
From:
Sent: Saturday, 15 July 2023 1:00 PM
To: Records Department
Subject: [EXTERNAL] DA2023/0130 - Proposed development at 109A Church Street Lidcombe - Attention

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Dear

I understand that the period for objections to this proposed development has been extended to 18 July 2023. There does not appear to be a facility to lodge an objection via the DA website so **please treat this email as my formal objection to the proposed development.**

I have a very strong connection with Lidcombe having lived the first 24 years of my life in . My parents moved to and it was our family home for 70 years until my father passed away in 2022. Our former home at is located approximately 300 metres from the proposed development.

I cannot believe that Council would approve a waste transfer station in such close proximity to residential areas, primarily because of the odour that will be carried across to these residential properties and the traffic impacts.

In relation to the traffic impacts, I note from the Traffic Impact Assessment that there will be 60 truck visits per day (page 9). These are heavy rigid vehicles and articulated vehicles. The Traffic Impact Assessment (TIA) makes no reference to the following points which I consider are critical:

The TIA states: "*The vast majority of trucks are expected to arrive from the east and then upon exit, all trucks will be directed to turn left out of the site. Signage will be located at the exit access stating 'left turn only'.*" (page 9). Approximately 200 metres east of the facility Church Street passes under a very narrow bridge which carries the main western line over Church Street. At this point, Church Street has a sharp turn to go under the bridge. See Photo 1 attached - red circle and Photo 2. To propose almost 60 large truck movements under this bridge is dangerous and should not be permitted. The (minority of) heavy vehicles that come from the west will have to pass over a narrow bridge that crosses the rail line from Lidcombe to Olympic Park - see Photo 1 - yellow circle and Photo 3. Trucks coming from the west will presumably come along Church Street through the main intersection with John Street (shopping centre)

or over the railway bridge at the southern end of Lidcombe station; again this is another narrow bridge that requires two 90 degree turns which cannot be performed safely by an articulated vehicle.

Church Street is effectively a single lane road along its entire length, from its western end at Olympic Drive to its eastern end at Railway Street. In addition there are residential properties along most of its route and on its southern side between Swete Street and Bachell Avenue a new apartment complex - The Lidcombe Rise (2 to 36 Church Street) - is nearing completion. According to the website, Lidcombe Rise contains 376 apartments. All of the residents in this complex must enter and exit the complex from/to Church Street at a single point - a roundabout at the intersection with Martin Street. This will no doubt generate significant additional vehicle movements - many hundreds - along Church Street in both directions every day. This is not addressed in the TIA. To add heavy vehicles to this traffic is inappropriate.

In addition to traffic, many residents cross Church Street every day and there will be hundreds more from Lidcombe Rise. Included in this number will be many schoolchildren, as two primary schools are located within 500 metres of the complex. Proposing any additional heavy vehicle movements, particularly articulated vehicles, is an unnecessary increase in risk levels for pedestrians and children.

I accept that there is likely to be a need for a waste transfer station of this type. Why it would be considered appropriate to locate it immediately adjacent to residential properties, accessible only via a single lane road, is impossible to understand. The facility should be located in an existing industrial area where heavy vehicle movements, risks to pedestrians and odour issues will be less of a concern.

Kind regards