

Address to the IPC – Hansons Concrete Batching Plant, Glebe Island, 17 May, 2021

I speak on behalf of members of Pymont Action Inc, but also as a resident of 2 Bowman Street, the closest apartment building to the site of the proposed Hanson's concrete batching plant. I have also been a community representative for around 15 years on Ports' Glebe Island/White Bay CLG and have been involved in discussions on this proposal since it was first raised as a concept. Since we submitted our comments on the original plans for this facility, the Department of Planning, Industry & Environment has released the draft Bays West Place Strategy, in March, 2021. This Strategy reinforces the Government's commitment to the continuance of Working Harbour uses in this precinct in its Direction 3 – "Retain, manage and allow the essential strategic port and maritime industry uses to grow and evolve, to ensure they continue to support the NSW economy" (p4). At our recent meeting, members of Pymont Action again reinforced their commitment to Working Harbour uses of Glebe Island, including the construction of Ports' Multi-User Facility, and the concrete batching plant.

We did so in the knowledge that the Strategy seeks novel and innovative ways to integrate Built Form with provision of Public Domain (p19). One suggestion is to build public space over both facilities (p48). This has been successfully achieved on the Barangaroo headland which incorporates public space beneath the recreated public park. This approach would also further ameliorate any impacts which may arise in the transfer of construction raw materials into and from the facilities. We strongly support this approach but recognise that it may be a longer term aspiration, so I will now address my remarks to the proposal under consideration by the IPCN.

Noise To address the noise concerns of nearby residents, we recommend that Hansons be required to restrict its operations including delivery of raw materials from ships and the subsequent loading of concrete tankers, to 12 hours/day, avoiding late night operations where possible. The proponent should also be required to adequately line ship to shore conveyor systems with noise insulating materials. We also recommend that Hansons investigate early installation of a pipeline to Cement Australia silos on the Island to avoid the need for the delivery of cement by trucks. Hansons should ensure that vehicles be equipped with the latest reversing warning technology which removes the use of loud beeping, a policy now adopted by Ports Authority. Noise monitoring should be conducted in, or close to nearby residential buildings and any increases over the approved limits outlined in the EPS's Noise Policy for industry requirements, addressed. Noting that vehicle manufacturers will cease making conventional vehicles from around 2030, early adoption of electric vehicle fleets by Hansons would reduce both noise and emissions from the plant's operations.

Air Quality – Hansons and Ports Authority should install an air quality monitoring station in Pymont, close to Glebe Island to collect more relevant baseline AQ data than that measured from Rozelle, as proposed. Ships should also be required to ensure sulphur emissions comply with 2020 national regulations, using technology now successfully deployed by cruise ships docking at the White Bay terminal. The proposed silos should be fully enclosed to prevent air quality impacts on nearby residents and park users.

Sustainability – To meet the objectives of the BWPS in Direction 7 – "Deliver a world class sustainable precinct which is carbon neutral and delivers efficient management of energy..." (p4), we recommend that Hanson partner with the Port Authority in the installation of a solar power generation and storage facility, and require adaptation of the power systems of ships making deliveries to enable shore to ship power supply when docked. We have also recommended that

Hansons should investigate the use of barges to transport concrete from Glebe Island to construction sites within the delivery catchment of the plant, noting that water transportation of both raw materials to the facility, and the concrete from the plant takes many heavy vehicles off highways and local roads, assisting in lessening both traffic congestion and emission of pollutants into the atmosphere.

Visual Amenity – We note that Hansons has committed to developing a Public Art Strategy and seek community consultation as has occurred with regard to the proposed mural/greening of the SE façade of the MUF. In particular, we seek community input to considerations of the treatment of the container wall used to block views of the plant behind the wall. We strongly support the provision of local native trees and shrubs to soften and screen the proposed facility, as recommended by the DPIE. We also ask that Hansons work with both the Ports Authority and community representatives in developing the detailed lighting plan to ensure that light spill makes minimal impact on affected residential areas, including from both on-shore and on-ship sources. The Port Authority has instituted a “3 strikes and you’re out” policy if port lessees transgress any of the conditions imposed on their operations. We ask that this policy be imposed on Hansons’ operations and during construction of the plant.

In the event that the IPCN approves the construction and operation of this controversial industrial facility, we urge Commissioners to ensure that its operations comply with World’s Best Practice, and become an exemplar of the way in which wealth-creating industrial enterprises can operate in relative harmony with residential and commercial developments. After all, Sydney Harbour is one of, or possibly, is the best deep water harbour in the world and the retention of existing Working Harbour facilities operating under World’s Best Practice conditions should be hailed, not condemned. My partner and I bought our apartment overlooking Glebe Island because it was a working port and many of my neighbours and I celebrate every large ship which docks there.

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