

## HANSON CONCRETE BATCHING & AGGREGATE HANDLING PLANT OBJECTION:

Martin McAvenna  
Pymont 2009  
29 April 2019

I object strongly to this project. The proposal for the Hanson Concrete Batching Plant should be rejected and the factory relocated.

There are many reasons to object to this wilful destruction of the local community. I will restrict this letter to the following critical points.

The project is designed and positioned as a 24 hour, 365-day operation. Together with the bulk carriers unloading at GIB1 and with the Port Authority MUF in 24/7 production, there will be a massive expansion of highly intrusive noise, air and water pollution as well as extreme industrial light spill.

Result 1: Noise. The EIS has acknowledged "in particular due to the proximity between the GIB1 and the Pymont Residential Receivers, port facility noise levels *may exceed noise planning goals established in accordance with more conventional approaches to the assessment of industrial noise sources.*" (*emphasis added*)

The cumulative effect of effect of the Hanson plant, the MUF, and the bulk carrier ship engines have all to be considered in the measurement of the noise pollution. The words in Italics above are classic obfuscation by the consultants. The words imply that the consultants actually do not know how to predict/measure the noise output.

I note that SLR Consulting Australia Pty Ltd measured night noise levels created by the CSL Reliance in June 2017 at G11. The report was "well above EPA limits". This does not encourage those of us residents to be confident about our exposure to the Hanson plan.

Lack of sleep, particularly caused by external sources is a known for serious physical and emotional health consequences.

I note on page 29 of your EIS states "Hanson advise they will co-ordinate with ship operators to ensure ship engines and ventilation systems are minimised where feasible and reasonable to do so". (*emphasis added*). This is simply a nice sentiment with a get out of jail option when Hanson needs it. There are no controls, no punitive measures, which would have to be mandated if you were serious.

Result 2: Air Quality.

My understanding is that bulk carrier vessels continually burn a low quality, sulphurous, crude diesel fuel. Once again, the cumulative effects of both bulk facilities at G11 must be taken into account and significantly reduced or eliminated.

Corrosive, fine dust particles will be inevitable. It is specious to suggest otherwise. The waterfront area of Jacksons landing and the taller apartment buildings are very much exposed to high wind variability.

Result 3: On-water risk.

Congestion of a myriad of bulk carriers unloading immediately adjacent to the existing Glebe Island Bridge will undoubtedly increase the water hazard here. There are large numbers of marine craft entering & exiting Blackwattle Bay. These include

fishing trawlers, commercial entertainment craft, dragon boats and other small vessels, and larger private vessels docked at Rozelle Bay marina facilities.

The image enclosed with this objection exposes the water risk in the narrow channel under the ANZAC Bridge.

Result 4: Light pollution will be also an aggressive home intrusion. In addition to the light splash generated by the Hanson plant, cargo ships keep their industrial lighting on throughout the night. We have direct experience of this when the occasional carrier is at the wharf now. The light is unavoidable inside the home.

Result 5: Massive scale.

As previously noted, it is impossible to ignore the cumulative effect of both Glebe Island projects. My present understanding of the entirely inappropriate scale of both is as follows:

Hanson: site area 2.5 football fields. Silo height 34m, other buildings 25m high. Throughput planned 1,000,000 tonnes wet concrete p.a.

*I would point out at this juncture that the Hanson structure at silo height is virtually the same height as the evolve\* building in which my wife and I live.*

MUF: 200m long x 65m wide x 20.5m high. Throughput planned 1200 truck loads per day including salt, gypsum & bulk liquids.

## **CONCLUSION**

To those people who are reviewing this objection and many others, I invite you to consider the following scenario.

Imagine the Hanson & MUF structures at a distance of 200 metres from the front door at your office, or indeed, your family home.

The attached scale image illustrates what your proposal will present to residents of Jacksons Landing: an enormous 24/7 concrete factory.

No doubt, any citizen faced with such an imposition on their residences, property values and lifestyles would have an equally vociferous adverse response.

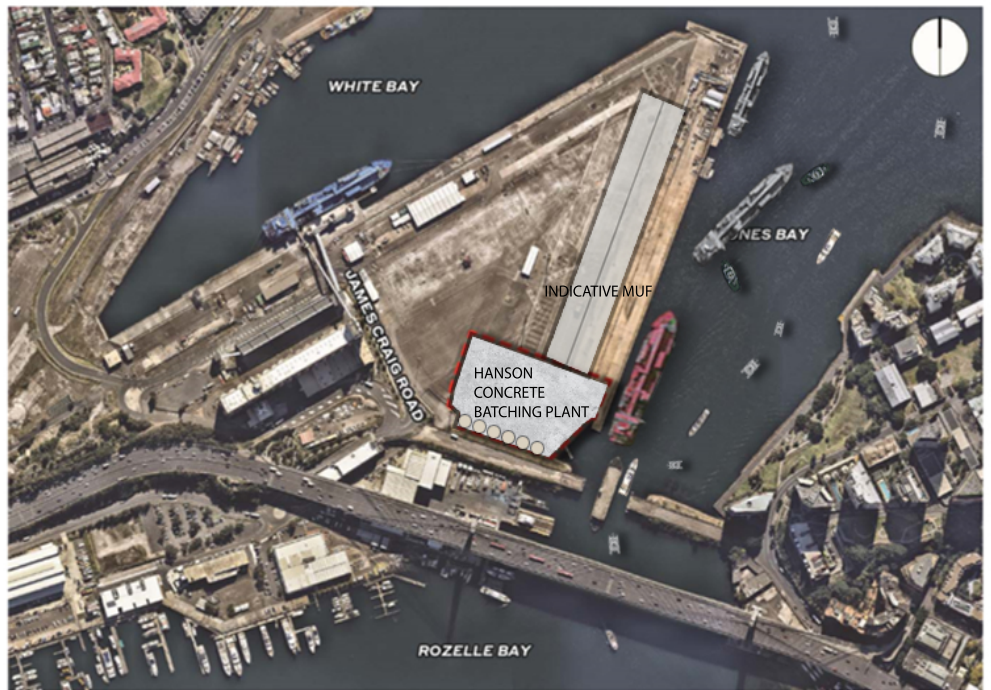
The scale of the Glebe Island factory structures dominates the precinct and is demonstrably unfit for this location.

The consequences of the Glebe Island factories will be severe and long term regarding resident health, the land and marine environment and the traffic explosion on the precinct. The proposition (by Port Authority personnel) that concerned residents should live behind permanently closed windows and balcony doors is an insult to us.

Your proposal is, alas, the encapsulation of Oscar Wilde's definition of a cynic: You know the price of everything and the value of nothing.

I vigorously oppose your development and will continue to protest it.

Martin McAvenna  
29 April 2009



MARINE CONGESTION - PROPOSED HANSON CONCRETE PLANT & MUF  
FIGURE 1. PREPARED APRIL 2018.