



BROCK SYKES

OBJECT

Submission ID: 216941

Organisation: N/A	Key issues: <i>Social impacts, Land use compatibility (surrounding land uses), Traffic, Other issues</i>
Location: New South Wales 2577	
Attachment: N/A	

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My first comment may not be within the remit of your deliberations but it appals me that a development of this nature, one that draws the soiled and potentially toxic waste, the detritus emanating from up to 10 million people, a development of State and National significance, that there is no government input into the selection of the site. [REDACTED]

This does feed into questions of liability in the event of an industrial accident, damage and illness caused by breaches of procedure, negligence, fire and the caused by fire control. Who's liable? What are their insurances like? Are there bonds for clean up and restoration? To what extent can a foreign company be pursued for damages? In the event the NSW government approves the development and is seen to actively promote the development are the tax payers of NSW liable. In terms of a site that exposes us all to catastrophic damages, it's had to imagine a worse site. Immediately adjacent to the domain of twenty thousand plus people, the suburbs of Berrima, New Berrima, Burradoo, and Bowral, (1200 home site under construction in Moss Vale and 2000 likely for south Bowral). High value residential property, Existing high value industries hard up against the proposed Plasrefine site, High value institutions like Oxley College and Chevalier College, high value agricultural holdings, livestock and crops. The exposure to personal litigation, financial damages and liability are immense. Then there is the immediate proximity of the Wingecarribee River to the proposed site. Just down stream from the Plaserfine site is the township of Berrima, a tourist town, also popular swimming and camping site. Immediately after the river passes through Berrima the river's course enters very rough and largely inaccessible country. The river joins the Wonddilly river and onto the Warragamba Dam, Sydney Water. The entire course of this river is largely inaccessible, so controlling any environmental incident either as a byproduct of the plants general operation, or from a single major incident is virtually impossible, unimaginably expensive and like irreparable. What an absurd place to place an industry that is still largely experimental. Really can the operators genuinely control leakage of plastic and mirco and nano plastics from this site, stop them entering the air and water via natural flows or the council operated water waste infrastructure? Can they contain any unforeseen incident at this site?

In the event of a fire at the proposed location the most immediate access route for Fire, Ambulance and Police is via the Hume Motorway. The roads linking the the Hume to the site involve three level crossings. One of these level crossings is completely unavoidable. The Boral Cementworks crossing is from time to time blocks when trains entering the works don't clear the crossing. Traffic delays can be significant and the only alternative option is long and convoluted backtracking via Oxley Hill road into Bowral or Golden Vale Road through Sutton Forest. A rail flyover is proposed for New Berrima along with a roundabout and significant upgrades of Taylor avenue as the latter stage of the "Moss Vale Bypass" but none of this is funded for construction any time in the foreseeable future, Local Government certainly doesn't have the money, The proposed Location is a death trap. New Berrima is the poor relation in these conversations. An additional 100 truck movements plus per day on Taylor Avenue. New Berrima is a cul de sac, Taylor Avenue is the only access for residents and forms a boundary of the residential area. No road upgrades or screening is on the drawing board. Who polices these truck movements? Not the police. It's the residents who will need to be constantly monitoring and recording times and number plates and reporting breaches. The waiting area for trucks is unresolved, in fact the whole coordination and choreography of truck movements and doors opening and closing is at present fantasy. The entire community will need to be vigilant. As the access to the proposed location is so fraught trucks entering in and leaving will endeavour to use the illawarra highway and Nowra Road and Throsby Street.



There is nothing about this industry that enriches a community, it won't enrich any community. This industry need to be near transport links but should be nowhere near any existing community or intact natural system.

Maybe its time the the whole 26 million of us face this problem and not just the 50 thousand of us in Wingecarribee providing the location and bearing the health and financial costs of a national problem simply because we were unlucky enough

Not the right site, lets start again with a hole of government approach to a national problem.
