

I would like to lodge my strong objection to Hanson's proposed Concrete Batching Plant on Glebe Island.

It is inappropriate for the following reasons:

- The development does not fit with the overall objectives and principles of the Bays Precinct and the 2000 Master Plan for White Bay and Glebe Island which states **"Ensure that the amenity of the precinct for existing and future users, and particularly residents is protected and improved"**.
- The proposal for the Batching Plant to operate 24 hours, 7 days a week is totally unacceptable. The existing Batching Plant in Pyrmont operates from 6am to 6pm. Sydney Airport has a curfew as this development should. Residents and workers from Pyrmont, Rozelle, Balmain and Glebe will be severely impacted by noise from the operation of the plant, truck movements, air pollution and light. Studies in the US have shown noise and dust carries up and over water.
- With upwards of 6000 trucks leaving and entering the complex daily, trucks tipping into bins, a concrete loading area, a truck wash bay, trucks using weigh bridges and car movements the assertion that no adverse noise would impact residents is fallacious. The impact of traffic on James Craig Rd and surrounding roads will be chaotic given that independent engineering experts have expressed serious doubts that Stage 3's Rozelle Interchange can be constructed in the form proposed and to date no tenderer has been found to build the Interchange. In the WestConnex Stage 3 (M4-M5 Link) (EIS) the proposed completion date for Stage 3 (a) Rozelle Interchange is 2023. If and when the Interchange is built together with the 750 vehicles (mostly trucks) from the proposed Works Zone at White Bay traffic congestion and volumes will further increase.
- This development together with the MUF is more suited sites such as Port Botany or Newcastle Port. Certainly not in the middle of a residential area. The fact there is a small distance of water between the boundaries of Glebe Island and the shore, doesn't mean residents and workers in nearby buildings or users of parks, don't hear ships engines, or breathe dust particles from emissions from ships, as is already the case in Jones Bay. With the prediction of 2 cargo ships at a time berthed on the eastern side of Glebe Island 24/7 unloading toxic cargo, together with ships already berthing at Glebe Island and the White Bay Cruise Ship Terminal the disregard to the health and well-being of people is insensitive.
- Aesthetically the development is appalling with a total lack of innovative design. No thought of renewables or landscaping. A huge industrial complex harking back to the industrial days of the 19th century, dumped in the middle of what is supposed to be the renewal of the Bays Precinct Area. The concrete silos rising 35 meters in front of the Anzac Bridge, a **State Significant Structure, "Office of Environment and Heritage SHR Criteria c) [Aesthetic Significance]"** will obstruct the sweep of this magnificent bridge which is visible from so many parts of Sydney Harbour. The architectural drawings for the new Fish Markets indicate a world class building at one end of Blackwattle Bay which thousands of overseas tourists and locals will visit, as they do now, many coming by water or along the proposed Bays Precinct foreshore walk, only to be confronted by this eyesore of a development generating noise and pollution.

- Combined with the Port Authority Multi-User Facility, WestConnex Stage 3 (a) and the Western Harbour Tunnel the impact on the health, amenity of lifestyle and wellbeing of residents and workers will be severely impacted. Pyrmont is one of Sydney's most densely populated suburbs, however, residents in Glebe, Rozelle and Balmain, as well as visitors using the precinct for recreation will also suffer the effects of this development. It should not be built on Glebe Island.