



7th August 2017..

NSW Department of Planning and Environment
G.P.O Post box 39
Sydney
2001.

Attention The Director.

Subject Response to Development Application SSD 7462
Minto Resource Recovery Facility
13 Pembury Road Minto
Lot 1 D.P. 1013852

This response has been prepared and supported by the 4 owners of unit 1 . 2. 3. and 4
17 Pembury road Minto.

Response, we object to any further development on this site for the following reasons.

1. The proposed increase in through put from 30 000 tonnes per annum to 220 000 tonnes per annum is physically possible for the recovery center ,but is neither practicable or physically acceptable to the other property owners and fellow road users.

If we take the average payload entering the recovery center at 6000 kgs, this equate to some 604 truck movements per week.

Clearly this is not acceptable to none of the owners of commercial properties located in Pembury Road. Minto.

Some of the vehicles entering the site now are 5 axle dog trailers with a payload of 36.50 tonnes in addition, the large truck and trailer combinations all have difficulty turning around and accessing the facilities.

Trucks and trailers are queuing in both Airds Road and Pembury Road awaiting access into the Bingo facilities, preventing traffic from entering or leaving other factory sites in Pembury Road.

Some form of traffic control signals need to be installed as the traffic in Pembury Road is already very congested

2. It should be noted that currently there appears to be no off street parking for any of the employees not only for the Recycling and Recovering employees but also other Pembury road land owners.

Afternoon and night shift workers currently are parking on the private grass verges of many of the land owners without any approvals.

This is not acceptable as in the current development applications approvals providing off street parking for employees and customers is a mandatory requirement.

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3. We note in the application the developers list the list of materials being processed does not list "asbestos" when we already have evidence of asbestos being found on the road access to the existing premises.

Many of the vehicles entering and leaving the premises are transporting loads which are not covered ,hence there is a continual requirement for the street to be washed and brushed, leaving a dust film on the road which is then blown onto private vehicles parked in the street.

This is not acceptable as the dust is eating into the paintwork of motor vehicles.

In addition we have the dust cloud which is then breathed into the lungs of any person working in the immediate area.

To provide a dust free working environment we need to shut all doors and windows to prevent the dust from entering.

This cannot continue to be approved.

4. To increase the through put to the values proposed will require a significant increase in road transport traffic, well over and above existing traffic flow. Not only will there be a significant increase in truck movements but also a significant increase in the size of trucks and trailer combinations entering and leaving the facility.

We already as shown in the attached photographs Truck and five axle dog trailers, "B" Doubles

Note that all material to be processed arrives by road transport and the treated product leaves by road transport

5. Existing car parking for employees is not on site but in the street blocking in many cases access to existing premises. So where are the additional employees going to park their vehicles?
6. Currently two street sweepers are required each day to wash and reportedly clean the road way, but all they are doing is converting the dust to mud and then the mud is flung up onto the parked vehicles in the street.
- 7 **Noise**, current noise levels generated from the crushing machinery and the movement of trucks and trailers and large earthmoving machinery is going to see a significant increase in noise levels during the day and night.

Other occupants of Pembury Road do not generate noise and any increase in through put is also going to see a significant increase in noise.

- 8 **Property valuations.** Pembury Road since its inception has been a quiet light industrial area with most of the large traffic movements being conducted at night.

With the proposed D A it will have a significant impact on land and property values. This is not acceptable to the current property owners.



View of a typical 4 axle truck and dog combination.



View of a typical "B" Double combination turning in the street outside the recovery center,



View of the street sweeper in action.



View of the transport operation next door to the recovery center,



Conclusion.

Detailed in this report the Development Application proposed by the owners of the Minto Recovery Center is “NOT” acceptable to the owners of premises currently located in Pembury Road Minto and the surrounding area.

We have detailed our concerns including the fact that asbestos is being treated on the current site and is not being covered during transport to and from the premises.

Signed

Russell Findlay
Consulting Engineer
Owner of Unit 3.

Tony Buck

Owner of Unit 1,

Tony Carrol

Owner of Unit 4.

Allan Cleary

Owner of Unit 2

Signed



Russell K Findlay
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