email: Skippyoz@hotmail.com

Address:
70/22-24 Wassell Street Matraville

Matraville, NSW
2036

Content:

My submission, There is a rising level of community concern about the proposed Veolia Waste Transfer Facility (WTF) at Banksmeadow to operate 24/7. A concern is that even if the facility is enclosed it is likely that high and unacceptable levels of odours will be released at all times due to the putrescibles as well as non putrescibles wastes to be processed at this facility. The spread of odours will affect the neighbouring businesses, residents, schools as well as local Matraville Town centre. Additionally any trace of odour or waste will attract vermin, Waste Transfer Stations around the world are recognised as sources of other disease vectors such as flies, insects and birds.

The WTF would result in unacceptable health impacts to residents in surrounding streets because of the level of exposure to putrescible waste.

The WTF will add to noise pollution impacts in the region. As it is the community is already experiencing and battling noise emission issues with the 24/7 operations at Port Botany which is expected to increase with the proposed expansion of the port into the future. Noises currently experienced include but are not limited to Beeps, Reverse alarms, Goods train movement and toots.

The WTF will bring in over 840 truck movements per day and this will add to traffic congestion which is already increasing because of growth in Port Botany traffic and potential residential developments proposed for this region under the Government's UAP policy. When this development was first negotiated between SSROC and Veolia the cap at Port Botany was 3.2 million TEU. The PORTS ASSETS (AUTHORISED TRANSACTIONS) BILL 2012 which was enacted in 2013 has since made it illegal to impose a cap at Port Botany and predicted volumes may be as high as 15 million TEU.

The majority of trucks will be traveling east to Banksmeadow where the waste will be transferred onto trains to be hauled west. It would be better to site the Waste Transfer Facility (WTF) further west on the goods line as this would reduce traffic impacts and CO2 emissions.

Like many others who have passed on information and shared their views myself Carlos Da Rocha after carefully thinking about this waste Transfer facility that for the above reasons, the proposed Veolia Waste Transfer Facility not be built at Banksmeadow because it is not in the public interest. Carlos Da Rocha, Matraville Resident 2036, 70/22-24 Wassell Street Matraville.
on my iPad

IP Address: - 101.116.61.55
Submission: Online Submission from Carlos Da Rocha of Resident (object)
https://majorprojects.affinitylive.com/?action=view_activity&id=98741

Submission for Job: #5855 SSD 5855 - Banksmeadow Waste Transfer Terminal

https://majorprojects.affinitylive.com/?action=view_job&id=5855

Site: #2800 Waste Transfer Terminal - Banksmeadow; 14 Beauchamp Road, Banksmeadow
https://majorprojects.affinitylive.com/?action=view_site&id=2800

Carlos Da Rocha

E : skippyoz@hotmail.com

La Perouse Precinct Committee

1587 Anzac Pde

La Perouse 2036

28. May 2014

Department of Planning and Infrastructure

Banksmeadow Waste Transfer Facility

The La Perouse Precinct Committee is a community based organisation sponsored by Randwick City Council. Its main purpose is to provide community views and recommendations to Council and other authorities on future development proposals.

The La Perouse Precinct Committee objects to the proposed waste transfer station at Banksmeadow because it considers **the process technology intended to be used at Banksmeadow is inappropriate for the location** resulting in unacceptable levels of adverse impact on nearby residents and other users of the general surrounds through unacceptable levels of odour

The Committee objected to a similar subject proposal by Collex intended for 3 Military Rd Matraville in 1999. The then Planning Department rejected that proposal largely on the basis that it the Department could not be confident that the process technology proposed for the Matraville facility could restrain odours from unacceptable adverse impact on nearby residents. That was despite the fact that the odour contours in that application indicated that nearby residents would not be unacceptably affected by odours. The process technology in relation to odour mitigation then proposed for the Matraville plant was almost identical to that used in the current Clyde facility and that proposed for use in the Banksmeadow facility

In relation to the current level of odours emanating from the Clyde facility, I recently contacted the Manildra warehouse which is some 400 metres from the facility. The respondent stated that the odour from the Clyde facility **is ongoing and in summer it is horrendous**. This strongly indicates that unacceptable levels of odours extend much further than 400 metres. At Banksmeadow there are residences close to 200 metres from the proposed facility. **The Committee in the very near future intends to survey the residences close to the Clyde facility(800 metres) and the results will be on forwarded as part of this submission.** The Department is reminded that at thereabouts of 800 metres and closer from the proposed Banksmeadow facility there is large-scale high density housing, a primary school, shops, restaurants, food suppliers and other businesses

Inappropriate Technology.

In order to minimise odours from a waste transfer station it is imperative that the contact time between the garbage with the air is minimised. Especially so in summer when the garbage is in a state of fermentation in the house hold garbage bins even before it is collected by the garbage trucks

Visits to the waste transfer stations at Rockdale and Homebush revealed appropriately for their locations process technology designed to minimise odours: The trucks dump their loads into a pit and the load is immediately rammed into an airtight cocoon. In this system the garbage never touches the floor and the minimised contact time with air is measured in seconds.

In contrast the system proposed for Banksmeadow(similar to Clyde)is for all the garbage loads **of the day** to be dumped on the floor, amalgamated in a heap and substantially then compacted for loading into freight cars. This process will generate avoidable odours through:

- a large contact time measured in terms of hours not seconds of the garbage with air
- the” soup”(as referred to by Garbage Men) formed by compaction in the garbage trucks being dumped on and spreading over the large floor area especially by vehicles travelling over it
- large heaps of garbage through bacterial growth heat up winter and summer and accelerate fermentation which then ejects odour under pressure from the heap into the air.
- a large floor area covered in odour emitting liquids and solids.
- Albeit the floor may be washed at the end of the day, during the day when people are at home or shopping or at work or conducting business and possibly at school the odour emanating from the facility will be at its worst.
- The large fans by creating a negative pressure in the building actually promote the emission of fumes from the floor and fermenting heap by lowering the boiling point of the volatiles and lowering recondensation rates.
- It is considered that placing the compacting equipment with the curtilage of the proposed building while ameliorating noise would have insignificant effect in relation to odour suppression because the odour emitting surface area of the compacting equipment is insignificant in comparison with the odour area of the garbage heap and the shed floor.

The proposed process technology is not appropriate for the location.

Odour contours are not dependable

- The odour contours predicted for the proposed Matraville putrescible waste transfer facility referred to above indicated that the closer you got to the garbage heap the sweeter it smelt. That result was simply ludicrous. The Department is requested to go back to the DA application and take note of that finding .
- No doubt the odour contours for the Clyde facility DA application showed acceptable odour predictions at a distance of 400 metres. If so the adverse odour impacts currently being experienced by Manildra again shows those odour contours were also not dependable.

Particulates and Pathogens

It was stated during the community visit to the Clyde refinery that initially there were carbon adsorbing type filters in the roof but these always blocked after a few hours and that the forced air vents were installed. This proves that the facility generates **copious** particulates and non-gaseous organic particles including pathogens exacerbated by conditions promoting bacterial fermentation.

In conclusion

The Department is respectfully reminded that the proposed Banksmeadow facility is min close proximity to high density housing , shops and businesses with the primary school also within ambit. The department is also reminded of its duty to protect the community from unacceptable adverse impacts from developments. It is respectfully suggested that the Department would be grossly negligent if it did not commission an independent survey of the current effects of the Clyde facility as told by the nearby workers and residents and take more notice of that reality rather than of theoretical contours.

Matrville Precinct Committee (as at 27 May 2014)

SSD 5855 - Banksmeadow Waste Transfer Terminal Proposal for Processing of Putrescible & Non Putrescible Waste at 14 Beauchamp Road Matrville

The current EIS proposal¹ by **Veolia (previously known as Collex, Vivendi)** is a rather similar to a previous application which was before the courts and parliament a decade ago relating to Clyde Waste Transfer Facility. We understand that Viola's EIS has not adequately addressed the alternative sites and alternative arrangements such as containerisation of the waste in the southern, eastern and inner western suburbs.

There is one major difference between the two proposals as the Banksmeadow site is in a much closer proximity to two public schools² and private residences³ as well as food processing and food outlets.

A recent article in the Goulbourn Post⁴ was drawn to the Committee's attention. The story identified two residents Mr & Mrs Barbara and Richard Fairfax whose property is situated 2 ½ (two and a half) km from a NSW based waste bioreactor processing facility at Woodlawn. The article noted that the residents lodged countless complaints with Veolia about the pungent odour.

"We ring up quite often to say we are getting the smell from the place and we get told they're working on it. They record it but it seems that is as far as it goes," Mr Fairfax told the Goulburn Post after the meeting, hosted by the NSW Planning Assessment Commission (PAC).

"They never seem to do anything about it though because the problem isn't getting any better. We regularly have to close up the house because of the odour, at 10.30 the other night we had to do it. Mr Fairfax continued: "Representatives from Collex (the original

¹ SSD 5855 - Banksmeadow Waste Transfer Terminal (17April 2014 Have your say on proposed Banksmeadow waste facility) http://majorprojects.planning.nsw.gov.au/index.pl?action=view_job&job_id=5855

² Matrville Public School is less than 700 meter as the crow flies from the proposed Banksmeadow waste facility.

³ Refer to APPENDIX for selected observations to the Matrville Precinct Committee as well as Randwick Council. It should be pointed out that the Randwick Council was not included in the negotiations of this multi-councils agreement even though residents of municipality of Randwick will be most affected by this mega development.

⁴ More waste means double odour trouble , By Tom Sebo, Goulburn Post, 23 February 2012
<http://www.bing.com/search?q=woodlawn+fairfax+waste+site%3Aau&gs=n&form=QBRE&pg=woodlawn+fairfax+waste+site%3Aau&sc=0-22&sp=-1&sk=&cvid=9f8ea59e229e43458086099a6bf75b43>

proponents) stood here in this very hall and told us that there would be no odour. The Woodlawn Waste Management Facility Environmental Impact Statement, dated 1999, stated that odour would not be experienced in the surrounding area.”

“They started and it wasn’t long after that we started getting the odour. This isn’t a new problem, it’s an ongoing problem.”

In early 2000s, during the EIS assessment stage Justice Neal Bignold referred in his final determination in the Collex case to the “unsuitability of the development [Clyde] site to accommodate a waste transfer station because of its adverse environmental, economic and social impacts and its adverse precedential planning effect”. These are the similar community concerns and facts Judge Bignold found against the project. It should be pointed out that Justice Bignold found in favour of Auburn council and the local residents not only on points of law but on each every single point before the court. On all four points of law and all six points of merits⁵ the judge found against Collex (see Drake & Ors; Auburn Council v Minister for Planning & Anor; Collex Pty Ltd [2003] NSWLEC 270).⁶ Since then Collex has changed its name to Veolia however it has not changed its way of doing business in NSW. The community is concerned that the dollar is driving everything, and negative impact on visual amenity, air quality, odour, traffic appears to be ignored by corporations and governments.

Taxpayers and residents of other areas who reside along the route (s) used by the garbage trucks will also be affected as the EIS states that the operation will take place every day – Monday to Sunday (24/7). Garbage from Botany Bay, Rockdale, Woollahra, Waverley and Kogarah councils will be delivered and processed at the facility. It is not clear how this additional burden will affect our communities which are currently experiencing environmental issues relating to Port Botany which also operates as well as many other businesses such as paper mill which function 24/7. In the context of, airport noise and traffic noise and pollution the community now faces the reality of the following statistics:

⁵ Backyard legal team that laid a multinational to waste, By Stephen Gibbs, SMH 14 November 2003 <http://www.smh.com.au/articles/2003/11/13/1068674317941.html>; Auburn waste dump battle continues, Green Left Weekly, 26 November 2003. <https://www.greenleft.org.au/node/28652>

⁶ Swearing-Out Ceremony of The Honourable Justice Neal Bignold As A Judge Of The Land And Environment Court Of New South Wales Mr Michael Slattery QC, President, Bar Association Of New South Wales (17 March 2007) [http://www.Lec.Lawlink.Nsw.Gov.Au/Agdbasev7wr/ Assets/Lec/M420301716853/Bignold_Swearing-Out%20ceremony%20of%20the%20honourable.Pdf](http://www.Lec.Lawlink.Nsw.Gov.Au/Agdbasev7wr/Assets/Lec/M420301716853/Bignold_Swearing-Out%20ceremony%20of%20the%20honourable.Pdf)

- 400 tons Putrescible (domestic) garbage to be processed each day
- 100 tons Non-Putrescible (non organic) garbage to be processed each day
- 215 trucks in and out to deliver Putrescible (domestic) garbage each day
- 140 trucks in and out to deliver Non-Putrescible (non organic) garbage each day
- 200 tons on floor at any one time, compressed by running a tractor over the garbage.

The Matraville Precinct Committee together with neighbouring precinct committees such as La Perouse and others found some technical terms rather hard to define. The term “Putrescible Waste” is often used synonymously with “domestic waste” however it was agreed in our discussion they are not the same. In layman’s terms Putrescible waste rots whereas domestic waste tends to contain many bacteria that survive for a very long time and do not decay for a number of years.

The Mayor of Botany Bay Council⁷, Ben Keneally, in his message to community in the Southern Courier on 27 May 2014 raised his concerns about the losing battle with illegal dumping in the Botany Bay area. The Matraville Precinct Committee expects that this proposal for waste facilities will make combating illegal dumping even harder not just for Botany Bay but also Matraville area as dumpers do not discriminate between borders.

Another major concern is the negative effects on Beauchamp Road from the traffic generation and the road safety implications of additional heavy vehicle movements that may use residential roads in the area.

Further dominant issues of concerns in the community arguments against the proposal which the Matraville Precinct considered relevant to this assessment are listed below:

Air environment

The key issues include:

- Odours
- Dust, pathogens and fine particles
- Other noxious pollutants
- Asbestos
- Heavy vehicle emissions

Water environment

⁷ Councils Buddy Up for Garbage, Burwood Scene 15 October 2013, [Botany Bay Council is one of the eight (8) amalgamated councils who are signatory to the long term contract with Veolia. The article mentioned that Independent consultant Hyder Consulting was undertaking the Environmental Impact Statement (EIS) on the Banksmeadow facility.] <http://www.burwoodscene.com.au/2013/10/15/councils-buddy-up-for-garbage/> (Hyder Consulting: Waste Facility Scenario Modelling (January 2013) http://www.wasteauthority.wa.gov.au/media/files/documents/Investigation_into_Waste_Management_Scenarios_PUBLI_C.pdf)

Key issues include:

- Surface water runoff
- Polluted groundwater from site contamination
- Flooding

Noise

Key issues include:

- Noise from process and stationary equipment
- Noise modelling and noise criteria
- Noise from train loading and assembly
- Noise from traffic

Vermin and vectors

Key issues include:

- Risk of vermin and vectors to nearby industries including food processing and food outlets
- Risk of microbial and spore agents to health
- Risk of airborne chemical agents to food quality

Traffic

Key issues include:

- Traffic volume pressures on Beauchamp Rd
- Traffic lights at proposed entrance
- Potential abuse of local streets by waste vehicles accessing the Terminal

Health

Key issues (distinct from those raised specifically under air quality) include:

- High incidence of asthma in area
- Possible impact on food processors/handlers in area
- Possible risk to residents and local workers from contaminated dust during construction
- Possible risk to health of workers and construction personnel from disturbance of contaminated land

Amenity

Key issues include:

- Negative perception of garbage trucks and facilities
- Smelly trucks in streets
- Adverse impression and stigma associated with waste terminal in our suburb
- Dust from waste vehicles tracked onto roads
- Potential windblown litter
- Adverse impact on local commerce and commercial property values
- Adverse impact on residential property values

Cumulative impacts

Key issues include:

- Incentive for clustering of future waste transfer and waste processing industries in the Matraville area once the first is established
- Cumulative impacts on air quality
- Cumulative impacts on traffic arising from re-development of commerce/industry along Beauchamp Road

Local planning issues

Key issues include:

- Auburn staged development for the Clyde intermodal facility and environs not addressed

Strategic issues

Key issues include:

- Alienation of publicly owned land as buffer zone or for profit making purposes

Perceived inadequate enforcement of requirements and policy

Key issues include:

- Concerns about EPA enforcement at similar waste facilities

Political issues

Key issues raised include:

- Party political issues in terms of perceived electoral fairness as this facility will add to the detrimental effects to health of residents living in the state electorates of Maroubra and Botany.

- The residents firmly believe that most of Sydney's garbage will be targeted for this facility in the future. (By the use of the well known Salami tactic)

APPENDIX

Resident 1

I think it's strange that considering all the industry that has left this part of Sydney, and the last has been converted to housing, that now the council is suggesting we start a rubbish dump

Why would this be a good thing.. Turning the land into a park would be a good thing...

Our property is 500 m away, which is less than 800m at Clyde.

Also I can see that there are houses at 61 Perry St (350 Meters) and at 11 Perry St (140m)

Resident 2

...I have high hopes for the Port Botany Noise Strategy Working group and the SPEEDY development of a noise abatement strategy!!\

As we continue to be bombarded 24/7 by noise and air pollution issues from:

- an ever expanding port;
- containers crashing, ships horns honking, forklifts beeping;
- a wailing port siren which can go on all night when the winds are high;
- generator noise from ships in port;
- truck movements (with beeping reverse noises) in and out and around our street 24/7;
- an enormous papermill which continues to emit odours from time to time, regularly releases powerful shoots of steam into the air emitting incredible bursts of noise which last for up to 20 minutes, and again accounts for numerous truck movements in the area;
- rubbish falling from trucks entering the mill with loads of paper to be recycled that is not properly secured (I see this constantly);
- a nearby airport...
- and the legacy of industrial pollution from years past.

Can I also add to this list my growing concern about Veolia's establishment of a waste processing plant on Beauchamp Rd.

At what point will council concede "Enough is enough!"

How can we absorb further truck movements per day... ?

More odour...?

More noise...?

More beep beep beeping from trucks reversing...?

People live within 500m of the proposed Veolia site. There are schools and offices in the area. Beauchamp Rd is clogged with traffic as it is. We're on the coast which means odour is carried on the sea breeze.

...

I fear that Veolia will just add to our noise and air pollution issues....

We also can't work out why waste from western councils like Rockdale has to be brought over here – only to be transported west again. I don't want anyone to have to live next door to a waste processing plant - but surely there are less populated places in Sydney where this plant can be built??

I hate being a complainer!

I'm thankful for Randwick Council's provision for our family in so many other areas... but I just can't see any progress on these noise pollution issues... and I'm losing confidence there is going to be any change.

Despite the detailed recordings on the EPA's Noise Monitoring Sheet showing that noise in the area has really not changed over time – anecdotally, I will tell you it has. I can't recall the noise ever being this bad in the past.

As I put my head on the pillow to the sound of beep, beep, beep every night and motors whirring – I seriously contemplate what it is doing to my family's health and well being - and if we should just move house?

What are some of the strategies the Port Botany Noise Strategy Working group are considering?

I am happy for you to forward my details to the EPA.

SSD 5855 - Banksmeadow Waste Transfer Terminal

I object to this development in Banksmeadow for the following reasons:

1. Traffic. It will add up to 850 or more movements per day within the Port Botany SEPP precinct. The Port development was predicated on a cap of 3.2million TEU. This was removed by a Bill brought to Parliament late 2012 and enacted in 2013. It is now illegal to set a cap and the Port has a footprint capable of handling up to 15 million TEU. Major investments are being made in road (eg WestConnex) and rail infrastructure to ensure that Port Botany is competitive. The Port SEPP was intended to provide a buffer around the Port.
2. Sustainability. The majority of trucks will enter via the south end of Beauchamp Road. It would be more sustainable if the site was further west rather than truck waste east through the busy Port Precinct only to ship it back westward.
3. Odour. Despite assurances that odour is not an issue at Clyde on investigation it has been found to have a significant impact on neighbours.
4. Hazardous Goods Route. Transport of garbage will compete with movement of hazardous goods.
5. Cumulative Impact. There are 9 Major Hazard Facilities in the Randwick-Botany Industrial Complex and that is in addition to the 3 stevedores, Caltex, Orora and other industries which operate below the MHF threshold. Residents are already heavily impacted with some impacts, such as ship emissions - http://en.wikipedia.org/wiki/Environmental_impact_of_shippinghttp://en.wikipedia.org/wiki/Environmental_impact_of_shipping, unregulated.
6. Noise. Noise is a significant impact in this area with residents subject to late night and early morning aircraft noise and 24/7 port and rail operations – www.facebook.com/PortNoiseComplaints

Please audit all claims that are made in support of this facility.

Lynda Newnam
laperouse@bigpond.com

27 May 2014

Pascal Van De Walle
NSW Government Planning & Infrastructure
GPO Box 39
SYDNEY NSW 2001

Sent Via Post & Email: pascal.vandewalle@planning.nsw.gov.au

Dear Pascal,

**RE: SP 81592 | PORT CENTRAL | 133-137 BEAUCHAMP ROAD, MATRAVILLE
BANKSMEADOW WASTE TRANSFER TERMINAL | REF: SSD 5855**

We write to you as the Strata Managing Agents for Port Central Industrial Estate in relation to the proposed development for 14 Beauchamp Road and 34-36 Mcpherson Street, Banksmeadow into a waste transfer terminal.

The owners at Port Central are mostly small business men and women who have invested significant capital into purchasing property to operate their businesses. They have serious concerns that the approval of a waste transfer terminal almost directly opposite their property will significantly diminish the value of their property.

Additionally the owners believe that the development proposed by Veolia Environmental Services (Australia) Pty Ltd will cause significant environmental and traffic issues that will directly impact the Port Central property.

A number of the specific concerns are listed below:

1. Odour from the waste centre and related emissions will affect air quality.
2. Waste will cause an increase in pests and vermin
3. Combined with the adjoining Orica plant this development will cluster undesirable industries polluting industries causing a further degradation of the local environment.
4. Beauchamp Road has congestion issues during peak periods currently and the addition of garbage trucks / vehicles unloading waste will put even more pressure on an over congested road.

The building owners at Port Central strongly object to this development and request that the application be rejected.

Should you require any further clarification, please feel free to contact our office on (02) 9319 1899.

Yours sincerely,



Stuart Denney
Associate Director
Strata Manager – SP 81592



22 May, 2014

Pascal van de Walle
Department of Planning & Infrastructure
Pascal.vandewalle@planning.nsw.gov.au

RE: BANKSMEADOW WASTE TRANSFER TERMINAL (SSD 5855)

Dear Sir

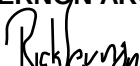
I act as Architect for Orcades Investments Pty Ltd, the owners of 60-66 Perry Street, Matraville. With regard to the State Significant Development Application currently before the department for the Banksmeadow Waste Transfer Terminal (SSD 5855) we wish to object to the proposal for the following reasons.

The facility will be a 24 hour 7 day a week operation, and according to the applicant it will take 20 minutes to fill one transport container therefore about 500,000 tonnes per year is to be transported through the surrounding area. This intense vehicular usage from such a major facility will affect traffic in Perry Street as it will undoubtedly be used by vehicles traveling via Bunnerong Road; and, although the applicant is saying they will not be using Perry Street, the intersection of Perry Street and Beauchamp Rd is a potential transit route to the site and cannot be policed in any affective manner now or in the long term.

The number of truck movements in the local area will rise by a significant factor affecting industrial properties, residents and their visitors within a considerable distance from the proposed development. On this basis the application should not be approved as it will alter the status-quo such that the traffic system and parking may be overwhelmed; reducing access to commercial and residential properties, and reducing safety of pedestrians be they residents in the area their visitors or members of the general public.

Please contact me at your convenience as required, thank you.

Yours faithfully,
VERNON ARCHITECTS


Rick Vernon.
ARCHITECT

Pascal Van De Walle

From: Miro Klokocki <ttdj@bigpond.com>
Sent: Thursday, 8 May 2014 5:51 PM
To: Pascal Van De Walle
Subject: Submission Details for Miro Klokocki (object)



Confidentiality Requested: no

Submitted by a Planner: no

Disclosable Political Donation: no

Name: Miro Klokocki
Email: ttdj@bigpond.com

Address:
70 Wentworth ave

Mascot, NSW
2020

Content:
I object as I live on Wentworth ave Mascot and the amount of trucks travelling along Wentworth ave is far too much.

The noise, air and visual(garbage trucks) pollution is terrible for our health let alone the value of our property. The black soot that comes from the exhaust of these trucks covers our homes and this is what we breath!

It's getting harder to get a good nights sleep and the more trucks we have the harder it gets.

I suggest alternate routes are made so they do not need to drive along residential streets and make residents lives a misery.

IP Address: vantage.fxa.com.au - 203.24.19.228
Submission: Online Submission from Miro Klokocki (object)
https://majorprojects.affinitylive.com/?action=view_activity&id=97152

Submission for Job: #5855 SSD 5855 - Banksmeadow Waste Transfer Terminal
https://majorprojects.affinitylive.com/?action=view_job&id=5855

Site: #2800 Waste Transfer Terminal - Banksmeadow; 14 Beauchamp Road, Banksmeadow
https://majorprojects.affinitylive.com/?action=view_site&id=2800

Miro Klokocki

E : ttdj@bigpond.com

27 May 2014

Pascal van de Walle
Senior Planning Officer
Major Projects Assessment
NSW Department of Planning and Environment
GPO Box 39
SYDNEY NSW 2001

Dear Mr van de Walle,

Re: Banksmeadow Waste Transfer Terminal (SSD 5855) – 14 Beauchamp Road & 34 - 36 McPherson Street, Banksmeadow

Thank you for providing NSW Ports with the opportunity to comment on the above development application for the construction and operation of a waste transfer terminal at 14 Beauchamp Road & 34 - 36 McPherson Street, Banksmeadow. NSW Ports is of the opinion that the traffic impact assessment prepared as part of the Environmental Impact Statement (EIS) did not adequately assess the traffic impacts of the proposed development as outlined below.

The Traffic and Access Impact Assessment (Appendix H of the EIS) has considered the cumulative traffic impacts from the Port Botany Expansion (PBE) project when assessing the forecasted traffic related impacts from the proposed development however, the assessment assumed a 30% rail modal share of container trade by 2020 from the Port Botany Port Precinct. Based on this rail modal share assumption, the predicted vehicle traffic growth from Port Botany in the AM and PM peak at the three intersections assessed is lower than the worst case assessed in the PBE EIS.

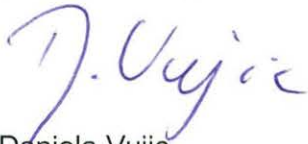
In 2002 an EIS was prepared for the PBE project. The PBE EIS included an assessment of the likely traffic movements to be generated by the PBE Project and the Port Botany Port Precinct as a whole by 2021 and assumed, as part of the traffic impact assessment (Appendix P of the PBE EIS), a 20% rail modal share of container trade as the worst case scenario. The PBE traffic assessment predicted that there would be an increase of 31 vehicles by 2021 during the AM peak at the Beauchamp Road / Botany Road intersection as a result of the PBE project becoming operational. However, the traffic impact assessment for the proposed Waste Transfer Terminal has assumed a 30% rail modal share and therefore a reduction in the traffic contribution of the Port Precinct by 2020 (refer to Table 8-37 of the Waste Transfer Terminal EIS).

NSW Ports requests that the cumulative traffic impact assessment for the proposed development be revised to consider the impact of a 20% rail modal share and whether further mitigation measures would be required to deliver this project.

Notwithstanding the above, NSW Ports is supportive of mitigation measures being implemented in order to maintain the levels of service at intersections likely to be impacted by the proposed development. To this effect, NSW Ports supports the installation of a left-hand turn slip lane on the southern approach from Beauchamp Road and the prohibition of through traffic between the site and Perry Street.

Should you wish to discuss the above further, please do not hesitate to contact Greg Walls, Environmental Planner on 9296 4672 or at Greg.Walls@nswportsbotany.com.au.

Yours sincerely,



Daniela Vujic
Senior Planning and Environmental Manager
NSW Ports

Confidential Submission 1 of 5

Content:

Dear Madam/Sir,

I would like to express my objection and concerns in regards to the proposed Veolia waste transfer station at 14 Beauchamp Rd, Matraville,

The report presented by Veolia in regards to the above DA was prepared by consultants who were hired to write the report for Veolia and as such, certain expectation existed as to the recommendations and outcome of that report and as such those recommendations should be treated accordingly.

The area in which the proposed site is to be built already suffers from extremely heavy truck traffic due to the recent diversion of heavy vehicles going to Botany Bay away from Bunnerong Rd and into that particular street (Beauchamp Rd). Adding the tens of thousands of truck going in and out of the new site annually, in a street that part of it has only one lane in each direction due parking cars, will make a bad situation even worse (not to say horrific). With the way trucks drive on that road, running Red lights and speeding, accidents and delays to traffic will only be a matter of time, not to mention the noise nuisance to neighboring residents such as myself.

On top of that, building a waste site in such close proximity to residential areas, where those areas have been residential prior to the site existence is unheard of in modern cities. This will cause a significant decrease in value of the neighboring properties and will, once more, hurt the local residents. Who in their right mind would choose to live next to such a site?

I would personally like to ask you and the consultants who wrote that report if they were willing to live in such close proximity to the proposed site, having to tolerate odors, noise and heavy traffic on a daily basis ?

I kindly ask that this DA application is to be denied and any plans for a similar site in that location be removed from the agenda.

Confidential Submission 2 of 5

Content:

- 1.24/7 noise from the site, made worst from still nights or westerly winds in winter pushing the noise to all of matraville
 2. offensive odour and toxic fumes polluitng the area, which already is at its limits
 3. rodents and other insects
 4. increased truck conjection to flow onto all parts of matraville but to choke Beauchamp rd and Perry st 245hours a day.
 5. This will just be the final nail to area already polluted with noise and toxic smell to its limits
-

Confidential Submission 3 of 5

Content:

My submission, That the proposed Viola Waste station which is not fully closed will result in unacceptable levels of odours smell combined with winds effect nearby businesses, residents as well as local Matraville Town centre.

It will result in more Noise such as Beeps, Reverse alarms and other, more truck large and small traffic movements in the area carrying smells throughout our area and contribute to more traffic/Congestion in our local area.

It is my view and hope it gets taken into account that the Viola proposed waste station not be built at Beauchamp road site and is not in the public interest at that location for the above reasons.

Confidential Submission 4 of 5

Content:

I would like to object to the above development based on the following:

1. The residents of Matraville have been exposed to various noise, vibration and air pollution from Port and industrial activity and this development further impacts upon the residents.
 2. The nearest residential area (existing use rights) is 14, 18, 20, 22 & 24 Perry St Matraville NOT Hillsdale as INCORRECTLY reported in the EIS.
 3. 24 hours a day, 7 days a week is going to greatly impact both traffic, air quality, noise and vibration to local residents and businesses.
 4. Why was no noise/air quality monitoring done in Matraville?
 5. Rail vibration (through out the night) can be felt as far as Paterson Street in Matraville-where is the information on this?
 6. Odours from the site-where will they blow to? Are residents not going to be able to open their own windows?
 7. Waste will attract vermin and pests to the site and surrounding areas
 8. Beauchamp Rd and Perry St intersection is currently at capacity in peak times with traffic movement (ever waited at the set of lights in peak hour?) the 450 extra truck movements will have a severe impact on the area
-

Confidential Submission 5 of 5

Content:

we do not want our children are not healthy because of the smell of the waste.
