

1 May 2018

The Hon. Anthony Roberts MP  
Minister for Planning  
Planning Services,  
Department of Planning and Environment  
GPO Box 39  
SYDNEY 2001 N.S.W. Australia

Objections to EIS to Hanson Concrete Batching Plan on Glebe Island.  
SSD 17\_8544 - GIB1 & land adjacent, Glebe Island, James Craig Rd, Rozelle (lot 10 DP 11 707 10)

Dear Minister,

I am writing to register my strong objection to the concrete batching plant proposed by the Hanson company on Glebe Island in Sydney Harbour.

There are a great many reasons this plant should not be built at this location. They include: -

1. This is now one of the most densely populated suburbs in Sydney, and probably in Australia. Most of the residents have been encouraged to come here in the past 10 to 15 years by a series of NSW Government policies. residential. Thousands have responded and moved here for the parks, gardens, and fresh air.

It beggars belief that anyone could even contemplate building a huge, dusty, noisy facility like this in a residential area where the dust, noise and other pollution will affect thousands of people who live within a half kilometer radius of the site.

2. The EIS report was prepared by a commercial firm called Pacific Environment. Its disclaimer states amongst other things that the "report is based on the information made available by the client" and "does not attempt to verify the accuracy, validity or comprehensiveness of any information supplied". In other words, this is not an objective, balanced report done by completely independent people. There are many places where it either ignores or buries information about things like sound levels being exceeded and truck movements being selectively calculated. This makes the report biased and weighted in its own favour to the detriment of local residents and their wellbeing.
3. When we first moved to Pyrmont in July 2016, a ship called the "Hanjin California" was impounded by the authorities and moored at Glebe Island for about 8 weeks. The noise from its engines running around the clock was very disturbing, especially at night, and we had a hard time sleeping. It was a huge relief when the ship was taken away. The Hanson proposal is for ships to be there for weeks at a time, running their engines day and night. That is a terrible and unacceptable prospect.
4. As far as we know the proposal does not contemplate shore to ship power, therefore any ships unloading at the Hansen wharf will run their engines all day and all night. Not only are EPA noise levels going to be exceeded, the same ships burn bunker fuel which has noxious emissions many times worse than diesel fuel. Those emissions will be spread over the surrounding suburbs day and night. Is this what we want for our children and grandchildren?
5. Dust emissions from the unloading process will be significant. Perhaps the dust within the Hanson building will be reasonably controlled, but the dust from the unloading machinery will be spread a long way around this area. I have walked past the current Hanson concrete plant at 1A Bridge Road Glebe in the mornings. There is a great deal of dust blowing around the plant as it operates. I do not believe they will be able to control their dust at the new location any better than they do now.

6. Drawings of the building show a huge and unsightly industrial construction. The size is about the same height as the "Evolve" building opposite about 200 metres away, and its footprint will be about eight times the size. One of my neighbors who is an engineer has calculated the footprint of the Hanson building at about two and a half football fields. It will be a huge blight on the landscape, creating noise, dust and pollution from ship's engines.
7. There is plenty of space on the Western side of White Bay. If we have to have such a polluting structure at least it could be put there in an industrial area. Or else it should be located in Port Botany where they would have all space they need, plus shipping and transport facilities.
8. The proposed location is so close to the Anzac Bridge and the old out-of-use swing bridge that it will cause a hazard to shipping. There are hundreds of boats now moored in Blackwattle Bay. They include commercial trawlers, commercial tour boats, tug boats, large and small pleasure craft, kayaks, dragon boats, and more. If the Hanson proposal is allowed to proceed, and especially if the Port Authority is permitted to build its proposed Multi-Use Facility (MUF) right next door there will be a significant shipping hazard in a very narrow channel. There is serious potential for a nasty accident or even fatalities. For OH&S reasons this structure should be built somewhere else.
9. The Port Authority says this is a working port. I have news for them – the State Government moved 95% of the "working port" to Port Botany some ten years ago. This is now a residential area. It is a mockery to change tack now and try to re-create the working harbour within 200 metres of a major residential area.
10. Truck movements in the EIS have been either ignored or fictionalised. The proposed Hanson plant will be servicing some 60 other plants around Sydney. Other local residents have calculated the minimum truck movements at around 3000 per day. Those trucks make noise, belch diesel fumes everywhere, and will clog up the current already heavy traffic on James Craig road, Victoria Road, and the Anzac Bridge itself. This would be madness.

In summary, this proposal ignores the complete change which has happened in the Pyrmont area in the last decade, as encouraged by the NSW Government and the City of Sydney Council. It also ignores or minimises the damage to the health of local residents through noise and dust pollution, and a huge increase in heavy trucks on roads in this area. This proposed concrete batching plant should be rejected and / or relocated to a more suitable area such as Port Botany. It should not be approved for the proposed site.

Yours Sincerely,

Christopher D Levy