

Joy Fairfull
9a/2 Bowman Street
Pymont NSW 2009

10 May 2018

Application No.: SSD17 _8544
Hanson Construction Materials Pty Limited – Proposed Glebe Island Aggregate Handling and Concrete Batching Development Plant

I am writing to voice my **strong objection** to this proposed Glebe Island Aggregate and Handling Concrete Batching Development Plant and set out my reasons below:

JACKSONS LANDING

I live at 9a/2 Bowman Street, Pymont the closest residential building to your proposal and located in Jacksons Landing. This is my home. There are well over 3,300+ people living at Jacksons Landing who will be negatively affected by your proposal.

Over the last 20 years an urban renewal project has taken place at Jacksons Landing. We were encouraged to buy here and live here. Not only is Jacksons Landing Australia's most densely populated neighbourhood, it is a community. A community with residents, families, friends, a local Community Centre, shops, restaurants, and numerous numbers of visitors and tourists visit this area. They in turn will be negatively impacted by this proposed development at Glebe Island 1 and adjacent land. This proposal adversely affects my amenity and that of others who live in Jacksons Landing.

DUST/AIR POLLUTION IMPACT/NOXIOUS GASES

This is particularly important to me as I have a lung disease and I am very concerned about the emission of dust and particulates and toxic gases from both Hanson and the MUF.

The data was measured during 2015 and 2016 from the Rozelle monitoring station. NSW Ports Authority installed an air quality station in September 2015 to measure local ambient air quality in the vicinity of the White Bay Cruise Terminal (WBCT) (Port Authority of NSW, 2016) 0.8 km north-west of the proposed Hanson site.

As Pymont residents in Bowman Street live closest to the site, I believe Hanson need to install a new monitoring station at the corner of Bank and Bowman Streets in order to collect up-to-date data to assess the likely air quality impact on those who live in our homes so close to Glebe Island. It is not good enough for 3,300+ residents to be told you are relying on out-of-date and out of area readings at Rozelle and at White Bay.

There is no record of air pollution being recorded when high winds were present. Even if you had taken readings from Rozelle or White Bay they would not be accurate for 2 Bowman Street, Jacksons Landing and Pymont.

Your report mentions many, many sources of particulate emission from operations of the Project – fugitive dust source emissions from vehicle movements, material handling and bag house emissions; emissions from vehicle exhaust a result of diesel combustion emissions from trucks visiting the site; emissions from ships which would arise from use of the auxiliary engine and auxiliary boiler while berthed at the site; haulage of raw materials onto the site, haulage of product off the site, unloading sands to storage pits via conveyor, unloading aggregate from ships to storage silos via conveyor and residual dust from unloading cement and fly ash.

Hanson is required to have ongoing and up-to-date air quality testing done, monitored to avoid risks to health and transparent reports are provided frequently to the public.

Records of air pollution when high winds are present need to be recorded and transparently shared with residents.

Hanson and MUF to ensure that Sulphur emissions comply with the foreshowed 2020 national regulations from the commencements of operations at Glebe Island.

Nowhere in the EIS can I find information on the right to breathe 'fresh clean air'. Clean air is fundamental to healthy human life and yet we are told to shut our windows and doors and turn on our air conditioners. Air pollution has no boundaries.

Nowhere have I been informed of the cumulative affects by the Hanson EIS and the Port Authority relating to air pollution.

Passing this development puts nearby residents health at risk and the proposal should be rejected on these grounds.

One only need to look at the current Hanson plant on Pymont Bridge Road to see it clouded in dust emission.

NOISE

When looking at the Noise Impact Statement, it is hard to understand you are not aware that 2 Bowman Street, Pymont is the residential site closest to the proposed site on Glebe Island. Instead the Statement names Distillery Hill Drive Pymont 250 metres south east which you quote repeatedly. **Two Bowman Street, opposite the site is approximately 50 – 100 metres from the site. Home to 44 apartments.**

The noise testing for this location is out of date.

Hanson required to provide an up-to-date and ongoing receiver to be located at 2 Bowman Street Pymont. Readings to be reported transparently before this facility is considered by the Minister of Dept of Planning. Ongoing reports should be transparent and available to the residents.

The consistent noise of ships unloading during the night may be manageable for sand or aggregate movements unloaded off ships via conveyors into the MUF but the noise and vibration associated with tugs and ships arriving or leaving is an intermittent noise that will invariably interrupt sleep. Conveyor systems need to be lined to muffle noise.

Twenty four hours a day is disruptive to living and sleep, especially as the facility faces a densely populated residential area and in particular the closest at 2 Bowman Street.

A reasonable compromise is that ship movements in and out of Glebe Island and the opening and closing of ship hatches not be allowed during the hours of 11.00 pm and 7.00 am.

I ask that the Port Authority rigorously polices a “2 strikes and you are out” policy in regard to ships that break the allowable noise levels. This request relates to bad experiences with ships unloading at Glebe Island over the 9 nearly 10 years I have lived here.

This proposal should not be approved by the Dept of Planning until up-to-date noise testing is done, results are transparent to residents and they are below the maximum allowed level.

Nowhere have I been informed of the cumulative affects by the Hanson EIS and the Port Authority REF noise. This should be provided before consent is considered for this EIS.

It is ridiculous that Port Authority reviews itself and I believe **the Minister for Planning should call the REF for Port Authority in and Port Authority be instructed to provide an EIS.**

Your report states that sound monitoring equipment is placed 1.5m above the level of the road. Only a few of us live at “1.5m” above the road level. It would seem that measuring noise levels at 1.5m suits the proponents as distinct from our living experience in our homes.

LIGHTING

The night lighting currently at Glebe Island and the EIS reports that the potential lighting impacts on Pymont will add to this form of pollution. It will be difficult for this residential area to have bright lighting 24 hours a day opposite their living rooms, bedroom areas and balconies. The light impact is unacceptable for the closest residents at 2 Bowman Street.

If this proposal proceeds I ask that no lights are directed south of the facility and that lights be directed at the onshore facilities only. Hanson and Port Authority to work together to ensure that light spill makes minimal impact on affected residential areas from both on shore and on ship sources.

TRUCKS

While you have indicated less concrete trucks state-wide will be on roads, there will be hugely increased numbers of concrete trucks concentrated in our area. It is indicated between 3,000 – 5,000 trips per day.

Again I cannot find a cumulative effect of the number of Hanson trucks and the Multi User Facility trucks.

TRAFFIC

Traffic congestion on the Balmain side of the Anzac Bridge needs to be addressed in consultation with RMS by Hanson and the Port Authority Multi-User Facility. This review needs to be transparent to residents. Traffic is already congested at the intersection of James Craig Road, The Crescent, City West Link and Victoria Road.

The existing infrastructure is totally inadequate for between 3,000 – 5,000 truck activities added to these roads each day.

WORK BLOCKS TO THE HANSON PROPOSAL

Major infrastructure projects including West Connex (M4-M5 link), the western Harbour Tunnel IRON cove Link and the Sydney Metro West, the adjacent Multi User Facility and potential future developments associated with the Bays Precinct that are currently under construction or within the project approval pathway will also contribute to cumulative effects on residents.

Work at the Rozelle rail yards/inter change

Light rail development in Rozelle/Glebe Island

The proposal to use White Bay/Glebe Island as potential support areas for the proposed Western Harbour Tunnel especially with tunnel spoil arriving by barge for transfer to road transport. MORE TRUCKS, MORE DUST ON GLEBE ISLAND.

All of the above will compound traffic enormously and have cumulative effects on residents and they will contribute further to noise and air quality.

ASTHETICS

I can find nothing appealing about looking at the industrial site of 6 x 35 metre high concrete silos. They are not appealing to a large number of residents who will view this large, over-scaled structure daily and be negatively impacted; along with numerous concrete trucks, noisy ships and tugs.

Yet another reason this proposal should be refused.

If the proposed developments on Glebe Island proceed it will become a noisy industrial/commercial site right opposite a largely populated residential community. This is

contrary to the 2000 Master Plan for White Bay and Glebe Island which includes innovation, cultural, recreation, research, education, residential and maritime in its future.

It is inappropriate use of this site especially for a State Significant Site and should not be passed by the Minister for Planning.

MARINE SAFETY

For the busy marine thoroughfare which goes in and out of Blackwattle Bay, the berthing of one or two or three ships with tugs is going to make using this channel even more difficult and dangerous. This also jeopardizes the safety of many, many passive rowers who use this link in and out of Blackwattle Bay.

PRINCIPLES OF WHITE BAY AND GLEBE ISLAND MASTER PLAN 2000

This proposal completely disregards the principles in the White Bay and Glebe Island & White Bay Master Plan 2000 as well as the plans of Urban Growth NSW for the Bays Precinct.

For all the reasons outlined above, I request that the Minister for Planning to reject this application.

CONSTRUCTION OF THE SITE

All of the above conditions including air quality, noise, traffic congestion and extra light will negatively affect residents.

Yours sincerely

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A signed copy of this Submission has been posted Express Post to your office