

From: [REDACTED]
To: [PAC Enquiries Mailbox](#)
Subject: MORTDALE RESOURCE RECOVERY FACILITY (SSD 7421)
Date: Sunday, 17 December 2017 5:51:14 PM

Dear Planning Assessment Commission, this email is to explain why the proposed expansion of the waste facility at Hearne Street, Mortdale, would be the wrong decision.

My concerns are safety, noise impact, and pollution associated with the huge increase of larger heavy vehicle movements through the local community.

For example I live on Wattle Street, Peakhurst, which is a narrow residential street. Currently this street is supposedly limited to vehicles under 3 tonne, however daily we have many vehicles that exceed 3 tonne using our street as a short-cut between Forest Rd and Boundary Rd. The major offenders of this is already Bingo (MRRF). Over the years there have been many instances of vehicles parked on the street being side swiped by larger vehicles, and with the proposal the potential for this will only increase. The attached photos show just how narrow the street is, and the potential danger to residents, particularly young children who can be hard to see for passing vehicles and are not as aware of the potential danger.

The increased traffic would only create more noise traffic and air pollution, which will negatively impact the living conditions of the local residents. The proposed operational hours extension to between 6am and 10pm will mean heavy vehicle movements through the local streets before 6am and after 10pm. It is not reasonable that local residents have their restful night's curtailed by heavy vehicle movements. How would the owners of the MRRF feel if the residential street they lived on had many heavy vehicle movements from before 6am in the morning and after 10pm at night? I doubt they would find it acceptable.

The increase in vehicle movements means increases in diesel pollution, including particulate matter whose composition often includes hundreds of chemical elements, including sulfates, ammonium, nitrates, elemental carbon, condensed organic compounds, and even carcinogenic compounds and heavy metals such as arsenic, selenium, cadmium and zinc. Though just a fraction of the width of a human hair, particulate matter varies in size from coarse particulates (less than 10 microns in diameter) to fine particulates (less than 2.5 microns) to ultrafine particulates (less than 0.1 microns). Ultrafine particulates, which are small enough to penetrate the cells of the lungs, make up 80-95% of diesel soot pollution.

Particulate matter irritates the eyes, nose, throat, and lungs, contributing to respiratory and cardiovascular illnesses and even premature death. Although everyone is susceptible to diesel soot pollution, children, the elderly, and individuals with pre-existing respiratory conditions are the most vulnerable. Researchers estimate that, nationwide, tens of thousands of people die prematurely each year as a result of particulate pollution. Diesel engines contribute to the problem by releasing particulates directly into the air and by emitting nitrogen oxides and sulfur oxides, which transform into "secondary" particulates in the atmosphere.

Diesel emissions of nitrogen oxides contribute to the formation of ground level ozone, which irritates the respiratory system, causing coughing, choking, and reduced lung capacity. Ground level ozone pollution, formed when nitrogen oxides and hydrocarbon emissions combine in the presence of sunlight, presents a hazard for both healthy adults and individuals suffering from

respiratory problems. Urban ozone pollution has been linked to increased hospital admissions for respiratory problems such as asthma, even at levels below the federal standards for ozone.

Diesel exhaust has been classified a potential human carcinogen by the U.S. Environmental Protection Agency (EPA) and the International Agency for Research on Cancer. Exposure to high levels of diesel exhaust has been shown to cause lung tumors in rats, and studies of humans routinely exposed to diesel fumes indicate a greater risk of lung cancer. For example, occupational health studies of railroad, dock, trucking, and bus garage workers exposed to high levels of diesel exhaust over many years consistently demonstrate a 20 to 50 percent increase in the risk of lung cancer or mortality.

Simply stated increased heavy vehicle movements will increase the risk of respiratory and cardiovascular diseases, which is unacceptable.

That is not to consider what materials are being processed in the facility. Does it include asbestos? What other dangerous materials are being processed that can impact the local community without our knowledge?

Finally Hearne Street Mortdale is a light industrial area, not an area designated for heavy industry, as it is located in the middle of residential areas. If the Sydney metropolitan area requires increased recycling capacity, then create a new site, away from residential areas. There is plenty of scope for this in Western Sydney.

I implore the Planning Assessment Commission to consider first the rights of the local community and residents, and decline the proposed changes in operating hours and conditions of the Mortdale Resource Recovery Facility.

Yours Faithfully

Andrew O'Brien