

4 July 2023

Cumberland City Council
Planning Department
PO Box 42
MERRYLANDS NSW 2160

To Whom It May Concern

Re: DA2023/0130 – Demolition of Existing Buildings and Construction and Operation of Organic Waste Transfer Station

Please consider this as my strong opposition for the abovementioned proposed DA. This type of development has no place in the centre of the Lidcombe Town Centre (or any town centre).

Lidcombe has grown significantly in population and building density since I first moved here over 25 years ago. What has not changed, is the suburb being home for many families, the elderly and a broad multicultural population. There are two local schools, St Joachim's Parish and Lidcombe Public as well as numerous churches, aged care facilities and preschool facilities all within close radius of the site.

The train station has been upgraded over the years to be a major hub for rail users and access to the TAFE and Sydney University campuses. This has also increased the amount of buses on the roads. The station is a drop off/collection point for many school children who travel to their schools in neighbouring districts as well as a large flow of commuters using the bus services. Lidcombe is also the main connecting point to Sydney Olympic Park and all events held there (concerts, sporting events, Sydney Easter Show, conventions, expos) all of which add significantly to increase pedestrian and traffic movement with people using the buses and rail services as a way to avoid the bottle neck of Olympic Park. We also receive many rail replacement buses when the main lines undergo maintenance.

There is the fire department that uses Church Street as an entrance and exit to their fire shed with quick access to numerous main roads. Emergency vehicles will be impacted when they are stuck in bottlenecked traffic all along Church Street and the surrounds. This can mean a delay in arriving to an emergency and being able to save someone's life. Likewise police and ambulance vehicles trying to access the Lidcombe Town Centre can be impacted in response times.

These scenarios mean the development is not a sound or wise plan given, when calculated the EIS outlines, there will be up to 720 large semitrailers a week. As liable as the truck company would be in culpable driving offenses, manslaughter or driving occasioning death, would Council also not be liable for allowing the development to proceed knowing there is this risk of serious injury or death? These trucks will be arriving from early morning to late evening. Although the documentation states that trucks will be made to turn left when exiting the site this will not be able to be guaranteed or policed. It makes no mention of trucks arriving to the site.

Given the large amount of children who run across the roads, their lack of peripheral vision and limited understanding of traffic and the dangers it can pose, it will only be a matter of time before a child is injured or killed. This equally applies to adults who run from the buses to the catch a connecting train and vice versa. Large trucks, town centres and pedestrians do not mix only one will win in a situation involving a collision.

The plans were drawn up for the redesign of the Lidcombe town centre many years ago and these have started. Most developments involve the main centre around the railway line being replaced with large complexes of mix business and apartments. Some of these will be up to 20 storeys high. This will add an enormous amount of the traffic and people movement on all the existing streets. The recently developed apartments along Church, some only 50 metres from the proposed site would have brought off the plan and not be aware of the new proposal. This could be grounds for lawsuits in the future.

This development is totally inappropriate in its location and needs to be rejected and the developers look towards a more suitable location. Clyde has a large industrial area, or possibly the Auburn/Silverwater area. This type of development would be much better suited where there is already access to Parramatta Road, Silverwater Road and the M4 where trucks can be kept to the main arteries and off residential backstreets, which is where trucks will travel regardless of what the DA states.

Also, due to the multicultural nature of Lidcombe, the short response time which will largely impact residents that have English as a second language and cannot submit in writing or are unaware of the proposal, Council needs to publically address this and give more residents the opportunity to respond. Has this DA being advertised in Korean, Sudanese, Arabic, Vietnamese etc? This needs to be addressed urgently and these communities offered a chance to respond.

Given the dangerous placement of this development, the inefficient paperwork, the inability of the suburb to cope with increased traffic, the damage to local roads and infrastructure, the environmental impacts (odours, noise, pollution) and the opposition by residents I feel the Council should reject this proposal outright.

Regards