

## Consultation Summary Report for Hansen Concrete Batching Plant

This consultation summary report provides an overview of the activities undertaken to support the preparation of a State Significant Development Application for an aggregate handling and concrete batching facility located at Glebe Island, Sydney.

### 1.0 Background

Hanson, and its subsidiary Hymix, currently provide 30-35% of Sydney's concrete demand from two existing and nearby sites (Blackwattle Bay and Pyrmont). The proposed facility at Glebe Island will allow Hanson to continue its supply of concrete to a range of concrete intensive projects around Central Sydney, in a way that is efficient, reduces overall environmental impact and that minimises regional road traffic impacts by securing ongoing aggregate shipping terminal capability.

### 2.0 Overview of the proposed development

Hanson propose to develop a new intermodal aggregate storage and concrete batching facility plant adjacent to Glebe Island Berth One (the Site). The plant will be designed with a capacity to produce up to 1 million cubic metres of concrete per annum and will supply aggregate to other Hanson sites in the vicinity. The proposed plant will serve two purposes:

- To act as a shipping facility that will support a number of Hanson (and Hymix) concrete batching plants by improving the delivery of aggregates into the city centre and surrounds; and
- To operate as a concrete batching plant that can supply concrete for infrastructure and buildings in the CBD and inner-city suburbs.

The concrete batching plant will be supported by new aggregate shipping terminal facilities at the Site with the capacity to manage up to 1 million cubic metres of concrete aggregates per annum delivered by ship from the Hanson Bass Point Quarry and other facilities if deemed viable.

### 3.0 Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements (SEARs) for this project were issued on in 7 July 2017. The SEARs set out the consultation requirements for the project, including consultation with relevant authorities and groups, required prior to lodgement of the SSD DA.

**Table 1** below provides a summary of the consultation activities held regarding the project to date. Where relevant, further information is provided in the following sections.

**Table 1 Agency Consultation**

Consultation Required by SEARs	Summary of Consultation	Response
Transport for NSW	Transport for NSW attended a meeting with Hanson, Port Authority NSW and UrbanGrowth on Thursday, 9 November 2017.	Please refer to Section 4.4.

Consultation Required by SEARs	Summary of Consultation	Response
<b>Inner West Council</b>	<p>A letter was issued to the Inner West Council on:</p> <ul style="list-style-type: none"> <li>Thursday 28 September 2017</li> <li>Tuesday, 9 January 2018</li> </ul>	<p>Inner West Council requested additional requirements to the SEARs, relating to Contamination and Water Quality Management. Please refer to the Water Cycle Quality Management Plan in Appendix G for further detail.</p>
<b>City of Sydney Council</b>	<p>A letter was issued to the City of Sydney on:</p> <ul style="list-style-type: none"> <li>Thursday, 28 September 2017</li> <li>Thursday, 11 January 2018</li> </ul>	<p>City of Sydney confirmed that they had no requirements in addition to the SEARs.</p>
<b>Port Authority NSW</b>	<p>Hanson has met with Ports Authority NSW (as the Landowners), on an ongoing basis. Meetings have been held on:</p> <ul style="list-style-type: none"> <li>Monday 28 August 2017</li> <li>Thursday 7 September 2017</li> <li>Thursday 28 September 2017</li> <li>Wednesday 4 October 2017</li> <li>Wednesday 11 October 2017</li> <li>Wednesday 25 October 2017</li> <li>Thursday 23 November 2017</li> <li>Tuesday 5 December 2017</li> </ul>	<p>Port Authority NSW reviewed the Environmental Impact Assessment (EIS) prior to its submission.</p> <p>Port Authority NSW provided Land Consent for the proposal.</p> <p>Ports Authority NSW have no requirements in addition to the SEARs.</p>
<b>NSW Environmental Protection Agency (EPA)</b>	<p>Ongoing phone calls were formalised in a letter issued on Friday 6 October</p>	<p>The NSW EPA requested additional requirements to the SEARs, relating to Water Quality and Waste Management. Please refer to the Water Cycle Quality Waste Management Plan in Appendix G for further detail.</p>
<b>Heritage Council</b>	<p>AECOM were engaged to prepare the Statement of Heritage Impact for the proposal.</p>	<p>Please refer to the Statement of Heritage Impact included in Appendix C for further detail.</p>
<b>Sydney Water</b>	<p>A letter was issued to Sydney Water on:</p> <ul style="list-style-type: none"> <li>Friday 6 October 2017</li> <li>Tuesday, 6 February 2018</li> </ul>	<p>Sydney Water had no additional requirements to the SEARs. Please refer to the Water Cycle Quality Management Plan in Appendix G for further detail.</p>
<b>Roads and Maritime Authority (RMS)</b>	<p>A letter was issued to RMS on:</p> <ul style="list-style-type: none"> <li>Friday 6 October 2017</li> <li>Monday, 30 October 2017.</li> </ul>	<p>RMS (Road Team), have no additional requirements to the SEARs.</p> <p>RMS (Maritime Team) Awaiting response.</p> <p>Please refer to the Water Cycle Quality Management Plan in Appendix G for further detail.</p>

Consultation Required by SEARs	Summary of Consultation	Response
<b>Department of Industries (DPI)</b>	<p>A letter was issued to DPI (Water) on Friday 6 October 2017</p> <p>A letter was issued to DPI (fisheries) Wednesday 27 September 2017</p>	DPI has no additional requirements to the SEARs. Please refer to the Water Cycle Quality Management Plan in Appendix G for further detail.
<b>UrbanGrowth</b>	UrbanGrowth met with TfNSW and Hanson, Port Authority NSW on Thursday, 9 November 2018	Please refer to Section 4.4.
<b>Infrastructure NSW (INSW)</b>	An email was issued to IFNSW on Monday, 30 October 2017	INSW declined participation and recommended that discussions be held directly with the relevant agencies.
<b>Fire and Rescue NSW (FRNSW)</b>	A letter was issued to FRNSW on Friday 6 October 2017	FRNSW will provide comment on the project upon submission of the EIS.
<b>Local Aboriginal Groups</b>	As noted in the Heritage Impact Assessment provided in Appendix C, the project site has been significantly altered through land reclamation since European Settlement and no items of indigenous heritage significance are likely to be associated with the site. As such, consultation with Aboriginal representatives was not considered to be relevant.	<p>The Statement of Heritage Impact identifies that there are no heritage constraints relating to Aboriginal archaeology.</p> <p>For further detail please refer to the Statement of Heritage Impact in Appendix C.</p>
<b>Local Heritage Groups</b>	<p>Letters have been issued to the following Local Heritage Groups:</p> <ul style="list-style-type: none"> <li>- City of Sydney Historical Association</li> <li>- Pyrmont History Group</li> <li>- The Glebe Society</li> </ul>	Any input received during the exhibition process will be addressed within a response to submissions.

## 4.0 Summary of Consultation

The following section provides a more detailed summary (where available) of the consultation undertaken regarding the proposed development to date.

### 4.1 Community Liaison Group

Ports Authority NSW has established a Community Liaison Group (CLG) associated with their forthcoming development of the adjacent site for a Multi User Facility. **Table 2** provides a summary of the issues raised by the CLG that are relevant to the proposed development.

**Table 2 Glebe Island White Bay Community Liaison Group**

Date	Issues raised	Project team response
Monday, 7 August 2017 <i>Meeting 1</i>	<ul style="list-style-type: none"> <li>Attendees asked what air quality impacts had been identified.</li> </ul>	<ul style="list-style-type: none"> <li>Shipping is an approved use within this port, which is the only deep-water port in the Sydney Harbor.</li> <li>The EPA identified that the key impact is from PM2.5 (particulate matter).</li> <li>An Air Quality Impact Assessment has been prepared and is available as Appendix I.</li> </ul>
	<ul style="list-style-type: none"> <li>Attendees requested an update community consultation for ongoing port activity at Glebe Island.</li> </ul>	<ul style="list-style-type: none"> <li>Engagement will begin prior to the conclusion of a planning review.</li> </ul>
	<ul style="list-style-type: none"> <li>Detail about Hanson's proposed relocation to Glebe Island.</li> </ul>	<ul style="list-style-type: none"> <li>More detail now available in the Project Description within the EIS.</li> </ul>
	<ul style="list-style-type: none"> <li>Cement truck movement on James Craig Drive.</li> </ul>	<ul style="list-style-type: none"> <li>All trucks will utilise James Craig Drive.</li> <li>Please refer to the Traffic Impact Assessment included in the EIS. Please refer to Appendix H.</li> </ul>
	<ul style="list-style-type: none"> <li>Aesthetics of the development could be improved with creative initiatives such as Cement Australia silos and screening with Port Jackson figs.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> <li>Please refer to the Visual Impact Assessment included in the EIS. Please refer to Appendix E.</li> </ul>
	<ul style="list-style-type: none"> <li>Support for early engagement with the Bays Precinct Reference Group, as well as combined community and business engagement.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
	<ul style="list-style-type: none"> <li>Support for workshops as a form of engagement.</li> </ul>	<ul style="list-style-type: none"> <li>Noted.</li> </ul>
Monday, 6 November 2017 <i>Meeting 2</i>	<ul style="list-style-type: none"> <li>Clarification about availability of the EIS.</li> </ul>	<ul style="list-style-type: none"> <li>The EIS will be placed on public exhibition for a period of at least 30 days.</li> </ul>
	<ul style="list-style-type: none"> <li>An update on the Noise Impact Mitigation Strategy for the precinct was provided.</li> </ul>	<ul style="list-style-type: none"> <li>As part of the precinct-wide Noise Impact Mitigation Strategy, Hanson propose to minimise noise by containing most operational activity inside the building.</li> <li>Please refer to the Noise Impact Assessment included in the EIS. Please refer to Appendix D.</li> </ul>

## 4.2 Community Consultation Workshop

Ports Authority NSW held a community workshop on Tuesday 5 December 2017 to inform community representatives and groups about development in the precinct and gather their feedback. Representatives were in attendance from the following groups:

- Balmain Precinct Committee and White Bay/Rozelle Precinct
- Bays Area Community Coalition
- Council of Ultimo/Pymont Associations
- Glebe Point Residents Group (part of the Coalition of Glebe Groups)
- Jackson's Landing Community Association
- Jackson's Landing 'Evolve' Strata

- Jackson's Landing 'Reflections' Strata
- Jackson's Landing 'Regatta Wharf' Strata
- Jackson's Landing 'Silk' Strata
- Jackson's Landing 'Sugar Dock' Strata
- Pyrmont Community Group
- Glebe Island/White Bay Community Liaison Group

**Table 3** provides a summary of this issues raised by attendees that are relevant to the proposed development.

**Table 3** Community Consultation Workshop, Tuesday 5 December 2017

Date	Issues raised	Project team response
Tuesday 5 December 2017 <i>Meeting 3</i>	<ul style="list-style-type: none"> <li>Members indicated support for taller silos that have a smaller footprint.</li> </ul>	<ul style="list-style-type: none"> <li>It was confirmed that the new silos will be 34 metres high.</li> <li>Please refer to the Landscape and Visual Impact Assessment included in the EIS.</li> </ul>
	<ul style="list-style-type: none"> <li>Frequency of ships using the facility.</li> </ul>	<ul style="list-style-type: none"> <li>The Port Authority has approval to bring 30 ships and associated trucks in to the precinct.</li> <li>Future use of the GLB1 terminal associated with the proposed development will be consistent with this approved use.</li> </ul>
	<ul style="list-style-type: none"> <li>Members requested the estimated number of trucks coming from each ship.</li> </ul>	<ul style="list-style-type: none"> <li>It was confirmed that a maximum of 500 trucks will access the precinct per day.</li> <li>Please refer to the Traffic Impact Assessment included as Appendix H of the EIS.</li> </ul>
	<ul style="list-style-type: none"> <li>Members asked whether proposed noise levels they will exceed current noise levels.</li> </ul>	<ul style="list-style-type: none"> <li>Day to day noise will be within acceptable noise levels. Any uncharacteristic noise will be managed to mitigate impacts to local residents.</li> <li>Please refer to the Noise Impact Assessment included as Appendix D of the EIS.</li> </ul>
	<ul style="list-style-type: none"> <li>Members suggested that updated traffic studies should be mandatory.</li> </ul>	<ul style="list-style-type: none"> <li>Please refer to the Traffic Impact Assessment included in the EIS.</li> </ul>
	<ul style="list-style-type: none"> <li>Members suggested that their main concern was emissions from trucks (dust, fuel, tyres).</li> </ul>	<ul style="list-style-type: none"> <li>The potential air quality impacts associated with the project will be below ambient air quality impact assessment criteria.</li> <li>The Project is not anticipated to result in any additional exceedances of the impact assessment criteria.</li> <li>Please refer to the Plant Air Quality Assessment.</li> </ul>
	<ul style="list-style-type: none"> <li>Members indicated concern about proposed additional lighting.</li> </ul>	<ul style="list-style-type: none"> <li>The addition of night lighting will be mitigated with several strategies outlined in the Landscape and Visual Impact Assessment.</li> <li>Please refer to the Landscape and Visual Impact Assessment included in the EIS.</li> </ul>

Date	Issues raised	Project team response
	<ul style="list-style-type: none"> <li>Members indicated concern about the possible visual impact of the silos.</li> </ul>	<ul style="list-style-type: none"> <li>The visual impact of the silos will be mitigated with a combination of alternative roof forms, and a proposed public art strategy that could include a mural on the silos.</li> <li>Please refer to the Landscape and Visual Impact Assessment included in the EIS.</li> </ul>

### 4.3 Notification of Development

Hanson distributed approximately 14,000 flyers with information on the proposed development through the suburbs of Balmain, Balmain East, Rozelle, Annandale, Glebe, Ultimo & Pyrmont. The flyer and letter also notified residents and businesses on how to access the Environmental Impact Statement when it is placed on public exhibition. A web link was provided to access the DP&E's major project website for more information on the development. A copy of the distributed flyer and letter is provided as an attachment to this report.

### 4.4 Government Stakeholder Meeting

A meeting was held to discuss the proposed development on 9 November 2017 with representative of some key government stakeholders. Alongside Ethos Urban and Hanson, attendees included representative from:

- Urban Growth NSW;
- Transport for NSW; and
- Ports Authority of NSW.

Key out-takes from this meeting included:

- Acknowledgement that the site is located close to a number of potential future developments for which there is, as yet, no publicly available environmental assessment. These projects should not be considered in any cumulative assessment until such time as a publicly exhibited environmental assessment is available.
- Attention should be paid to the duration of the development on this site in light of the changing nature of the local context over the coming ten to fifteen years.
- Recognition that the NSW Government envisages an ongoing port-related use on the site for the foreseeable future. And that a 'sunset clause' in any development consent may not be an appropriate mechanism for controlling future land use on the site given that the land is owned by the NSW Government.

2 February 2018

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Dear Sir or Madame,

We would like to notify local residents and businesses of our intention to seek development consent for a new concrete batching plant and intermodal aggregate terminal, which is to be located at Glebe Island, within the Bays Precinct.

We have begun the process of preparing a State Significant Development Application (SSDA) and an accompanying Environmental Impact Statement (EIS). As part of this process we are consulting with relevant authorities, service providers, community groups, and affected landowners.

The EIS will shortly be placed on public exhibition on the Department of Planning and Environment's Major Projects website (<http://majorprojects.planning.nsw.gov.au/>) and will be identified as SSD 17\_8544.

To ensure that local residents and businesses are kept up to date with this development application, we have attached a flyer that includes details about Hanson and the proposed concrete batching plant at Glebe Island.

We also encourage you to contact the project team if you have any questions or comments in relation to the proposed development at [communications@ethosurban.com](mailto:communications@ethosurban.com), or on 1800 743 436.

Yours Sincerely,

**HANSON CONSTRUCTION MATERIALS PTY LTD**



**ANDREW DRIVER**  
**Development Manager**  
**Eastern Region**





## Glebe Island Facility

### Who is Hanson?

Hanson is one of Australia's leading suppliers of heavy building materials to the construction industry.

Hanson produces aggregates, including crushed rock, sand, gravel, crusher dust and road base and a high quality premixed concrete range.

Hanson is people, committed to success and customers through safety, high performance, a sense of ownership, innovation, respect and integrity.

### Our vision





To be Australia's leading construction materials company, through world-class technologies and service platforms.

### How we're working with your community

Hanson is proud to be strongly connected to its local communities and has a long history of responsive community engagement and involvement.

- We invest more than \$36 million into the local community each year, employing local people and local contractors and service providers wherever possible.
- Establishing a local resident and business database and sending regular newsletters to ensure the local community is well informed about our proposal.
- Attending local community group meetings and events to give presentations about our plans and our industry.

### Our strategy

-  Keep our people safe
-  Be valued by our customers
-  Drive operational excellence & innovation
-  Invest in our future

### Did you know?

- Building a typical house requires about 100 tonnes of crushed rock, sand and cement and 53 cubic metres of concrete
- Constructing just 1km of highway requires approximately 25,000 tonnes of crushed rock
- Just 1km of suburban road requires 5000 tonnes of crushed rock
- It takes hundreds of tonnes of concrete and asphalt to create footpaths, kerbs and gutters in your community
- One high rise building can use up to 1000 tonnes of aggregate for every floor

We strive to deliver for you and appreciate feedback from our customers and communities.





## About the Glebe Island Plant

Hanson is in the process of seeking development consent for a new concrete batching plant to be located at Glebe Island, within the Bays Precinct in Sydney.

Currently, Hanson operates a concrete batching facility at Blackwattle Bay, while Hymix, a subsidiary of Hanson, operates a concrete batching plant located north of the Sydney Fish Market in Pyrmont.

Due to the likely redevelopment of the Bays Market District, Hanson is planning for the closure of the existing Blackwattle Bay concrete batching plant.

Hanson is proposing to develop a new concrete batching plant at Glebe Island, within the Bays Precinct. This site was selected to enable the plant to be closely located to aggregate shipping facilities and ensure environmental management to the highest standards.

Hanson, and its subsidiary Hymix, already provide approximately 35% of Sydney City's concrete supply and the new plant will support efficient delivery to central Sydney, minimise regional road traffic impacts and reduce overall environmental impacts. By facilitating delivery by ship, the new plant will also reduce the number of trucks needed to transport materials into Sydney via regional road networks by up to 65,000 trips per year.

The new plant will serve two purposes:

1. Provide a shipping facility to support several Hanson and Hymix Sydney based concrete batching plants by improving the delivery of aggregates into the city and surrounding suburbs; and
2. Enable concrete supply for CBD and inner suburb projects.

The plant would employ approximately 67 full time staff, creating new

local jobs and investing in Sydney's economic growth. It is proposed that the new plant will be able to operate 24 hours a day, seven days a week if required, to meet market demand. The plant would be staffed throughout all batching operations and storage would be within enclosed buildings and silos, minimising noise, air quality impacts and visibility, and ensuring security. The plant would be accessed by vehicles entering the site from James Craig Road.

The proposed plant has been designed to suit its surrounding environment. The highest structures would be cement silos up to 35 metres in height, which is significantly less than the height of the adjoining landmarks - the heritage listed Glebe Island Silos and the Anzac Bridge.

### Environmental care

Hanson is committed to achieving safe and environmentally sound practices and has comprehensive environmental management programs nationally. Hanson is widely recognised as an award-winning industry leader for its environmental management.