

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.

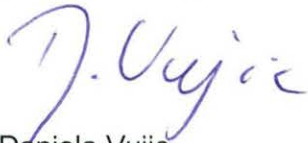
In 2002 an EIS was prepared for the PBE project. The PBE EIS included an assessment of the likely traffic movements to be generated by the PBE Project and the Port Botany Port Precinct as a whole by 2021 and assumed, as part of the traffic impact assessment (Appendix P of the PBE EIS), a 20% rail modal 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,

A handwritten signature in blue ink, appearing to read 'D. Vujic', written in a cursive style.

Daniela Vujic
Senior Planning and Environmental Manager
NSW Ports