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Subject:

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Dear Cumberland Council,

I'm writing to express my strong objection to planning application DA2023/0130 - Organic Waste Transfer Station on 109A Church Street Lidcombe as it is inappropriate to develop a waste station so close to residential houses and will have great impact to:

Traffic

The Traffic Impact Analysis conducted by EB traffic Solutions was performed prior to the completion of The Lidcombe Rise, Billbergia apartments which include 2-36 Church Street. The part of Church St which runs past the site is one of the main thoroughfares that connects to Centenary Drive and is heavily used by commuters to facilitate the entering and exiting of Lidcombe. This will likely increase once the apartments fill as one of their entrances to the parking is close to this intersection.

In the PPSSCC-447-Cumberland planning panel, it was noted that "trucks transporting organic matter will not access the site via the streets within the residential community" and that an "operational mechanism (left in left out) will be enforced". To adhere to the "left in left out" policy, trucks would have to enter and exit the waste transfer site from either Church Street or Bachell Avenue. This results in trucks passing by residential buildings to turn into a narrow street where vehicles regularly park either side of the road. This will only get worse with the overflow of cars which cannot get into the underground parking of the Lidcombe Rise apartment buildings.

Additionally, the "left in, left out" policy contradicts the Environment Impact Statement which states that "heavy vehicle traffic will generally frequent intersections between Church St, Railway St, Arthur St and Centenary Dr."

Hours of Operation and Noise

The proposed hours of operation (6am - 10pm Monday to Friday) and number of trucks (59) will mean that there is a constant flow of trucks generating noise that will disturb nearby residences from the early hours of the morning through to the late evening. As I live within proximity to the development the effects of the noise will be even worse considering that trucks would have to pass directly by my property to reach the waste treatment plant and I will be forced to listen to the sound of passing trucks for most of the day.

Odour

While an odour control plan is outlined in the Environmental Impact Statement, it only applies to the facility itself and not to the trucks that transport the waste, it is still highly likely for odours to diffuse from the trucks to the surrounding residential areas while in transit to the facility. This will be compounded due to the large number of trucks going to and from the facility per day. As trucks would have to directly pass by my residence to reach the waste treatment site, I would be most immediately affected by the odour which would only accumulate as there is an expected 8 trucks an hour heading to the waste site from 6am - 10pm every weekday.

Pollution

While the Environmental Impact Statement has considered the management of the release of pollution from the waste site itself, it has not considered the impact of the movement of trucks to the waste site.

For the trucks to reach the waste treatment site, they would have to travel along Bachell Ave or Church St directly next to residential buildings. As it is expected there will be 59 trucks travelling to the waste treatment site per day from Monday - Saturday, there will be significant effects on air quality due to exhaust emissions from the diesel trucks.