

13 May 2018

Mr Ben Lusher

Director – Key Site Assessments Planning Services

Department of Planning and Environment

GPO Box 39

SYDNEY 2001

Dear Mr Lusher

Re: **SSD 8544 - Glebe Island Aggregate Handling & Concrete Batching Facility**

I would like to **strongly object** the proposed Hanson Concrete Plant based on the following reasons:

Hanson Concrete Plant EIS

- EIS is not communicated in an intelligible manner (ie. not plain English) and contains extremely technical language, thus making it very difficult for residents such as myself to understand the true extent of the environmental impacts of the proposed development
- Data appear to be very dated - such as noise environment in Appendix D which is from 2012/2013 readings/measures. This should not be accepted as reliable/accurate data for the EIS.
- Some readings/measurements appear to be biased, for instance the noise-level measurements that are made on 'Bowman St' and does not specify which areas of the Street. This is particularly important as there is a need to assess the level of impact on Evolve (2 Bowman St) which is the most affected apartment. The fact that there were no definitive measures/readings taken on 2 Bowman St (Evolve) could suggest that it was purposely avoided/ignored (as it is clear that it will be the most affected apartment).
- Conclusions drawn in the EIS are unreasonable and questionable. An example would be the suggestion outlined in the EIS to have resident shut their doors and windows at night in order to mitigate noise levels at night which is unacceptable/impractical. In addition, the outcome of noise-level being 'negligible' even though it is predicted to exceed

maximum level, is unacceptable. What is the purpose of setting a maximum level if the exceedance can easily be argued as 'negligible'?

- EIS appears to be misleading residents - as there is no consideration of the cumulative effects of both Hanson concrete plant and MUF REF. This is evident that both proposed development will hugely affect the environment of Glebe Island/Pymont but the cumulative effects have been ignored and omitted.

Noise Pollution

- 24/7 operations will result in noises from ship engines running continuously
- No possible opportunities for ship-to-shore power resulting in great noise-level when ships are at dock
- No serious measures taken to mitigate water-based noise disturbance levels
- It is already proven/predicted that noise level will exceed maximum levels at Bowman St, and the exceedance should not be argued as 'negligible'
- Apartments on Bowman Street have been designed to orient all operable windows and balconies towards Glebe island. The design and systems of our apartments have not been designed to accommodate for this heightened magnitude of noise, reduced air quality, or direct light pollution in 24/7 circumstances.

Air Pollution

- Emissions from ships will have continuously burning crude diesel which will severely impact air quality. **As an individual with a background of asthma** – this will be a severe detriment to the livelihood of my family and I.
- Dust particles from unloading of bulk materials, the imminent bad odours associated.
- The suggestion outlined in the EIS of "closing all doors and windows" deprives the basic need of residents' access to natural ventilation, and compromises the amenity of private open spaces and balconies - fundamental factors specified in *State Environmental Planning Policy No 65 - Design Quality of Residential Apartment Development* (SEPP 65)

Light Pollution

- Light from the proposed site, as well as trucks and ships during the 24/7 operation will result in significant light pollution throughout the night, completely inappropriate for the proposed proximity to the residential context.
- The suggested solution to “close windows, balcony doors and draw blinds”, the Port Authority complete disregard to residents’ right to access fresh air is unacceptable

Road Traffic

- The 24/7 operation will result in significant truck movements in a highly residential area. This will cause severe traffic congestion in and around Glebe Island, Pyrmont, Rozelle, Anzac Bridge, Blackwattle Bay as these trucks move in/out of the site throughout the day and night.
- The areas are already highly congested therefore the proposed development will only worsen the current state of congested traffic conditions. The traffic conditions combined with the truck movements from the proposed development would be unimaginable.

Residential/Industrial Area

- Pyrmont (and Jacksons Landing to be specific) has evolved over the past decade from an industrial area to a residential area with great residential amenities and public parklands. The proposed developments (Hanson and MUF) will be reversing this development by bringing back the highly industrial buildings and activities, not to mention significant levels of pollution of all types on existing and future residential areas.
- The proposed development is an eye-sore by any subjective standards, affecting the current peaceful environmental along the wharf/waterfront parklands.
- The proposed developments are completely contradictory to the 2000 Master Plan and the Bays Precinct vision.

Conclusion

I strongly object the proposed development due to the significant adverse environmental impacts and the huge drawbacks of the industrial typology and activities with its associated pollutions at the proposed site. The proposed development should not be approved as the EIS fails to consider and address all of the above-mentioned factors and concerns.

Yours sincerely,

S.T.