

From:
To: [Records Department](#)
Subject: [EXTERNAL] DA 2023/0130 proposed greens waste transfer station church street lidcombe
Date: Friday, 14 July 2023 10:14:52 AM
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To Cumberland Council
Attn The General manager.

From:

Resident at this address 55 years
Active in caring for our street flora in Lidcombe
Active part of our community-active member
of ; 20 years

Dear Sir/madam

I object to the proposal.

my reasons for the objection are as follows

Odours

Potential for unwanted treatment and storage odours for our neighbourhood.
I site the waste transfer and processing facilities at Hill Road Newington.
When the wind conditions are operating, the unpleasant odours from those facilities engulf our location at present.
Naturally, with a facility being proposed at an even closer location, see distances and diagrams below, there will be increases in unwanted, unpleasant and offensive odours as follows.

- a. There will be odours transmitted via the trucks carrying the loads.
This will be spread through the suburb as the trucks come and go in all directions, thus effectively spreading and engulfing the whole suburb.
If you consider the way we were informed during the pandemic of the nature of a virus, it's spreadability, then this same way of considering the foul odours carried around in trucks as they transfer the loads of waste has the same outreach.
- b. The generation of odour just as a point source.
The Hill road facility generally only affects this portion of Lidcombe when the wind conditions allow.
Having the waste stored at this point in Lidcombe, will mean there is a constant radiation point of odour, and there will be a higher concentration of odour in our vicinity, so regardless of the wind

conditions, especially in still conditions, our portion of Lidcombe will always contain this new stench.

c. As can be seen, the direct distance to the new facility is about 1/5th the distance to the existing facility.

Effecticlve distances as the crow flies
415m to the proposed transfer station
2080m to the existing transfer station

image.png

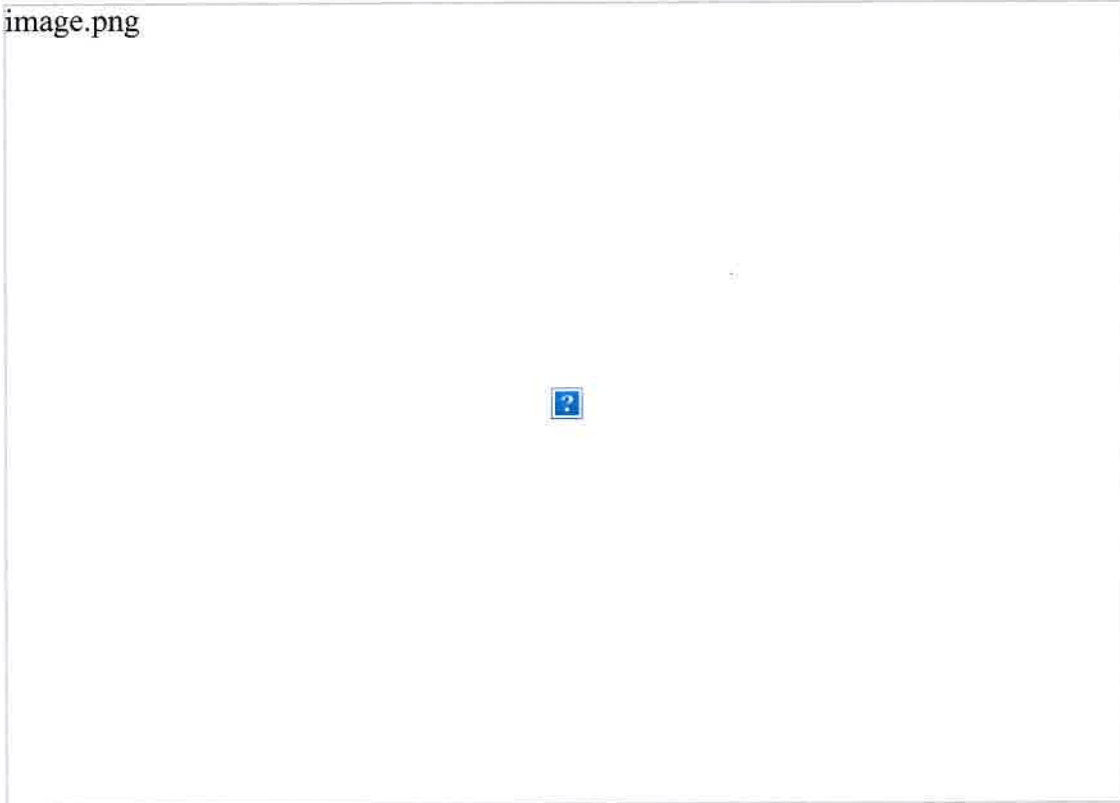
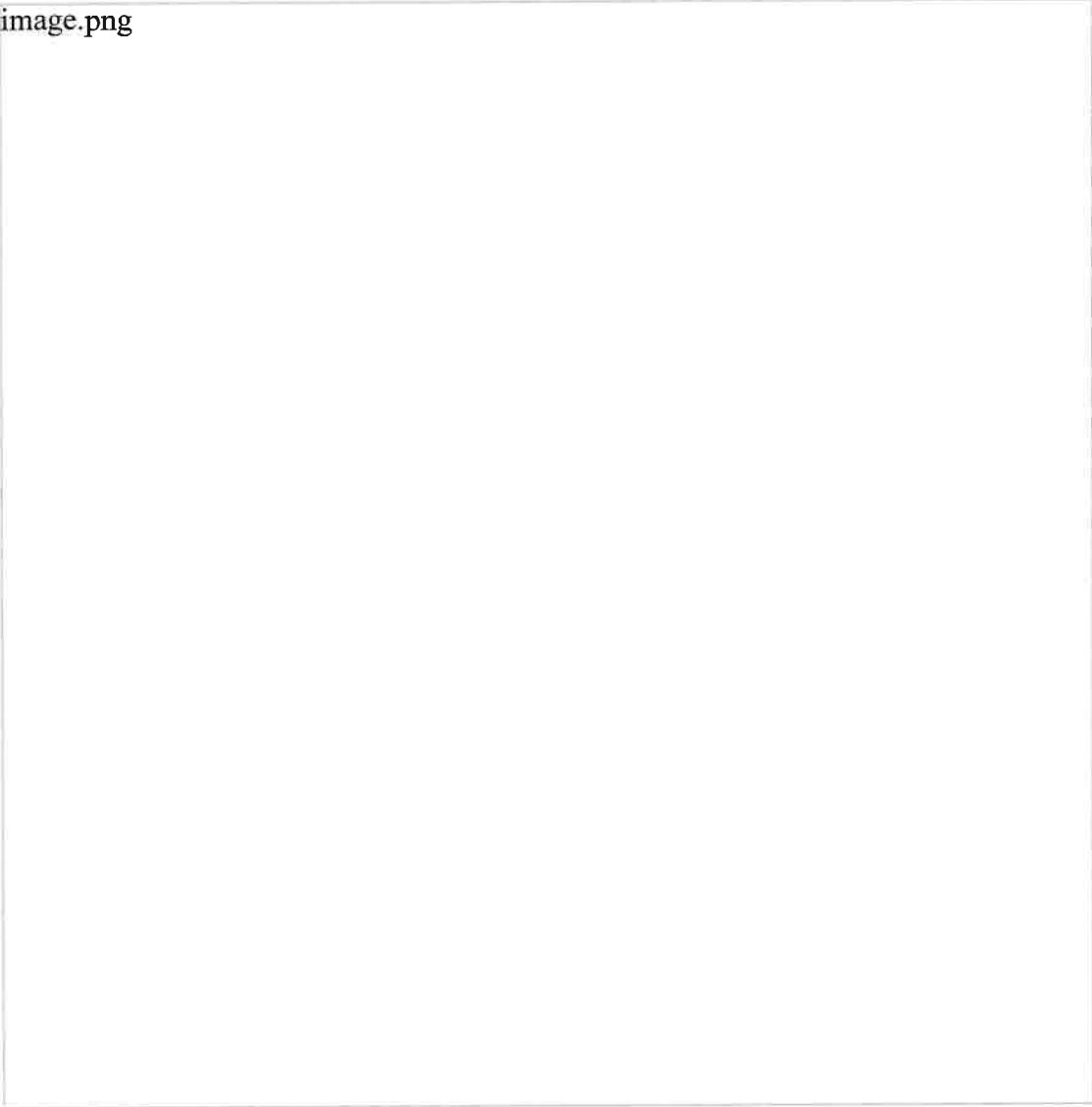


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Traffic issues.

Peak hour traffic flows in our suburb.

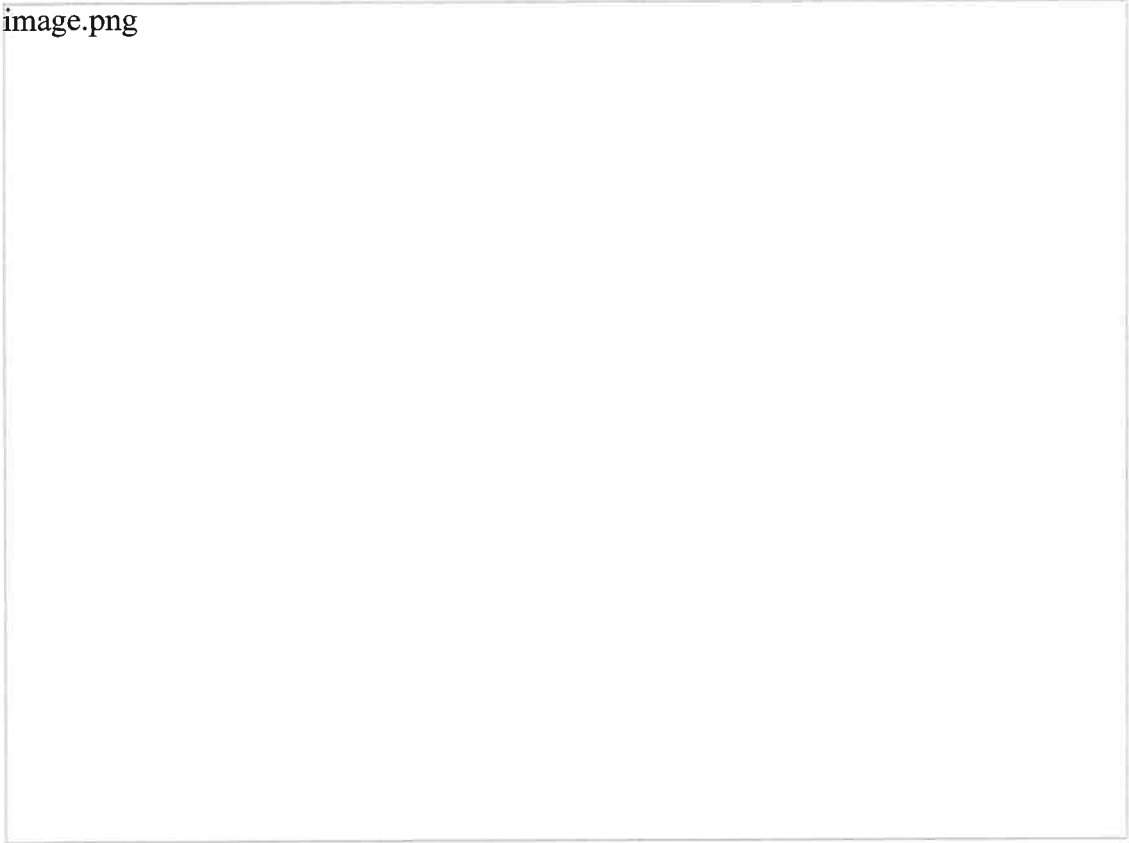
Below is a diagram with the site shown and the bottlenecks trying to get out of our suburb.

a. Church Street rail underpass east of proposed site.

Traffic jams from this point all the way to Homebush Bay drive intersection.

A distance of 850m.

image.png



b. Birnie Avenue travelling north. Minimum 2, average 3 changes of lights required to be able to enter or cross Parramatta Road.

c. Bombay Street heading North. Rare to get across on a single phase of lights. At least two cycles are required for vehicles to cross the intersection.

d. Church Street overbridge.

Unsuited for heavy vehicles.

Existing damage SW corner from a heavy vehicle movement not yet noticed by City Rail.

Turning paths do not exist for heavy vehicle movement

Peak hour pm, bridge traffic jammed.

e. Travel west along church street towards olympic drive.

Travel through Church Street, John Street intersection, not possible.

Entire area is jammed.

Pickup traffic from trains, bus movements, results in movement through the intersection taking

3 to 6 phases.

f. Boorea Street intersection Olympic Drive.

At least 2 phases, not uncommon to wait for the third phase to enter Olympic Drive.

Vehicle movements through Lidcombe to access the northern and western access points out

of the suburb are going to increase all forms of impact on us being adjacent to the travel paths in Rawson Street.

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Noise.

Unclear about current proposed hours of operation.

However, if not already part of the proposal, these facilities will and do always have extended operating hours as they interconnect with the general garbage services which run at out of hours times.

Regardless of this potential. There will be large and noisy trucks involved with the transfer process.

You just have to note the trucks that are used by the Hill Road facilities to establish this indication.

As it stands, we hear the nighttime operations of the interurban maintenance fleet centre at Flemington, part of which extends to nearly be in line with the location of the proposed waste centre.

The noise from the truck movements & processing will have an impact on our suburb. Any works or truck movements out of hours will definitely be an impact on our residential suburb once the background noise from the day time is diminished.

Additional vehicles on street issues

The adjacent stretch of Church Street to this site has in recent years turned into a significant location of illegal dumping and parking by all numbers and types of large commercial vehicles some of which mount the kerb and damage the footway and kerbing.

Given the size of the trucks generally involved in these operations, given the previous uses of this site and the manner in which the users use the road reserve as their personal parking lot,

Identity of location.

Currently, the residential aspect of Lidcombe is quite pleasant, peaceful, and desirable. Relatively odour free, with satisfactory amenity.

Traffic is already unsatisfactory, so the additional heavy vehicles would exacerbate that issue.

However, to add a tip to this residential suburb then gives it another identity, one which is unattractive, undesirable, and synonymous with the putrid thoughts we have of our experiences to tips and waste transfer stations.

We do not want our identity changed to that of one with or of a tip.

Yours faithfully