

Mr Ross Finlay
8 Portrush Cres
Luddenham NSW 2745

25th October 2011

NSW Department of Planning
Attention: Felicity Greenway
GPO Box 39
SYDNEY NSW 2001

Dear Ms Greenway

ORCHARD HILLS WASTE PROJECT (09_0074 & LAND & ENVIRONMENT COURT CASE NO:10928 OF 2010) – EXHIBITION OF FURTHER MODIFIED PREFERRED PROJECT REPORT

I hereby object to the abovementioned application to establish a Waste Management Facility at Patons Lane, Orchard Hills. The grounds for my objection are as follows:

1. Type of Waste. Page 8, Table 2.2 of the submission states that the waste received is to
 - a. general solid (non-putrescible) waste, including up to 100 000 tpa of contaminated soil which meets this waste classification. The general solid (non-putrescible) waste would predominantly comprise C&D and C&I wastes.
 - b. Types of Waste Recycled: C&D wastes such as concrete, bitumen, bricks and roofing tiles; C&I waste such as metals, wood, plastics and cardboard.
 - c. Types of Waste Landfilled: only waste classified as general solid (non-putrescible) and asbestos recovered from the bund walls on site.

General Solid Waste (non-putrescible), while there are many itemised wastes listed in the pre-classified list of non-putrescible solid wastes, as a guide, these typically:

- do not readily decay under standard conditions
- do not emit offensive odours
- do not attract vermin or other vectors such as flies, birds and rodents

Common non-putrescible items include glass, plastic, rubber, ceramics, bricks, cement or metal materials, soils, timber, garden trimmings, agricultural, forestry and crop materials, as well as natural fibrous organic and vegetative materials.

Item 2.8.3.3 on page 55 of the report states “At the completion of each day’s waste placement, daily cover would be applied to the exposed waste in order to contain offensive odours, minimise windblown litter and infiltration by stormwater and prevent access to vermin.”.

If the applicant intends to comply with the proposed use for storage of general solid (non-putrescible) waste then the above measures would not be necessary. The only conclusion that can be drawn from this is that the applicant will not be able to comply with its own application and uncontrollable odours will emanate from the property and impact on the surrounding residential properties.

2. Traffic. The application states that there will be 250 heavy vehicle movements per day with vehicles typically ranging from two axle rigid trucks including covered open bin vehicles (roll on/roll off) and compactor vehicles, truck and dog trailers, six axle semi-trailers and B-doubles.

In order to access the site the trucks will access via Paton Lane from Luddenham Rd. Heavy vehicles must travel through a 60km/h residential zone prior to turning right into the site. I believe that the use potential use of B Double vehicles in this location is an unacceptable safety risk given they have to drive through a 60km/h residential zone.

Given that the application states there will be 250 vehicle movements per day there would be a heavy vehicle travelling along Luddenham Rd every 2.64 minutes during the proposed hours of operation of the facility. Luddenham Rd is a local road and this level of traffic generation by heavy vehicles is considered to be a safety issue for residents in the area.

The application states that heavy vehicles when entering and exiting the site will travel along Luddenham Rd to Mamre Road and then head north or south along Mamre Rd. Should this application be approved as a condition of consent all heavy vehicles entering the site should be directed to enter the site by turning right off Luddenham Rd into Patons Lane, hence entering from the direction of the intersection of Luddenham Rd and Mamre Road. Similarly exiting the site all heavy vehicles should be directed to turn left only from Patons Lane onto Luddenham Rd. The purpose of these restrictions is to prevent heavy vehicles from driving along that section of Luddenham Rd between Patons Lane and Elizabeth Dr, which is a residential area.

In addition to the above the intersection of Luddenham Rd and Mamre Rd is not sufficiently capable of handling the volume of proposed vehicles entering Mamre Rd from Luddenham Rd (please see attached photo of the intersection). Any heavy vehicle waiting to turn right onto Mamre Rd prevents vehicles turning left into Mamre Rd. Should this application be approved a condition of consent should be implemented requiring the applicant to upgrade this intersection so that vehicles turning right onto Mamre Rd do not obstruct vehicles turning left onto Mamre Rd.



3. Hours of Operation. The proposed hours of operation being 7am to 6pm Monday to Friday and 8am to 2pm Saturday will impact on the amenity of the surrounding residents. The noise generated by the facility during these hours will severely impact the amenity of surrounding residents and value of adjoining properties.

Please accept his letter of objection to this proposed waste facility.

Yours Sincerely

Ross Finlay