

22 April 2018

Minister for Planning
Planning Services,
Department of Planning and Environment,
GPO Box 39
SYDNEY 2001

OUR OBJECTION TO THE DA APPLICATION BY HANSON CONSTRUCTION MATERIALS PTY LTD

Application number is:	SSD 8544. Berth 1 and land adjacent, Glebe Island, James Craig Road, Rozelle (lot 10 DP 11 707 10)
Applicant	Hansons Construction Materials Pty Ltd
Council Area	Inner West
Consent Authority	Minister for Planning

Our objection: The area around Glebe Island encompasses the White Bay Cruise Terminal, Jackson's Landing, the Bays Precinct and Sydney Fish Markets. As industries had moved out leaving the areas abandoned, redevelopment with mixed residential housing emerged. Within this development parks and gardens were included along the foreshore, old dilapidated industrial buildings brought back to life and, where possible, sympathetic contemporary residential housing was constructed.

These efforts encouraged many more people to move into Pyrmont and by 2018 we have a vibrant, mixed community of 2500 residents or more living in Jackson's Landing alone. Any proposal for Glebe Island must take into account the changed landscape of the now residential area. Blackwattle Bay is unsuitable for such cargo ships and we urge the Planning Minister to consider that Port Botany is a far more suitable site as it is well established industrial port with excellent links to rail and road networks which can carry materials to the many infrastructure projects underway across Sydney region.

This project must be considered within the wider context of what the Port Authority plans to undertake which is the development of a Multi-User Facility.

Our objection to the Hanson Proposal is:

- Conflict of interest:** It is of great concern that the Hanson Project would not be viable without the direct benefit of the Port Authority's project to establish the MUF at the adjacent berth. The MUF proposal is not subject to the same scrutiny as the concurrent application by Hanson to establish a Concrete Batching Plant, adjacent to the Port Authority MUF. At the very least we would expect the Port Authority's MUF project to have to produce an Environmental Impact Statement (EIS).
- Close to a residential community:** The development of the Glebe Island site is unsuitable for such a project due to the proximity with residential communities: The Bays Precinct has undergone significant urban rejuvenation and investment creating vibrant residential communities where people who live along the foreshore adjacent to the proposed site. Glebe Island is at the centre of a residential community.
- Traffic:** The roads in Pyrmont are already clogged. In peak hours twice a day the Anzac Bridge is almost at a standstill. Contrary to what the Port Authority Project that its proposal says it is "saving about 14,000 trucks a day bringing sand and cement into the area" for essential infrastructure. This is in stark contrast to the claims the Hanson Project state in their Planning Application. Hanson states **section 2.3.3 of the SLR Dispatch** – *"Once the concrete is loaded into the concrete agitator trucks, they can depart from the west of the enclosed building. Concrete agitator trucks will exit the Facility via James Craig Road and from there travel to where their delivery is required. When the plant is operating at peak capacity up to 120 concrete deliveries will be made from the plant in an hour. Aggregates not used in the batching of concrete will be dispatched from the storage silos by conveyor directly for loading to an aggregate truck for dispatch to another concrete batching plant facility. This will increase truck and traffic congestion in this local area at a minimum by $120 \times 24 = 2880 \times 365 = 1,051,200$ per annum at full capacity. This does not include the **dispatch of other products and the** dispatches could be greater. How does this reduce traffic congestion as the Port Authority are claiming in relation to the incoming sand and cement to and from other places around*

Sydney, rather it is adding even more congestion well known to the people of Sydney specifically along the connecting road to the Anzac Bridge and surrounding areas.

4. **Light and noise pollution:** so that Hanson Project can operate 24 hours a day it will source its product from the cargo ships that will also operate 24 hours a day directly into our apartment buildings facing Glebe Island. The increased noise level of traffic, batching plant and cargo being moved will be constant in what has become the most densely populated area in Australia. The levels we believe will be generated by the Hanson Project are excessive.
5. **Dust Pollution:** the ships will be unloading tonnes of sand, cement and related materials every day. No matter how they say they will try to contain dust there is no doubt that very fine dust particles will be blown over the surrounding areas with subsequent health risks to resident and visitors alike.
6. **Obstruction to shipping:** Hanson proposal outlines that it plans to source its product from the large cargo ships (to be berthed at the Port Authority Multi Use Facility) adjacent to the batching plant. We believe the increase in congestion not only of the roads but also to and from marine craft traffic in and out of Blackwattle Bay, which is a busy and very narrow channel.

The Hanson Batching Plant Proposal to build an Aggregate Handling Facility (SSD 8544) on Glebe Island, James Craig Road is **not supported** as it will render a return of an Industrial Port and create the same in the adjacent waterways. This investment is inconsistent with the announced and agreed NSW State Government Bays Precinct Transformation Plan in 2015 and will negatively impact on 20,000 people who live locally.

Yours sincerely,

Pauline Stanley