



**NAME REDACTED**

**OBJECT**

Submission ID: 213911

Organisation: N/A	Key issues: <i>Social impacts, Visual impacts, design and landscaping, Land use compatibility (surrounding land uses), Traffic, Other issues</i>
Location: New South Wales 2577	
Attachment: N/A	

Submission date: 11/14/2024 4:20:26 PM

Dear Commissioners,

I am writing again to express my strongest possible opposition to the recommended development consent the Planning Department has given the Plasrefine facility in Moss Vale. After reviewing the assessment as a person without any professional or specific qualifications, I believe there are significant failures in the evaluation process that warrant rejection of this proposal.

The assessment of this proposal has FAILED in the following key ways.

1. Operational Traffic Compliance

First and foremost, Braddon Road, to be used by the proposal, IS A RESIDENTIAL ROAD therefore no condition imposed by Planning can ever be enough to mitigate the amount of noise and disturbance the heavy vehicles as well light traffic will cause to residents.

- i. Braddon Road is NOT an industrial collector road in the new SHIP master plan and is not part of the SHIP.
- ii. The effects of extra light vehicles using local roads to access the SHIP has not been assessed.
- iii. While in theory Plasrefine trucks won't be permitted to use the residential roads to access Braddon Road, (and I ask again, who will police this?) there is no way to stop others using the short cut into the SHIP. This has not been addressed in the assessment report nor the conditions of consent.
- iv. No noise levels or impacts have been done from the roads proposed to be used, neither the new north - south road nor residential Braddon.

2. Social

No condition imposed by Planning will ever give Plasrefine social licence to operate in this community.

- i. The social impact assessment incorrectly and inaccurately represents of the views of this community
- ii. No social impact assessment was done to address the economic impacts to the SHIP. Should the SHIP master plan be adversely affected by Plasrefine in that location, the effects will be generational.
- iii. This impact on the SHIP has not been assessed by Planning nor addressed in the 28 conditions of consent.
- iv. Planning stated in one of the recent hearings that as this is an SSD the IPC do not have to consider the Master Plan. Yet the State Government has funded this masterplan. Will more tax dollars be wasted by ignoring the Master Plan?

3. Visual

No amount of landscaping can lessen the visual intrusion because there is NO ADEQUATE BUFFER ZONE.

- i. Visual mitigation is to be undertaken off site on the southern residential portion of the land owned by Plasrefine of which Planning notes: (the C4 portion) does not form part of the assessment. This is a glaring



*error! As the landscaping has to be placed off site to minimise visual impact, it should have been included in the assessment. This has not been done by Planning and is not in the conditions of consent.*

#### *4. Design*

*The continuing visual intrusion is due to the site being far too small for what is proposed!*

*i. There is NO BUFFER ZONE! The only area between residential and industrial is the residential Braddon Road.*

*ii. No design modification nor condition imposed by Planning can ever be enough to mitigate the amount of light disturbance caused to residents at night during the 24 hour 7 days per week operation.*

*iii. No design change nor condition of consent can lessen the noise from heavy vehicles entering and exiting the site every few minutes.*

*I vigorously object to the recommendation given by Planning that this proposal be approved. Please reject it.*

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