

27 February 2020

Our Ref: 2020/055571
File No: R/2018/5/A
Your Ref: SSD-8544

Karl Fetterplace
Senior Planner – Key Sites Assessments
Department of Planning, Industry and Environment
320 Pitt Street
SYDNEY NSW 200

via Planning Portal

Dear Karl

New Request for Advice - Glebe Island Concrete Batching Plant and Aggregate Handling Facility (SSD-8544) (Inner West)

Thank you for your correspondence dated 4 February 2020 which invites the City of Sydney Council (the City) to review the Response to Submissions (RtS) in respect of SSD 8544 regarding the proposed Hanson concrete batching plant and aggregate handling facility at Glebe Island.

Previously, the City raised concerns with the level of detail provided in the application responding to noise, air quality, lighting, heritage and urban design impacts resulting from the proposed development. The City has reviewed the applicants RtS and provides the following comments.

1 Noise and Air Quality

The Air Quality Impact Assessment undertaken as part of the exhibited Environmental Impact Statement has been reviewed by the EPA and found to be adequate. It has also been reviewed by an independent consultant and (where necessary) responses to this review have been provided.

The assessment concludes that potential air quality impacts associated with the proposed development will be below ambient air quality impact assessment criteria. Further, an assessment of cumulative air quality impacts indicates that the cumulative impact of the development and those surrounding it would not be anticipated to result in any additional exceedances of the impact assessment criteria.

Further, the City is satisfied with the submitted acoustic assessment report prepared by SLR Consulting and found to comply with the appropriate noise criteria in accordance with relevant requirements of the NSW EPA *Noise Policy for Industry* 2017.

It is recommended that suitable conditions be added to ensure air quality and noise control is regularly monitored and maintained during the construction and operation of the facility, including compliance with all mitigation measures and noise policy benchmarks.

2 Lighting

It is recommended that the development complies with the submitted Detailed Lighting Strategy and all relevant Australian Standards. Where possible, it is recommended that lighting be fitted with dimmers to allow areas to be dimmed or lights switched off when areas are not in use. Further, it is recommended that any external lights be fitted with a top cover or be downward facing to minimise light spill to the sky and reduce night-time glare.

3 Heritage and Urban Design

The City is not satisfied with the level of detail provided by the applicant in the RtS regarding heritage or urban design issues. The City is concerned that any mitigation measures responding to the visual impacts, if conditioned in any approval to be developed post-determination, will be tokenistic at best and only minimally address the visual impacts due to the height, scale and location of the proposal. Design development should include consideration to visual and landscaping and should form part of any approval, rather than being conditioned separately. Currently, they're addressed as an afterthought.

The ANZAC bridge is the iconic bridge west of the City and views to this bridge will be detrimentally impacted by the scale and location of the proposal. The proposal provides a detracting backdrop to the ANZAC bridge when viewed from many vantage points along the Glebe foreshore and although views to the "Three Bridges" may not be impacted, the majority of views from the remainder of the foreshore are.

Further, the City is not satisfied with the applicant's response to the relationship between the proposal and the Glebe Island Bridge. Although not within the same development site, the proximity of the development to the bridge will result in direct visual impacts to the bridge and its approaches when viewed from several vantage points around the harbour. It also remains unresolved how the proposal will impact on potential for the Glebe Island Bridge to be re-opened for active and public transport. The management of cyclists and truck movements associated with all activities on Glebe Island need to be properly considered prior to any approval.

It is recommended that further design development, under the guidance of skilled architects and designers, integrate visual mitigation measures into the overall development. This includes the submissions of details of the green wall, public art strategies and landscaping strategies prior to the determination of the application. There are opportunities to integrate public art within the development that will provide visual interest to the development from many public vantage points. The applicant should consider successful examples of similar artworks including the Portland Cement Works mural by Guido Van Helten or the Barraba silo mural *The Diviner* by Fintan Magee.

Alternatively, it is recommended that the applicant reconsider the location of the development (i.e. directly to the north-east of the existing silos, further north of the proposed location and just west of the proposed multi-user facility). This will have a lesser visual impact from publicly accessible foreshores and sharing of acoustic impacts with residential areas in Balmain and Pyrmont.

Should you wish to speak with a Council officer about the above, please contact Marie Burge, Planner, on 9265 9333 or at mburge@cityofsydney.nsw.gov.au.

Yours sincerely,



Graham Jahn AM
Director
 City Planning | Development | Transport