

14 May 2018

**Minister for Planning**

Planning Services  
NSW Department of Planning and Environment  
GPO Box 39  
SYDNEY 2001

Dear Sir/Madam,

**RE:**

- **Application Number: SSD 8544, Berth 1 and land adjacent, Glebe Island, James Craig Road, Rozelle (Lot 10 DP 11 707 10)**
  - **Applicant: Hansons Construction Materials Pty Ltd**
  - **Council Area: Inner West**
  - **Consent Authority: Minister for Planning**
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I wish to put on record my strong objection to the construction of the Port Authority of NSW Multi-User Facility Building and Hanson Concrete Batching Plant ("**Proposed Developments**") on Glebe Island.

I understand that the Proposed Developments will be located approximately 200-300 metres from my residence at Silk, 2 Distillery Drive, Pyrmont ("**Silk**"). The close proximity of the Proposed Developments to Silk raises the following concerns:

1. **Inconsistent with Gentrification of Pyrmont:** When buying Silk, I was given the impression that Glebe Island would be undergoing a transformation process from its traditionally industrial base towards becoming a residential, recreational, retail and urban hub, in line with the gentrification of the rest of Pyrmont (Sydney's most densely populated suburb). I am disappointed to discover that to the contrary, heavy industrial activities will instead *increase* on Glebe Island by virtue of the Proposed Developments. The operation of heavy industrial facilities 24/7 on Glebe Island will clearly have spillover effects on neighbouring areas (such as pollution and traffic congestion, as discussed below).

The erection of an unsightly industrial facility, concrete plant and cranes devoid of aesthetic value will also impede the current views enjoyed from Silk of the Jackson's Landing and Jones Bay area. The berthing of cargo ships in the vicinity will further mar views of the waterfront. The Proposed Developments stand in stark contrast to the well-designed residential/commercial buildings and landscaped public spaces which comprise Jackson's Landing and diminish the overall look and feel of the neighbourhood.

These factors will ultimately diminish the enjoyment of my property and devalue my investment in the same. I would not have invested in Silk had I known this to be the case.

2. **Air & Water Pollution:** The operation of heavy industrial facilities and corresponding influx of cargo ships servicing such facilities will inevitably result in significant dust and emissions, including diesel fumes from ships and trucks,

being released into the air and waterways close to Silk, neighbouring residential developments as well as community areas such as the numerous public parks and promenades erected around the Jackson's Landing and Jones Bay area. The constant release of dust and emissions is not only a nuisance which will interfere with the enjoyment of my property but poses health risks to all exposed to them over an extended period of time (both people and wildlife), the long terms effects of which could be detrimental.

3. **Light & Noise Pollution:** Apart from air and water pollution, I anticipate that the operation of heavy industrial facilities 24/7 will create light and noise pollution for those in proximity to the Proposed Developments (including residents of Silk). I understand that the night-time noise levels from cargo ships will be in excess of EPA limits. Also, artificial lighting will likely be employed at night to light the wharf and incoming/outgoing ships. The nuisance and disturbance caused by such light and noise pollution could have adverse effects on the quality of sleep enjoyed by residents of the area.
4. **Traffic Congestion:** I understand that a large number of trucks will be needed to service the Proposed Developments (estimated to number in the hundreds per day). This will contribute additional traffic to the already congested inner city (especially around the nearby James Craig Road and Anzac Bridge). This issue will only be compounded as more trucks and machinery are mobilised by other developments in the Bays Precinct area. Increased waterway congestion is also likely to result as cargo ships compete with recreational and transportation vessels such as pleasure boats, yachts, cruise ships, ferries, kayaks, etc. Clearly, this poses an unnecessary safety risk to recreational users of the waterways.
5. **Devaluation:** Inevitably, the above factors taken collectively will reduce the desirability of Silk as a premier waterfront property and erode its investment value. Those who have purchased property here in good faith that the neighbouring areas would be responsibly and cohesively developed (including myself) will ultimately pay the price of the Proposed Developments.

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I strongly urge the NSW Department of Planning and Environment to consider the adverse impact that the Proposed Developments will have on the environment and community in totality, and not allow them to proceed.

Yours faithfully,