

12 May 2018

Concrete Batching Plant, Glebe Island

I wish to object to the proposed Hanson aggregate handling, concrete facility and associated shipping terminal at Glebe Island. The Jacksons Landing precinct is directly opposite this proposed development and over the last 15 years has become Sydney's second most dense residential suburb. Much effort has gone into generating beautiful grassed areas for the community to enjoy. In its current form, the Hanson proposal represents a significant intensification of industrial activities which will have significant impacts on adjacent communities and is at odds with what has been communicated regarding development of the Bays Precinct.

The proposed port must respond to this current setting.

I am concerned that the current proposal fails to address this context and has a number of serious flaws:

24-Hour Operations

I strongly oppose the proposal that ships berth at the port 24 hours a day, seven days a week. This will result in significant sleep disturbance for a large number of people. Ships have no access to shore power so must operate their engines at all times to generate their own power. This constant "hum" is experienced when the odd ship uses the berth at present. With many multiple storey residences located within 150 metres this is simply not an appropriate location.

Lighting

Berthed ships produce high levels of light emissions and there are no restrictions on the use of lights on the ships nor Glebe Island. The environmental impact statement states that ships would be berthed two to three times a week for 12 hours at a time.

Sydney Airport has a curfew to protect amenity at night for residents living under flight paths; the same protection should be awarded to residents adjacent to the working harbour.

Whilst some land based activities will occur within an enclosure that will contain noise and dust and may therefore not require curfews, clear restrictions are required at night on activities that are not within the enclosure. Impacts like reverse beeping and compression brakes from entering and exiting the site can result in significant disturbance and are not appropriate at night given the residential impacts.

Noise

The intensification of industrial activities at Glebe Island will increase noise pollution for people living at Jackson's Landing and Bowman Street. Noise travels across water and I expect sounds will bounce off neighbouring apartment buildings. Recent night time noise level measurements from

similar berthing activities at Glebe Island are well above EPA levels and I have had cause to contact the EPA in the past to ensure reasonable controls are in place.

Noise levels have been assessed as only passing environmental standards when Pyrmont residents keep windows and doors closed. Many buildings at Jackson's Landing are designed to have windows and doors open for ventilation and this is vital to ensuring there is fresh, healthy air indoors. It is unacceptable to expect Pyrmont residents to keep windows and doors closed.

The environmental impact statement refers to a management plan that the NSW Ports Authority has for managing ship deliveries as a way to reduce noise, however it is not clear what this will involve and to what extent it will protect residents from unacceptable impacts. There is a proposal to establish Precinct Management Noise Levels and while I support managing noise across the precinct rather than site-by-site, there is flexibility in how levels would be developed, providing no guarantees for affected neighbours.

Strong noise mitigation measures must be established and imposed as conditions of consent if the project is approved to protect residents from noise, particularly when ships are berthed.

Air Quality

The Jacksons Landing area has witnessed an increase in air borne particulates in the last 12 months. Ship fuel emissions, dry concrete and aggregate dust, and truck exhaust are major concerns for residents. The primary air emissions have been identified as particulates, nitrogen dioxide and sulphur dioxide, which are known hazards.

It appears that air quality assessments rely on Pyrmont homes along the harbour keeping their windows and doors closed, but residents must be able to ventilate their homes with fresh air from outside or they will suffer from reduced air quality regardless.

Traffic

While the proposal aims to take truck movements off the Sydney metropolitan road network, it will substantially increase truck movements between the site and the CBD, where there are already high levels of congestion, particularly in Pyrmont and the ANZAC Bridge.

The application would add a significant number of trucks onto the local road network including 189 vehicles in the AM peak hour and 98 in the PM peak hour. These will largely be heavy vehicles including 14-metre articulated semitrailers and 19-metre aggregate trucks. The claim that this would not add to noise, pollution and congestion is simply not credible.

Bays Precinct

The proposed development is inconsistent with what was envisaged in the 2000 Master Plan. The area is no longer an industrial site and has been developed accordingly. It has become a tourist destination.

Public Waterway

With increasing marine traffic coming and going into Blackwattle Bay the berthing of one or two ships with tugs is going to make the channel even more difficult and dangerous. It is a hazardous entrance and exit to Blackwattle Bay at the best of times, having these large ships docked will escalate the congestion and possibility of a marine accident.

There are large numbers of residents in this region and it is the government's responsibility to ensure development at Glebe Island does not impact on residents' health, wellbeing and amenity.

Given these serious impacts, I ask that you refuse the application.

Kind regards

Vaia Webster

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