

June 4<sup>th</sup>, 2021

To the IPC Commissioners,  
Office of the Independent Planning Commission NSW  
Level 3, 201 Elizabeth Street Sydney NSW 2000

### **Glebe Island Concrete Batching Plant and Aggregate Handling Facility (SSD 8544)**

Further to the Commission's email of May 28, thank you for the opportunity to address some of the further issues raised by the applicant, Hanson, in defence of their application.

**1. The need for 27/7 365 day operations.**

Hanson claim their current plants operate like this. It is blatantly untrue as even a cursory examination of the current operating hours for the Hymix plant adjacent to the Fish Market will demonstrate.

**2. The lack of evidence the current platform will support many millions of tons of aggregate and sand.**

Hanson just brush over this as if it is irrelevant. Experience from around the world has shown that constructing such facilities on reclaimed land, such as Glebe Island, has led to subsidence and, in several cases, rendered the sites unusable. One can barely imagine the environmental disaster if subsidence or collapse of the MUF occurred on Glebe Island.

**3. Shipping movements and interference with marine traffic.**

The issue of problems with noise, vibration and light pollution was thrown into dramatic focus this week while the AAL Shanghai was docked on the eastern side of Glebe Island. The Port Authority was inundated with complaints from residents about disturbed sleep and the need to keep their windows and doors closed for the duration of the ship's visit. And this was just one ship. What will the effect be when there are over 230 per annum? Are residents seriously expected to forgo the use of their balconies and have their windows and doors shut 24/7. This is iniquitous.

The removal of the large barge supporting the Fish Market assembly works at the north eastern end of Glebe Island to allow the AAL Shanghai to dock emphasises the point I made in my verbal submission to the Commission, along with video evidence of the chaos that can ensue in the narrow channel to the Glebe Island Bridge when ships and their tugs operate during berthing. The lease for the Fish Market assembly is for two years. Will the barge need to be moved each time a ship arrives?

**4. An "Open-ended" Approval**

The DPIE claim their approval of the proposal is "deliberately flexible" which effectively means it is open-ended. Does anyone seriously expect Hanson to invest an estimated \$20-30 million on a plant with a life span of only 15-20 years. There is no compulsion on the applicant to demolish the plant at any time, meaning the

community will be at the whim of the applicant to determine the commercial life of the project. This is patently unacceptable and unjust.

**5. The end of the Innovation Hub?**

For over 20 years, through numerous official plans, the NSW Government has promoted the transformation of Pyrmont-Ultimo into a primarily residential precinct but with an Innovation Hub on Glebe Island, surrounded by parks and recreational facilities, and integrated into the Sydney transport network. Does the Government seriously expect such a Hub at Glebe Island and White Bay will be attractive to hi-tech industries if it has a dirty, noisy and polluting concrete plant operating right next door 24/7, 365 days a year? This is fanciful.

Throughout this inquiry, the IPC has received an enormous volume of objections and reasoned arguments as to why this ill-conceived and inappropriate proposal should not proceed. I respectfully urge you in the strongest terms to reject this application so that the opportunities afforded by Glebe Island are not wasted and that the Innovation Hub, which will be a further ornament to Sydney and its harbour, can be brought to successful fruition.

Yours sincerely,

Robert Loader

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