

SUPPLEMENTARY NOTICE OF OBJECTION:
HANSON GLEBE ISLAND CONCRETE BATCHING FACTORY
Reference: IPC e-Mail dated 28 May 2021 to Sundry Recipients
regarding “Additional Material” submitted by The Applicant

Further to my submission to IPC dated 5 May 2021, I wish to lodge a Supplementary Notice of Objection regarding the matter, based upon elements of the Additional Material.

Aggregate Storage Silos

The respondent to IPC’s request for additional information has endeavoured to cloud the response to your question by presenting a dissertation on particle size of different grades of gravel and sand. This attempts to distract from one very key issue: the 30 metre height of the silos. These structures will be a blot on the landscape and have a huge negative visual impact upon the view across from Pyrmont. This may well detract from the value of residential properties in the Jacksons Landing precinct.

Intended use of Materials either ‘On-Site’ or “Elsewhere”

The respondent claims that “the vast majority” of the raw materials delivered to the site (26,000 tonnes to fill the Silos) would be used on-site. It is Hanson’s intention to keep the Silos essentially full, in order to service the demands of Hanson’s market.

The respondent states:

“It is intended that the vast majority of the aggregates shipped to Glebe Island would be used directly in the proposed Glebe Island concrete batching plant. However, if the market demand for concrete is required to be met from other concrete batching plants, or if the technical specifications for the concrete required throughout the Hanson network dictates, then the aggregates delivered by ship to Glebe Island may be transported by truck to other concrete batching plants”.

Usage “on-site” versus “intended to be transported for off-site use”

The respondent states:

“It is intended that the vast majority (if not all) of the aggregates delivered to the site via ship would be used on-site at the proposed Glebe Island concrete batching plant. However, if the market demand for concrete is required to be met from other concrete batching plants ... or if the technical specifications for the concrete required throughout the Hanson network dictates, then the aggregates delivered by ship to Glebe Island may be transported by truck to other concrete batching plants <by truck>”.

To where would materials transported off-site be delivered?

“Hanson has a number of batch plants in this area where aggregates could potentially be delivered to ... Aggregates from the proposed aggregate storage silos would generally support building and infrastructure projects throughout the surrounding local government areas, such as the City of Sydney, Willoughby, Mosman, North Sydney,

Woollahra, Waverly, Randwick, Botany Bay, Inner West, Burwood, Canada Bay, Hunters Hill, Lane Cove”

Hours of Operation

Hanson’s application is for the approval of 24/7 Operation of the Proposed Batching Plant, stating that “All of Hanson’s concrete plants in Sydney have historically operated 24 hours per day.

We locals know that this is untrue: for example: the plant in Bank St Pymont does not operate 24/7.

Photomontages

The three only photos contained in the Additional Material submitted by the Respondent do nothing to clearly depict the potential impact upon the nearby Pymont Urban-living Community. Two of the photos attempt to distance the site from residential properties, and the third shows no Pymont residences.

These photomontages are misleading and deceptive.

Summary

In response to the IPC request for Additional Material, it could only ever have been expected that the Applicant would inflate the so-called justifications with numbers and speculation, and “ifs, buts and maybes”. For example, “*...or if the technical specifications for the concrete required throughout the Hanson network dictates, then the aggregates delivered by ship to Glebe Island may be transported by truck to other concrete batching plants <by truck>”...*

Hanson Agitator Trucks can be seen daily all over Sydney delivering concrete. It is evident from their “Additional Material” that the Glebe Island site will become a major hub in the Hanson network, for manufacturing and distribution of their building products throughout Sydney.

The massive increase in truck movements into and from the Glebe Island site will have a serious impact upon traffic movement in and around the area, including after the completion of the Rozelle / WestConnex development.

The large volume of shipping traffic into and from Johnstone’s Bay will be very significant, and the noise pollution emanating from ship’s engines running 24/7 will be intolerable for the nearby urban-living residents.

IPC: please alert yourselves to the proposed assault upon Glebe Island and surrounding districts which is proposed by Hanson, and send them to designated industrial areas where 24/7 operation is more commensurate with the surroundings.

Your faithfully,
Leslie Jeays Lilley

