

SUBMISSION OBJECTION: CONCRETE BATCHING PLANT, GLEBE IS

The Rozelle-Balmain area is facing multiple construction projects that are approved, planned or proposed for the local area and which have significant air and noise pollution, as well as traffic congestion implications. Given the magnitude of these projects and the cumulative impacts I object to the addition of a concrete batching plant that will add additional environmental and traffic pressures to the area.

In the Hanson report they include a 'cumulative impact' assessment of just the Multi-user Facility, which is insufficient given the other significant projects, considered for the area.

1. AIR POLLUTION

This application should not be assessed without considering the total cumulative impact on air pollution of all approved, planned and 'potential support' projects near the Hanson plant.

Air quality is already an issue: Air quality PM10 & PM2.5 max 24-hr averages already peak over the EPA criteria limits (from Rozelle Monitoring station, WBCT monitoring station – Source: Glebe Island Multi-User Facility Review of Environment Factors, AECOM report, Jan 2018, page 65).

Hanson will increase heavy traffic

- Hanson report estimates an additional 1,930 heavy traffic movements per day

Extra traffic and operating air pollution from Stage 3 WestConnex smoke stacks

- 4 proposed smoke stacks from the WestConnex in the Rozelle Area, all within 1 km of this proposed application.

Extra traffic air pollution from Stage 3 WestConnex traffic

- Rozelle Interchange off-ramps omission (i.e. Updated business case says these exits should not be opened before Western Harbour Tunnel is operational): modeling indicates an additional 18,000 vehicle per average weekday on Anzac bridge and then the traffic levels on the Anzac bridge will remain at that higher level even after tunnel and off-ramps opened (Source: WestConnex Updated Strategic Business Case Technical Paper 1: Traffic report, page 66)

Extra traffic and operating air pollution from other proposed Glebe Is projects

- Multi-user facility and staging site - may be as high as an additional 1,786 heavy vehicles a day (1,200 Multi-user truck trips when ships in, 586 from White Bay marshalling area)
- Additional pollution from ships docking at the multi-user facility, 2013 estimate was 13 per annum, but 2017 document refers to car shipping of 215-264 per year, unclear expected volume (Source: Glebe Island Multi-User Facility Review of Environment Factors, AECOM report, Jan 2018, Section 1.2)

Extra traffic and operating air pollution in conjunction with Western Harbour Tunnel 'potential support areas'

- May 2018 leaflet from NSW Government refers to additional projects that are likely to have air pollution implications 'handle tunnel spoil', 'construct concrete elements for Western Harbour tunnel', 'sediment transfer' at White Bay
- Air pollution implications if dredging at White Bay to create a dry dock for the construction for WHT concrete immersion tubes.

2. TRAFFIC CONGESTION

This application should not be assessed without reviewing the total cumulative traffic volume impact of all approved, planned and 'potential support' projects near the Hanson plant.

Increase traffic volume at peak times from Hanson

- 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.

Extra traffic volume from Stage 3 WestConnex

- Rozelle Interchange off-ramps omission: 18,000 additional vehicle per average weekday on Anzac bridge; 7,000 additional vehicle per average weekday on City West Links (WestConnex Updated Strategic Business Case Technical Paper 1: Traffic report, page 66)

Extra traffic volume from other proposed Glebe Is. projects

- The multi-user facility at Glebe Island and the staging site at White Bay Power Station
- An estimate for total new traffic movements from the Hanson, multi-user and staging site may be as high **as an additional 4,050 vehicles a day** (2,064 from Hanson, 1,200 multi-user when ships in, 786 from White Bay marshalling area)

Extra traffic volume from Western Harbour Tunnel 'potential support areas'

Full traffic impact on James Cook Dr and City-West Link interaction

If all new traffic goes out via James Cook Dr – this could further increase the already modelled 'increase' in traffic congestion at intersection at AM peak and flow on impact for traffic turning right out of Victoria Road (Source: WestConnex M4-M5 Link 8-1 Roads and Maritime Services, Environmental Impact Statement, Chapter 8, page 8-61)

3. NOISE POLLUTION

This application should not be assessed without reviewing the total cumulative noise pollution impact of all approved, planned and 'potential support' projects near the Hanson plant.

Road noise at Anzac Bridge/Victoria Road/The Crescent/City West Link already exceeds noise criteria:

- *"Total traffic noise levels at the nearest receivers to the Anzac Bridge/Victoria Road/The Crescent/City West Link are predicted to already exceed the daytime and night-time traffic noise criteria due to existing base traffic flows.(Source: Glebe Island Concrete Batching Plant, Noise Impact Assessment, SLR Global environment solutions, March 2018)*
- Page 30 in the Hanson document continues ..". *Any traffic noise impacts via the Anzac Bridge/Victoria/City West-Link/The Crescent' are therefore considered acceptable.*
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Extra total traffic noise from other projects:

Multi-user facility, WestConnex construction (including civil sites at The Crescent, Victoria road), WestConnex staging site at White Bay Power Station, WestConnex operation, Western Harbour Tunnel support areas, any additional volume in White Bay Cruise Terminal

4. SHIP SPECIFIC NOISE & OPERATION

Ships noise and 24 hour operation

- The facility will operate 24/7
- Ships will be permitted to berth at the port 24 hours a day, 7 days a week.
- There are no bans on ships running generators while berthed/leaving lights on at night.

Ships impact on Air quality

- Ships delivering concrete and aggregate should be required to cover their product so that particles do not become airborne at sea or in the bay.
- Ships should not be permitted to run their engines 24/7 because of the negative impact this will have on air quality.
- At minimum shore to ship power should be mandatory.

Given these serious impacts, I ask that you refuse the application AND seek to find an alternative location given the high impact of approved (WestConnex Stage 3), proposed (Multi-user, WestConnex staging) and Western Harbour tunnel 'potential support areas' neighbouring projects.