

Glebe Island Silos Cement Australia Capacity Increase

Appendix A

Public Submissions Summary

Issue Topic	Issues Raised in Public Submissions	Summary	Submitter
Traffic - Ships	<ul style="list-style-type: none"> • Increase in the number of merchant ships in Sydney Harbour • 230 additional bulk carrier berthings per year, which equates to 460 extra trips in and out of Sydney Harbour and an increase in associated tug boat activity • An increase in shipping traffic will have a detrimental effect on the amenity of the area 	The increased number of ships present in the area impacts on amenity.	White Bay Stratas Committee Jacksons Landing Coalition
Traffic - Trucks	<ul style="list-style-type: none"> • Increase in number of trucks (26923 more) transporting cement from the site per year • Trucks traversing accross Sydney outside of Central Sydney not supporting central Sydney • Increase in traffic congestion in the heart of Sydney • Traffic fatiigue due to the recent Rozelle Interchange Project • Increase in traffic movements will have a dterimental effect on local traffic for cyclists and other road users. • Increase in traffic light rotations at James Craig Rd and Clty West Link • The Anzac bridge, The Crescent, Victoria Road and the City West link are very congested at present paticularly in peak hours and can't sustain further traffic increases. • Traffic impact assessment based on old data from 2018 and 2019 • Making traffic congestion in Balmain and Purmont and on Anzac Bridge far worse than it already is. • Truck haulage routes indicate access to and from the development proposed remain unchanged, that is, through James Craig Road and City West Link Road. The 'Glebe Island Traffic Management Map' in C7Appendix E of the TIA also provides alternate 	<ul style="list-style-type: none"> • The increased number of trucks will add to the current levels of congestion already experienced particularly at peak hours. • The traffic modelling does not address the recommendations made by council, and is based on an old road layout. 	White Bay Stratas Committee Jacksons Landing Coalition Various anonymous

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	<p>routes that appear to link to the White Bay Cruise Terminal and/or Robert Street. Under no circumstances truck access through Glebe Island's internal roads exiting onto Robert Street will be supported.</p> <p>--The SIDRA analysis appear to have incorporated the additional generation anticipated from Multi-use facility, White Bay Cruise Terminal, New Sydney Fish market, and Hanson Concrete Batch Plant. Although these are included in the assessment, impacts from the construction and operational stages of the WestConnex Rozelle Interchange does not appear to have been included in the 2017 survey and traffic modelling as WestConnex construction commenced in 2019</p> <ul style="list-style-type: none"> • Intersection modelling on three (3) intersections have been provided in the TIA report. The SIDRA modelling layout appears to be based on the existing layout at the time of the report, and not reflecting on the final layout when Rozelle Interchange will be complete. It is noted that the modelling has not included a Saturday midday peak as originally suggested in Council's earlier comments. • A Traffic Management Plan for the Glebe Island Terminal does not appear to address the items raised previously by Council, such as: <ul style="list-style-type: none"> - Reinstatement of Glebe Island Bridge for active and public transport - Establishment of Bays Precinct, Sydney: The Transformation Strategy proposed foreshore public access area - Development of future light rail links to White bay - Increase in traffic will directly harm residents' health - Traffic congestion will increase with the rail tunnels between the city to Paramatta, this further impost will greatly increase congestion 		
Cumulative Impacts	<ul style="list-style-type: none"> • The cumulative effect on the quality of life and especially sleep in those suburbs will be unacceptable • Increased capacity at the Cement Plant will have a significant cumulative impact on our community; noise, pollution, large-scale trucks. • It appears that accumulative noise impacts and noise fatigue to residents is not considered. How is respite from noise at nights considered since ship and associated unloading generating noise will occur 24hrs/ day when in port, and at an increased and longer frequency? • Cumulative Environment Impact of incremental developments • Requested that the cumulative impact of adding a new development to existing operations be measured and assessed before approval is given. 	The increase in plant production, truck movements and ship traffic will add to the impacts already being experienced by the residents.	Various Anonymous

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	<ul style="list-style-type: none"> If we add the cumulative impacts of vessel movements from the PA's MUF, the Hanson Concrete Batching Plant (CBP) and cruise ships there will be little or no respite from shipping movements. 		
Noise	<ul style="list-style-type: none"> --Noise from transferring material from the increased number of ships to the silos will be marginally increased, especially at night, according to the Noise Impact Assessment. However the impact is almost certainly understated because it assumes that the increased noise will be mitigated by installation of new equipment and observance of the recommended maintenance and operational mitigatory measures. Glebe. The Noise Impact Assessment provides a cursory examination of that effect and neglects the cumulative effect, i.e noise from Anzac bridge has increased and this will add to it. Significant increase in shipping movements which will result in more noise. Require ship to shore power Increased traffic will lead to increased noise There's already too much noise and air pollution. It's 2022 - long past time to move this sort of polluting activity out of the center of Sydney. Over the last fifteen years thousands of apartments have been built around Glebe Island (approved by the state government). Accordingly, the port activity should be declining not increasing. And there should be more restrictions on what is already there to reduce air and noise pollution. This will more than double the noise. Do not allow for any crane and bucket loading as the noise impact locally will be disruptive for residents. The proposal to more than double the current throughput will cause a significant increase in shipping movements, which will result in more noise, The noise report states that this facility has previously exceeded permissible noise levels during nighttime hours, additional vessel traffic will only increase the probability of this occurring more frequently. Despite being within acceptable levels, current vessel noise is amplified during the night and disrupts sleep. Increased vessels will further impact sleep due to vessel engine noise Ship arrival and departure noise. Any increase in noise above what currently occurs would be unacceptable. 	<p>The increased number of ships and hours of operation will add to the current noise levels experienced in the area, with less times of respite.</p> <p>The increased number of truck will add to the the current noise levels experienced in the area with less times of respite.</p> <p>The current monitoring system does not accurately measure the noise levels experienced in the local area.</p> <p>Mitigation measures are not committed to (ship to shore power)</p>	

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	<ul style="list-style-type: none"> Despite what the noise assessment states we have to keep our windows closed at night when ships are being unloaded. The noise level is clearly audible and will disturb sleep at any increased level. It is neither fair nor just to expose residents to a greater number of days each year where we are forced to suffer these noise disturbances. The engines that run overnight result in a significant amount of noise. Already, living the area is like living on a building site, with constant noise and pollution from nearby tunneling and construction work in connection with the cross city tunnels and road works. The community consultation process, noise study etc is lacking, numerous residents in the Rozelle area (eg. Reynolds Avenue, Rumsay Street/Lane, Smith Street, Rosser Street) have been excluded or not adequately assessed even though they are as equally close to residents consulted and considered by the noise assessments. The noise modelling and sampling does not appear to describe or consider the source of noise generation by ships and unloading which is elevated above the Port ground level and the resultant impact to residential properties which are elevated due to topography (eg. Reynolds Avenue, Rumsay Street/Lane, Smith Street, Rosser Street) and /or are of multi-story construction. How has the noise monitoring considered wind conditions? Wind conditions significantly impact noise levels of residential properties in the area. Noise fatigue from noise generated in and around the Port is relieved by favourable wind conditions. However unloading noise is experienced in all conditions due to its close proximity. Due to significant increase in unloading duration & frequency, estimated from 50 days /year to 100 days/ year, this will reduce the residential respite from existing noise resulting in a negative impact to residents. How is noise fatigue and accumulate noise impacts and fatigue being considered? The proposal should be considered in the context of the existing noise resulting from traffic on the Anzac Bridge, expanding aircraft noise, ship noise from existing shipping and bulk handling activities at Glebe Island and the overseas passenger ERM notes that there are plans to install noise attenuation features on the ships. However there is no power for the applicant to force them to do so. Therefore it would be highly unreasonable to rely on this as a mitigating factor. The current noise protections offered by the EPA's Noise Policy for Industry and the Glebe Island/White Bay Noise Management Policy including the automated noise monitoring stations have technical limitations in the type of noise they record. They are set to identify tonal noise based on 1/3 octave frequency bands. Our experience of noise emissions from the cement ships visiting Glebe Island has demonstrated the regular 		

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	<p>occurrence of disturbing tones not identified in the 1/3 octave band resulting in ship operations deemed to be compliant despite their disturbing noise emissions record.</p> <ul style="list-style-type: none"> The Glebe Island/White Bay Noise Management Policy together with the noise monitoring stations be updated to manage and record narrow bands as well as those already recorded If the Cement Australia (CA) DA is approved there must be: <ul style="list-style-type: none"> A curfew on vessel movements between 10pm and 6am The same noise limits as those imposed by the IPC on Hanson CBP for all developments A prohibition on crane and bucket unloading Self-evidently, if the IPC, a group of independent experts, saw fit to impose lower noise limits and a curfew on Hanson's CBP, the same restrictions should apply to CA's proposal if its application is successful. 		
Air Quality	<ul style="list-style-type: none"> Significant increase in shipping movements which will result in more noise, light and air pollution. Air Quality Assessment is unsatisfactory, there will be a significant increase in NOx & SO2 emissions due to the doubling of the time at berth without shore power infrastructure. Property staining from airborne particles. There's already too much noise and air pollution. Unloading cement causes airborne dust. Naturally this will more than double the noise, light and air pollution. The Air Quality Report should not discount readings of 2019 simply because of the bushfires. Cement Australia had an increased throughput of 600,000 tpa that year. An increase of throughput by double (to 1,200,000 tpa) would cause a significant increase of impact to air, light and noise pollution. There should be no crane or bucket loading - due to the noise and air pollution created not to mention the safety aspects of this practice. I also have concerns around pollution and the detrimental impact on air quality from the presence of additional vessels with generators and the fumes they emit. The documents submitted by the proponents note that no local air quality monitoring has been undertaken in the area of the proposed development. Instead, it suggests that monitoring or air quality taken 2km north west of the project site is indicative. We currently experience black soot like deposits all over the outside of our apartment. This is caused by the 24 hour running of the ships engines. 	<ul style="list-style-type: none"> -The increased truck and ship traffic will add to air pollution in the area. The increase in operations will add to dust deposition in the area. The local air quality is already poor with residents experiencing soot on their assets. The monitoring undertaken is not sufficient to assess the air quality impact to the local residents as it discounted 2019 and used a monitoring point 2km away from the site 	

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Public Recreation	<ul style="list-style-type: none"> How does the application consider the future use of the Bays Precinct, particularly with respect to future pedestrians, recreational areas, mixed use areas, residents and businesses? The Bays Precinct activation has begun with the commencement of Sydney Metro West. The Bays precinct is a nominated State Significant Development and should be considered in the DA process since the DA does not nominate an expiry date on the increased capacity operations. 	How does the application consider the future use of the Bays Precinct, particularly with respect to future pedestrians, recreational areas, mixed use areas, residents and businesses?	
Light	<ul style="list-style-type: none"> Significant increase in shipping movements which will result in more noise, light and air pollution. Naturally this will more than double the noise, light and air pollution. This application represents a significant increase in shipping with the obvious resulting increase in noise, light and air pollution. Allowing pollution, light, noise into the comfort of peoples homes. The increased shipping movements along the waterways in Pyrmont will increase pollution in all respects : noise/light/air. This will prove devastating to health of residents and people in the area. In addition, the safety of leisure/pleasure small crafts that enhance the lifestyle of residents and visitors will be severely affected. Given that they are in close proximity to a large residential population the impact of the two in terms of noise, light and environmental pollution will be significant. The increase in shipping movement will mean more noise, air and light pollution. This can not simply go unnoticed even now as all the residents at Evolve and all nearby witness EVEN MORE the noise and lights coming from the boats at night. 	The increased operation of boats, plant and trucks will lead to an increase in light spill from the site impacting the local residents.	
Approval Period	<ul style="list-style-type: none"> Limit the approval period to a maximum of 12 years Limit the approval period to a maximum of 5 years Limit the approval period to a maximum of 10 years Please also put a time limit on any approval - 5 years seems reasonable. Times? How long is the approval period and is there a 5 or 10 year limit? If approval for an increase in capacity is granted, any approval should be put in place for a limited period of time so that it's impact on the area can be fully understood and reviewed. 	The approval should have a maximum period applied to it.	
Odour	<ul style="list-style-type: none"> We live close by and have to endure the toxic exhaust fumes and noise emitted by moored ships servicing the Glebe Island silos. Already the ships work 24/7 and on many nights we have to close our bedroom windows to keep out the smell and noise from 	<ul style="list-style-type: none"> The ships fumes create an offensive odour. 	

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	<p>rusty cranes unloading materials. Any increase in output would exacerbate the problem.</p> <ul style="list-style-type: none"> The company is currently supplied by an ageing fleet of ships which are noisy, smelly and ugly. 	<ul style="list-style-type: none"> An increase in production will increase odour emissions. 	
Safety	<ul style="list-style-type: none"> In addition, the safety of leisure/pleasure small crafts that enhance the lifestyle of residents and visitors will be severely affected. The increase in road traffic due to the vehicles will not increase pollution of all sorts but the roads and capacities will be severely affected. This in turn will affect the overall safety of the roads in the area. There should be no crane or bucket loading - due to the noise and air pollution created not to mention the safety aspects of this practice. As an owner of a property in Rosebery Place, Balmain, I object to the proposal of increased throughput capacity for the Glebe Island Silos on the grounds of additional pollution, noise, people and decreased safety of residents in a pocket of residential apartments and houses. 	<ul style="list-style-type: none"> The increased ship traffic will impact the safety of small water craft users -The increase in truck traffic will impact the road safety of the local area There should be no crane and bucket loading The silo capacity should not be increased to protect the safety of local residents 	
Similar Conditions	<ul style="list-style-type: none"> In its decision on the Hanson EIS – SSD8544, the Independent Planning Commission conditioned Hanson loading and unloading of ships to the hours of 6:00am to 10:00pm. I believe Cement Australia should not enjoy a commercial advantage over Hanson by being allowed to operate 24/7 and therefore any approval of this proposal should be similarly conditioned. 	<p>-The unloading of ships should be limited to the hours of 6:00am to 10:00pm</p>	
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