

GLEBE SOCIETY SUBMISSION OPPOSING ASPECTS OF THE DA FOR THE GLEBE ISLAND AGGREGATE HANDLING AND CONCRETE BATCHING FACILITY - SSD 8544

The Glebe Society

The Glebe Society is a long-established community group representing the interests of 400 members in Glebe and Forest Lodge. We appreciate the opportunity to give our feedback on this proposal.

The Proposal

1. Hanson seeks to develop a new aggregate handling facility and concrete batching plant at Glebe Island with the capacity to produce up to 1 million cubic metres of concrete per annum and operate 24 hours a day seven days a week. Approval is sought for the construction of:
 - Aggregate silos with enclosed conveyer feed for aggregate delivered by ship and for despatch of aggregate to other batching facilities
 - a concrete batching plant with the capacity to produce up to 1 million cubic metres of concrete per annum; and
 - a new aggregate handling facility with a shipping terminal at GLB1 that will receive and handle aggregates delivered by ship.¹
2. The Site, being located on the GLB1 berth, will facilitate the co-location of a concrete batching plant with aggregate shipping facilities. Co-location of these two uses offers several logistical benefits including minimisation of aggregate deliveries made via the surrounding road network. As such, the location of the Site enables the proposed development to operate in a more efficient and sustainable manner.²

General Comments

3. The Glebe Society (TGSI) has previously, in the context of its membership of various Government convened community advisory groups relating to the strategic redevelopment of the Bays Precinct³, supported the relocation of the Hanson Concrete Batching facility from its current site to Glebe Island.
4. That was in the general context of accepting that significant planned and likely construction in the CBD and in the Bays Precinct would require timely access to cement for quite some time to come. We were party to investigations into alternative sites close enough to service the CBD/Bays areas and eventually accepted that Glebe Island was the most suitable site for the medium term – beyond which it was expected that the White Bay Power Station and Glebe Island would be transformed into a high tech hub or similar appropriate strategic development.

¹ Letter from Ben Lusher Director Key Assessments to Mr Hogan, President Glebe Society (ND)

² Ethos Urban: Environmental Impact Statement State Significant Development Application (8544) p6

³ Including **Bays Precinct Taskforce** chaired by Department of Premier and Cabinet 2012

5. The current planning scenario for Glebe Island and the surrounding foreshores and bays is dramatically different and alarming. There is no longer any semblance of strategic or coordinated planning for the Bays Precinct. Instead Glebe Island is to be the site for unexpectedly intensive industrial activity to service a perfect storm of nearby major infrastructure projects including the Western Harbour Tunnel, the staging site at White Bay Power Station, construction of new fishmarket, redevelopment of the old fishmarket site and the Sydney Metro.
6. As well as the Hanson aggregate handling and concrete batching facility the Ports authority intends to site a multi- user facility on Glebe Island to handle a range of, building materials. It is clear that the intensity of industrial activity associated with these facilities is well beyond the reasonable expectations previously held by the large numbers of nearby residents.
7. We note that the planned redevelopment of the current fishmarket site within a few years will include almost 3000 new residential units, thus hugely increasing the numbers of residents who will be affected by the planned industrial activities on Glebe Island.
8. **The Glebe Society accepts that Glebe Island** appears to be the most appropriate site for the needed supply of concrete to the CBD and Bays area. However, the planned concentration of industrial related activities on Glebe Island will create major problems for the amenity of the many current and planned nearby residents.
9. The Glebe Society considers that NSW Planning and Environment – and if necessary, the Minister - should take particularly strong and effective measures to minimise the negative impact on the residents and on the environment from the planned aggregate handling and concrete batching facility.

Detailed Comments on the DA Proposal

10. The most obvious issues in relation to reasonable amenity for residents will flow from the intensity of the activity on Glebe Island especially as it is proposed that the operation will be 24/7.

Hours of operation.

11. The Glebe Society, while appreciating the pressure for speedy development from developers and even Government, considers that 24/7 operation of the concrete plant (and the multi user facility) is unreasonable. Even with a state - of - the -art aggregate handling and concrete batching facility, the resulting noise from night time operation is likely to be excessive.
12. **The Glebe Society recommends** that the hours of operation of the Hanson facility be limited so that it does not operate between 11pm and 6am.

Ship movements and berthing

13. Noise and pollution will emanate not only from the unloading of the aggregate and the loading and movement of trucks delivering the concrete but the movement of ships and running of ships engines and generators when berthed at the facility port.
14. There is no provision banning ships from berthing at any time or running their generators while berthed.
15. **The Glebe Society recommends** that ships should not be allowed to leave their engines or generators running while berthed at the facility port. Alternative shore to ship power facilities should be a required as part of the development and ideally could be supplied from a solar power plant on Glebe Island.

Light pollution

16. The potential for excessive light pollution affecting nearby residents is significant – from berthed ships and the facility.
17. **The Glebe Society recommends** that stringent conditions be imposed to minimise intrusive light pollution at night from the facility and berthed ships and associated trucking activity. s.

Air Pollution

18. The major impact on air quality will come during the movement of the concrete and aggregate from ships or onto trucks if it is not stringently managed.
19. **The Glebe Society recommends** that stringent requirements are imposed to ensure that raw materials associated with the facility are effectively covered or otherwise contained at all stages in the process of transport, processing and loading and unloading so that particles do not escape into the air.

Visual pollution/ Impact on exceptional view

20. In prior discussions about the possible relocation of the Hanson facility to Glebe Island the precise location was not determined. The proposed location in the DA has generated concern from some members of the Glebe community because it will block the splendid line of view encompassing the three bridges -the Sydney Harbour Bridge, the Anzac Bridge and the old Glebe Island Bridge – that can be seen from the Glebe Foreshore adjoining the end of Glebe Point Rd. Two of these bridges are already heritage treasures; the other is acknowledged as a visually stunning piece of architecture/engineering.
21. The Glebe Society is unaware if there are viable alternative sites for the facility on Glebe Island which would limit this loss of an unusual view. If there is any flexibility that could minimise this impact on the view, **the Glebe Society suggests** it be explored as a possible variation.
22. We are aware that community members have urged there be a requirement for the proponent or the Ports Authority to ensure the visual impact from the shoreline is as

attractive as possible. We note some have suggested the planting of appropriate tree cover where feasible around the facility.

23. **The Glebe Society** supports this proposal.

Cumulative impacts

24. It is deeply disturbing that, because of the piecemeal planning and divided responsibility for the various major infrastructure and servicing developments underway, or planned, for the Bays and surrounding area, there is no overall analysis of their cumulative impact during construction or once completed.
25. This is of particular significance in relation to the major and unavoidable impact on traffic at numbers of key congestion points and the adequacy of existing and planned public transport facilities. It is also highly relevant to the cumulative impact on air quality and even to the provision of critical social infrastructure.
26. While appreciating that this concern is beyond the scope of the current approval process, **it is the central issue** at stake at this point in the redevelopment of the Bays Precinct. The Bays Precinct is designated a site of strategic significance. It is open to the Minister (Premier permitting) to intervene and restore the not-so-long-ago promised strategic and integrated approach to planning for this once in a century development opportunity offered by the Bays Precinct.
27. **The Glebe Society** will therefore convey this view to the Minister and the Premier with our typical optimism. We will also convey this view to the Leader of the Opposition and others in Parliament.
28. The Glebe Society hopes that this brief submission is of assistance to the Department of Planning and Environment in its assessment of this DA proposal.



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