

## Submission to the Independent Planning Commission

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3 June, 2012

### Re: Glebe Island Concrete Batching Plant and Aggregate Handling Facility (SSD 8544) - Additional Information

Further to my previous written and oral submission, I would like to follow up on the remark made to me by the Commissioner regarding feasibility of onshore power and to note that the new correspondence from the applicant does not address this critical impact mitigation measure. I will leave it to others to address general problems I have with this new correspondence (eg the existing Hanson concrete facility does not operate during the hours they claim ) and will focus instead on the critical information gap regarding onshore power.

The Commissioner stated that the panel 'has been advised' that no global ports currently provide onshore power for this kind of freight. I have not been able to find any evidence to confirm this observation. Nor have I found in the proposal or assessment documentation any substantive consideration of this measure.

In the interests of thoroughness and transparency, could the Panel please make public studies or other information provided to them by the Port Authority, Hanson or any other parties regarding onshore power for this development.

I am aware of the 2017 Port Authority study on onshore power for cruise ships at White Bay. I do not believe that this study is relevant to provision of onshore power for small freighters at G1 & G2 docks. The economics, impacts and engineering involved are fundamentally different.

Even if no other port is providing onshore power to this class of freighter, Glebe island is a special case that warrants a special effort

- NSW is an advanced economy that has made many explicit commitments to sustainability and to the well being of its citizens. As an economy we can afford to invest in equipping this port as a state-of-art facility
- No one can dispute that the dock is exceptionally close to high value residences: nor can it be disputed that the impacts on residents will be excessive, hard to regulate, and impossible to mitigate effectively in practical terms. The ship that docked opposite our home this week (ALL Shanghai) was clearly in breach of Port Authority noise policy and according to my db metre was around 70db through the night as measured from our bedroom. Is the Commision really convinced that the Port Authority has the ability and will to keep ships to the gazetted 55db night time limit?
- The Hanson proposal is effectively a change of use for the port. The impacted residences did not exist when the port was last in significant commercial operation. When we purchased 12 years ago, we and everyone else in the neighbourhood believed that Glebe Island would be redeveloped in ways that enhance amenity. This was a reasonable belief. In addition to the public planning proposals then current, the Port north of the bridge had already been almost entirely decommissioned for freight. The building in which we live is on the site of former factory facilities which ceased to be economically viable many decades ago. The massive redevelopment of Darling Harbour, Pirrama and Jackson Landing foreshore is evidence that the Government has accepted that this part of the harbour has other, higher value uses.

The Port Authority may have budgetary challenges due to progressive loss of commercial dock revenue. This factor should be removed from consideration. Creating a new revenue stream from Glebe Island is not an appropriate way to address this challenge which is structural and an inevitable consequence of changes in the shipping industry and how the people of Sydney value the harbour.

If the Authority does want to keep the dock in commercial operation, it must provide for a genuinely sustainable solution.

In conclusion, I believe that the IPC should commission an objective study (not by Hanson or the Port Authority) into the implementation of onshore power for the dock which includes engineering analysis, costings, design solutions and also the mandate that would be required. All studies I have read to date suggest that shipping firms will avoid equipping their freighters for onshore power in the absence of a mandate. However, in ports where mandates do apply, firms do equip their ships so as to gain access.

Thank you

David Eyre