

## Casey Joshua

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**From:** Ryan Bennett <rbennett@portauthoritynsw.com.au>  
**Sent:** Monday, 10 May 2021 3:48 PM  
**To:** Casey Joshua  
**Subject:** Re: IPC Meeting - Glebe Island Concrete Batching Plant  
**Attachments:** image004.emz; image006.emz; image009.emz

Hi Casey,

Firstly, I think it's important to note that:

- The retention of Glebe Island and White Bay as a working port is consistent with the State Infrastructure Strategy, NSW Freight and Ports Plan and the Greater Sydney Region Plan and Eastern City District Plan;
- The Hanson proposal is permissible with consent and consistent with the land use zone's objectives;
- The Hanson proposal is consistent with the Bays West draft Place Strategy's designation of the site as a concrete batching facility that would utilise existing berths, whilst allowing for potential future uses to co-exist in the precinct;
- The Bays West draft Place Strategy includes a key direction to retain, manage and allow the essential port and maritime industry uses to grow and evolve, to ensure they continue to support the NSW economy. The Strategy also includes a number of actions that will further explore the future integration of the port with urban redevelopment and lays out related 'non-negotiables' for Big Move 3 and 6:
  - that existing and future working harbour and strategic and operational port needs must be accommodated (#3 – Connect community to water wherever possible while recognising the working harbour and port operational requirements); and
  - that the design must allow ports and maritime uses to evolve and grow in the future (#6 – Enable a world-class harbour foreshore walk)
- The White Bay Power Station (and Metro) sub-precinct (referred to in your email below) is located on the opposite side of the Glebe Island Silos and the GRA gypsum facility from Hanson's site, over 400m away. It's also noted that the Glebe Island Silos and the GRA facility, with Glebe Island berths 7 and 8, will be operational port facilities when the metro station is set to open and this sub-precinct is meant to be 'fully planned' and under development. The importance of master planning for each sub-precinct to consider the working harbour and port operational needs for the long term has already been called out as a specific action of the draft Place Strategy.
- Significant investment will be required by Hanson. As a commercial proposition they will be seeking to achieve commercial outcomes on their investment and amortise their investment over time to justify the upfront costs.
- GI and WB are the only remaining deep water berths able to service the infrastructure pipeline within Sydney – and bulk sand and aggregates have been identified as critical inputs to meet ongoing concrete demands.

Following are some international case studies that demonstrate different approaches and examples of integrating port and urban renewal as well as the opportunities that exist, particularly around the concept of the 'blue economy'. Port cities in different regions of the world are combining port and urban activities in the context of innovation, linked to the Blue Economy. From Rotterdam's Makers District to the Port Vell and Blue Economy Hub in [Barcelona](#), or Port Labs [Halifax, Canada](#). Today, many ports are evolving from logistic facilities handling cargo to also being hubs that create added value for the territory and its customers.

## Port of Los Angeles, Wilmington Waterfront Promenade



- A major working port, with imports representing 20% of all cargo entering the United States.
- A destination for people to visit through the creation of new public spaces and waterside activities.
- Branded as a dynamic destination with the working port uses offering a point of difference for visitors.

*Image Source: SASAKI*

Port of Los Angeles is a major industry powerhouse, with its imports representing 20% of all cargo entering the United States. In recent years, the Port's role has expanded to become both a destination for people to visit, as well as an economic driver. The Port has committed to enhancing public access to the waterfront for the community through projects such as the Wilmington Waterfront Promenade – a 30-acre park on the water's edge that will co-exist with strategically important maritime industry. The Port's new waterfront spaces are branded as dynamic destinations, offering a point of difference from other waterside locations due to their co-location with the working port

## Port Newark and Elizabeth (PANYNJ)



- Port Newark and Elizabeth (operated by The Port Authority of New York and New Jersey) is one of the largest shipping ports on the United States' eastern seaboard.
- The Port is working with existing container terminal tenants to optimise facilities, as well as engage the public through creation of a learning centre and/or public viewing locations

*Image Source: The Ridgewood Blog*

Responding to the community and stakeholder's requests to have increased connectivity to the waterfront facilities, a collaboration between the PANYNJ and the Cities of Elizabeth and Newark is intended to be formed. Beyond increasing public accessibility to the port's foreshore and infrastructure, what is envisioned is community-based educational and learning opportunities, workforce development and increased maritime jobs (through the integration of new technology, automation and increasing operational efficiency). Wanting to provide the broader community with a glimpse into the maritime ecosystems at the port terminals, the PANYNJ is interested in co-designing these types of facilities with community partners and local stakeholders.

## Port of San Diego



- A strategically significant working port with an estimated economic impact of \$9.4 billion (2017)
- Supports the development of the 'Blue Economy' through an incubator programme
- Public art project across the site supports the artistic sector and creates a unique destination for people to visit

*Image Source: Battery Factory*

The Port of San Diego is one of the United States' primary ports, bringing in nearly 3 million metric tonnes of cargo per year, as well as refrigerated commodities, cement and fresh produce, amongst other goods. In 2019 the Port was also considered the third-busiest cruise port in California. The Port has a significant economic impact (\$9.4 billion in 2017) to the State's economy<sup>5</sup>. In addition to maritime logistics, Port of San Diego has undertaken commerce and infrastructure projects to support broader economic growth and community development. For example, it has developed a 'Blue Economy Incubator' that supports 'blue' businesses and is currently piloting new Aquaculture and Blue Tech Programs. The Port also supports the arts and creative sector through an Arts, Culture and Design Committee that supports the development of public art across the Port's property

### **Rotterdam Makers District** <https://www.rotterdammakersdistrict.com/index-en.php>

The Rotterdam Makers District is a joint development by the Municipality and the Rotterdam Port Authority, evolving into a testing ground and showcase for the circular economy of city and port.

### **Cringle Dock at the Battersea Power Station, London** [Battersea Power Station | Cringle Dock](#)

A joint venture to redevelop Cringle Dock by providing a new, modern waste transfer station and additional new homes for the area, maintaining active wharf uses on the River Thames and keeping the river in use as a working, low-carbon transport artery whilst achieving urban redevelopment objectives.

Kind regards,  
Ryan

**Ryan Bennett** | Senior Planning and Sustainability Manager

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**From:** Casey Joshua <[Casey.Joshua@ipcn.nsw.gov.au](mailto:Casey.Joshua@ipcn.nsw.gov.au)>  
**Sent:** Friday, 7 May 2021 3:58 PM  
**To:** Ryan Bennett <[rbennett@portauthoritynsw.com.au](mailto:rbennett@portauthoritynsw.com.au)>  
**Subject:** RE: IPC Meeting - Glebe Island Concrete Batching Plant

Hi Ryan,

Thank you for the information below. The Panel have asked me to follow up on the discussion around the potential for future development of commercial/residential/open space around the new station and how this development could coexist with the ongoing use of Glebe Island as a port. We note you mentioned you may have been able to provide examples of other ports where this is occurring and impacts are being successfully managed. If this is possible, can you please send them through for the Commission's consideration?

Many thanks,

**Casey Joshua | Principal Case Manager**

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**New South Wales Government**  
**Independent Planning Commission**

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**From:** Ryan Bennett <[rbennett@portauthoritynsw.com.au](mailto:rbennett@portauthoritynsw.com.au)>  
**Sent:** Friday, 7 May 2021 12:39 PM  
**To:** Casey Joshua <[Casey.Joshua@ipcn.nsw.gov.au](mailto:Casey.Joshua@ipcn.nsw.gov.au)>  
**Subject:** RE: IPC Meeting - Glebe Island Concrete Batching Plant

Hi Casey,

I can confirm that the Glebe Island Silos are RL 43.9m to the top of the silos and 52.4m to the top of the signage structure. I don't have the RL to the top of the elevated portion at the eastern end that is above the top of the silos themselves, but this is higher than the advertising structure.

Kind regards,

**Ryan Bennett | Senior Planning and Sustainability Manager**

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