

7 May 2018

NSW Department of Planning & Environment

GPO Box 39,

SYDNEY NSW 2001

Dear Sir,

Objection to CONCRETE BATCHING PLANT, GLEBE ISLAND

Hanson Cement

I list below my objections to the EIS, I believe it to be an inappropriate development that denies Pyrmont residents their rights to clean air and protection from excessive noise and light.

- Pyrmont is a residential area recognized as such when the government approved the building of Jacksons Landing on previously industrial land. If they did not intend for these citizens to have the right to clean air and undisturbed sleep they should never have allowed the residential development of Jacksons Landing.
- **Noise.** The proponent admits that they will exceed current noise level restrictions that apply to residential areas. Evolve will be particularly affected as its only 150 meters from ships and 200 meters from the plant and sound carries far more effectively over water than land. The EIS states that our building is equipped with additional acoustic treatment, as an original buyer I am certainly unaware of any special treatments. The EIS noise level approved for Knauf on exactly the same site was lower in some regards and Knauf continually broke the limits supposedly imposed on them. Hansons do not intend to enclose what they call the truck parking area, but this area is where the trucks create the greatest dust and noise as they run their barrels to mix the product. A fully enclosed area would prevent some of the dust and noise. The noise wall they intend to build will still have direct line of sight from the higher floors of our building.
- **Vibration.** Knauf had vibrating hoppers which when run caused vibration to be felt in our building. There was also a tug stationed at Glebe Island 1 for some period of time and again when it tied to the wharf and running its engines the vibration was strong in our building (complaints were lodged with the Port Authority at the time).
- **Inappropriate use.** The land is zoned for a port use. I do not consider a concrete plant (manufacturing) as a port use. The government has indicated, as relayed to us by the Port Authority, that in future they plan a railway station and unit development of Glebe Island, how on earth does this development exist with a cement plant and the MUF facility. These decisions should not be made without the Bays Master Plan being completed. Just bad planning, on what was supposed to be a technology hub.
- **Shipping Facility.** Hansons acknowledge that they are installing a shipping facility. However whenever ships are berthed at Glebe Island 1 & 2 you will find lots of complaints to the Port Authority about ship noise. These ships will use crude oil to run their auxiliary engines. Safety on a marine corridor should also be considered with one death in the Old Glebe Island Bridge.

- **Traffic.** The addition of 3000 to 10,000 truck movements a day on the intersection of James Craig Road and The Crescent will jam both Victoria Road and the Anzac Bridge and their reliance on Westconnex M4-M5 Link assessment is totally wrong. I have made inquiries of Roads and Maritime about the effect of this number of heavy trucks on this intersection and they say they have not been contacted for comment. If you go west on the Anzac bridge at 9.00am you will find the traffic can be backed up to the Anzac Statue with the addition of these trucks traffic will be back into central CBD. Already at 6.00pm the bridge is bumper to bumper and again will be gridlocked with these trucks. Hansons should be forced to get approval from RMS traffic division to carry this EIS through. I note the variation throughout the report about truck numbers, this shows the ineptness of the EIS.

The traffic assessment was written by Dr Darran Jordan – Senior Archaeologist and Heritage Specialist. An investigation of his background reveals no special skills relating to traffic management and so I would suggest his report is totally flawed.

- **Light Spill.** With the plant operating 24/7 we will have to draw our blinds at night and close all our windows, not acceptable in a residential area.
- **Visual Impact.** This 37m high plant will dominate the skyline from our building. Its hours will be longer than the Blackwattle Bay site and will disrupt further development for years to come. I believe there are other sites such as Port Botany for such a plant.
- **Air Quality.** Having inspected one of Hanson's other newer sites (on an official visit), one could see that dust accumulation had greyed the suburb. As we are within 200 meters of the site (we are R2 – 2 Bowman Street) we expect to be severely affected, the report admits: "Adopting this highly conservative approach resulted in a predicted exceedance of the maximum 1-hour NO<sub>2</sub> criterion (246 µg/m<sup>3</sup>) at receptor R2". This will. I would also contend that Sydney City Marine, The Boathouse and The Super Yacht Marina are also going to be affected, any collection of dust on super Yachts will scare off customers as will dust on paint and fiberglass at Sydney City Marine. Foreshore Park would also be affected with anyone sitting on the seating or rock shelf or play equipment being affected.
- **Summation.** I believe the whole premise of this building is so that the Port Authority of NSW can rent out the land to balance its budget. Very poor reason to destroy a suburb. Shame on them.

Christopher Dorman

Evolve\* 8C/ 2 Bowman Street

Pymont NSW