

# 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\\_shipping](http://en.wikipedia.org/wiki/Environmental_impact_of_shipping)[http://en.wikipedia.org/wiki/Environmental\\_impact\\_of\\_shipping](http://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](http://www.facebook.com/PortNoiseComplaints)

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

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