



Consultation Outcomes Report

Glebe Island Cement Throughput
Increase Proposal

Cement Australia
March 2021

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1. Introduction

1.1 Overview

Cement Australia is seeking approval to increase the annual throughput capacity of cementitious material at the Glebe Island Silos, from 500,000 tonnes per annum (tpa) to 1,200,000 tpa. Cement Australia currently holds temporary approval for an annual throughput rate of 600,000 tpa, which expires around October 2021, at which point annual throughput capacity approval will revert to 500,000 tpa.

1.2 Purpose of this report

Cement Australia is proposing to increase the maximum allowable throughput capacity at its Glebe Island facility.

The facility is essential to support the construction industry in inner city Sydney. The Greater Sydney Commission's Eastern City District Plan states:








Port functions at Glebe Island and White Bay need to be retained and expanded primarily to meet the needs of the inner city concrete supply chain.

The proposal does not include any construction work or changes in operations from the current facility. However as a result of the increase throughput, there may be an increase in truck and ship movements at the Glebe Island site that Cement Australia's neighbours in Balmain, Pyrmont and Glebe may notice.

This outcomes report summarises the consultation activities that have been undertaken in relation to the proposed project. It forms part of the Environmental Impact Statement (EIS) required for the State Significant Development (SSD) application as specified in the Secretary's Environmental Assessment Requirements (SEARs).

This report summarises the engagement undertaken during the preparation of the EIS by outlining:

-  The SEARs for stakeholder consultation and engagement;
-  The consultation and engagement process undertaken;
-  A summary of feedback received, including issues raised by residents, businesses, other members of the community and surrounding landowners;
-  Details of how feedback has been considered in the development of the SSD application, including changes to the proposal; and
-  Any further engagement that will continue as a result of the consultation during the exhibition process.

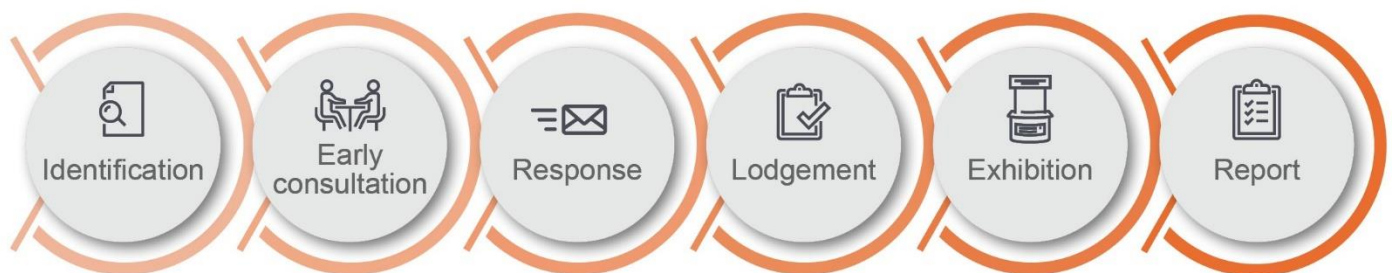
2. Background

2.1 Project description

The Glebe Island facility is part of the Bays Precinct, and is located approximately 2.3 km west of the Sydney CBD. The subject site consists of the westernmost 16 silos of the Glebe Island Silos, associated wharf-side facilities and weighbridge. The subject silos site is approximately 3,740m² in area and irregular in shape. The site is legally described as Lot 12 DP1170710. The registered owner is the Port Authority of New South Wales, and the site is currently leased and operated by Cement Australia. These facilities are used for the unloading, storage and distribution of cementitious material.

The development application will seek consent for the permitted maximum throughput of the currently approved cementitious material unloading and storage facility of up to 1,200,000 tonnes per annum. As the physical infrastructure currently on site is capable of handling the proposed throughput, this application supports a more effective and efficient utilisation of the facility. It does not propose any physical works, nor any changes to current operating practices, including hours of operation.

2.2 How consultation informs the proposal



Identification


Identification of relevant stakeholders and community members to be consulted. These are the groups that will be impacted by, have an interest in or contribute to the Proposal.

Early Consultation

Early consultation is the work done by Cement Australia to consult with the community and key stakeholders in regards to the planning, design and delivery elements of the Proposal, as set out in the EIS documents.

Response

Through early consultation Cement Australia will collect input and feedback into the Proposal and provide a response to this feedback through further justification of the design or adaptation of the Proposal to incorporate the feedback received (This report). The report will consider:

- Outcomes of the Community and Stakeholder Engagement Strategy (CSES), including:
 -  Issues raised by residents, businesses, other members of the community and surrounding landowners
 -  Details of how issues raised during the consultation process have been addressed, including any changes to the Proposal to respond to those issues.
 -  Details of any further consultation that will continue as a result of the consultation during the exhibition process.

Lodgement

Lodgement of the EIS following early consultation and response.

Exhibition

The EIS will be exhibited by The Department of Planning, Industry and Environment (DPIE). Through this process stakeholders and the community have an opportunity to consider the complete Proposal, give comments and provide submissions. If necessary or required by DPIE, Cement Australia will undertake further consultation to inform stakeholders and the community about the Proposal and exhibition of the EIS.

Report

Cement Australia will consider all feedback received and provide a report that includes responses to submissions received during the exhibition of the EIS.

2.3 Secretary's Environmental Assessment Requirements

The Secretary's Environmental Assessment Requirements (SEARs) for the State Significant Development were received on 11 August 2020. The SSD consent application number is SSD-8595604. An excerpt relevant to consultation can be found below.

"During the preparation of the EIS, you must consult with the relevant local, State or Commonwealth Government authorities, service providers, community groups and affected landowners.

In particular you must consult with:



Inner West Council



Transport for NSW



Environment Protection Authority



Port Authority of NSW



Heritage NSW



DPIE Environment, Energy and Science Group

The EIS must describe the consultation process and the issues raised, and identify where the design of the development has been amended in response to these issues. Where amendments have not been made to address an issue, a short explanation should be provided."

SEARs requirements: Community and Stakeholder Engagement

SEARs requirement	Action
A detailed community and stakeholder participation strategy which identifies who in the community has been consulted and a justification for their selection, other stakeholders consulted and the form(s) of the consultation, including a justification for this approach.	Community and Stakeholder Participation Strategy
A report on the results of the implementation of the strategy including issues raised by the community and surrounding landowners and occupiers that may be impacted by the proposal	Sections 4 and 5 of this report
Details of how issues raised during community and stakeholder consultation have been addressed and whether they have resulted in changes to the proposal	Sections 5 and 6 of this report
Details of the proposed approach to future community and stakeholder engagement based on the results of the consultation.	Community and Stakeholder Participation Strategy Section 7 of this report

3. Consultation approach

3.1 Consultation objectives

As set out in the Community and Stakeholder Participation Strategy, Cement Australia's primary consultation objectives are to ensure engagement is:



3.2 Consultation process

Cement Australia appointed Kathy Jones and Associates (KJA) to develop the strategy, assist with implementation of the activities, and write this Consultation Outcomes Report.

KJA is an experienced community and stakeholder engagement consultancy and is recognised as one of Australia's leading specialists in this field.

Revised proposal developed during EIS preparation






The proposal has been informed by stakeholder and community feedback. Cement Australia has consulted with project stakeholders and receive feedback through multiple channels. This report summarises the feedback received in relation to the Proposal.

COVID-19 Considerations

Due to the NSW Government COVID-19 guidelines in place during the consultation period, which discouraged larger gatherings, the Department of Planning, Industry and Environment supported online engagement for developers and local councils at this time. Cement Australia implemented a consultation methodology consistent with COVID-19 restrictions.

3.3 Stakeholders

Cement Australia appreciates that a variety of stakeholders have an interest in the Proposal. Stakeholder groups with an interest in plans for the Cement Australia facility include:

-  Government stakeholders – identified in SEARs
-  Elected representatives
-  Other port tenants
-  Adjacent and nearby land owners and residents, particularly in Balmain, Pyrmont and Glebe.
-  Glebe Island and White Bay community liaison group

The outcomes of consultation with these stakeholders are outlined in the remainder of this report.

3.4 Consultation channels and activities

The table below describes the consultation channels and activities that have been undertaken and the strategic intent of each activity.

Activity	Strategic Intent
Email individually addressed to stakeholders	Provide stakeholder with information about the proposal and an offer of a briefing.
Community information webinars	Provide information on the proposal and an opportunity for interested stakeholders to have their questions answered. Recordings of the community information webinars are publically available on the project website.
Email address	Provide stakeholders with opportunity to ask questions of the project team.
Website project page	Provide information on the proposal. Updates provided as required – including recordings of the webinars.
Letterbox drop	Notification to Pyrmont, Balmain and Glebe residents about project, webinars and contact information. See appendix for distribution maps and corresponding historical noise monitoring locations.
Stakeholder briefings / meetings	Face-to-face or via videoconference. A briefing offers an opportunity for the stakeholder to understand the Proposal and to raise any specific issues relevant to that stakeholder.

4. Summary of consultation activities

4.1 Consultation activities and timing

The table below outlines the consultation activities undertaken to engage with stakeholders on the proposal prior to lodgement of the EIS.

Date	Activity description
Local government and NSW Government agency consultation	
5 February 2021 18 February 2021	<p>Inner West Council</p> <p>A letter was sent via email to the Team Leader Strategic Transport Planning and State Projects at the Inner West Council on 5 February 2021 offering to meet with relevant council staff and provide a briefing.</p> <p>A subsequent meeting was held with Inner West Council staff to provide an overview of the project and enable direct feedback. Council staff attending were:</p> <ul style="list-style-type: none"> · Team Leader Strategic Transport Planning and State Projects · Traffic Engineer · Senior Strategic Planner
5 February 2021	<p>Transport for NSW</p> <p>A letter was sent via registered post to a Senior Transport Planner on 5 February offering an opportunity for a project briefing with relevant staff at Transport for NSW.</p> <p>Confirmation that the letter was received on Wednesday 10 February. No request for a project briefing was received.</p>
25 September 2020	<p>Environmental Protection Authority</p> <p>Phone calls and email correspondence were exchanged with an EPA Environmental Planner and team. The phone call and email discussions related specifically to clarification of dispersion modelling requirements.</p>
19 August 2020 6 November 2020 8 March 2021	<p>Port Authority of NSW</p> <p>Several phone calls and emails were exchanged with the Port's General Manager, Infrastructure, Senior Planning and Sustainability Manager, and Environmental Planner.</p> <p>Cement Australia provided the Port Authority with updates on progress with the project.</p>
5 February 2021 22 February 2021	<p>Heritage NSW</p> <p>A letter was sent via email on 5 February 2021 offering to meet with relevant staff and provide a briefing.</p> <p>Cement Australia met with a Senior Heritage Officer on 22 February 2021 to provide an overview of the project and enable direct feedback.</p>

5 February 2021	DPIE Environment, Energy and Science Group A letter was sent via email to the Senior Conservation Planning Officer on 5 February offering an opportunity for a project briefing with relevant staff. No request for a meeting was received.
Stakeholder notification and correspondence	
8 September 2020 8 December 2020	Consultation with other tenants was conducted via the Glebe Island and White Bay Community Liaison Group (see Stakeholder briefings as below).
24 November 2020	Letters to neighbouring residents and sensitive receivers.
24 November 2020	Email to Glebe Island and White Bay Community Liaison Group.
24 November 2020	Email to elected representatives (list included in section 4.2).
25 November 2020	Phone call to Inner West Council Balmain ward councillors - Message left to confirm receipt of letter.
Stakeholder briefings	
8 September 2020 8 December 2020	Briefing for Glebe Island and White Bay Community Liaison Group. A copy of the relevant section of the minutes for this meeting can be requested from the Port Authority of NSW.
14 December 2020	Briefing for Jamie Parker, Member for Balmain.
Community Information Sessions	
1 December 2020	Community information webinar #1
3 December 2020	Community information webinar #2

4.2 Briefing invitation

Briefing invitations were sent to the following stakeholders:

Stakeholder	Justification for selection
Elected representatives	
Hon Tanya Plibersek MP	Federal representative for local residents and businesses in Balmain, Glebe and Pyrmont.
Mr Jamie Parker MP	State representative for local residents and businesses in Balmain and Glebe.
Mr Alex Greenwich, MP	State representative for local residents and businesses in Pyrmont.
Mayor, Cllr Darcy Byrne	Represent local residents and businesses in the Inner West Council LGA.
Deputy Mayor, Cllr Victor Macri	
Cllr Vittoria Raciti	
Cllr Marghanita Da Cruz	
Cllr Mark Drury	

Clr Colin Hesse	
Clr Sam Iskandar	
Clr Tom Kiat	
Clr Pauline Lockie	
Clr Lucille McKenna OAM	
Clr Julie Passas	
Clr Rochelle Porteous	
Clr John Stamolis	
Clr Louise Steer	
Clr Anna York	
Nearby landowners	
Other tenants of Glebe Island and White Bay	Hanson, GRA, CSL, Sugar Australia Limited.
Other members of the community	
Residents of Pyrmont	1332 properties identified to be potentially impacted (refer to Appendix D for site location and historical noise monitoring locations, and distribution area).
Residents of Balmain	672 properties identified to be potentially impacted (refer to Appendix D for site location and historical noise monitoring locations, and distribution area).
Residents of Glebe	374 properties identified to be potentially impacted (refer to Appendix D for site location and historical noise monitoring locations, and distribution area).
White Bay and Glebe Island Community Liaison Group	11 community members. 4 representatives of Glebe Island tenants and port users (from Hanson, GRA, CSL and Sugar Australia Ltd). Representatives of the Port Authority of NSW.

5. Stakeholder feedback

Stakeholder feedback has been integral to the development of this proposal. Feedback was sought from stakeholders through the consultation activities listed in Section 3.4 of this report.

Cement Australia sought feedback from five government agencies and Council during preparation of the plans. In addition, Cement Australia notified 2,378 residents in Pyrmont, Balmain and Glebe – these residents were invited to attend webinars presented by the project team.

Cement Australia presented the project to:

- 10** Residents that attended the webinars – presentation attached
- 11** Members of the White Bay and Glebe Island Community Liaison Group (CLG) as well as representatives from other Port tenants and users – summary in table below
- 01** Jamie Parker, State member for Balmain – summary in table below
- 03** Staff from the Inner West Council – summary in table below
- 01** Staff member from Heritage NSW – summary in table below.

Consultation identified areas of community interest for consideration during the preparation of the Environmental Impact Statement.

The main areas of interest raised were:



The need for a centrally located cement terminal close to Sydney CBD – can the facility be moved to another location?



Concern about additional noise produced by more truck and ship movements as a result of an increase in the throughput capacity.



Concern about additional truck traffic created from an increase in the throughput capacity.

5.1 Stakeholder meetings and correspondence

This section outlines a summary of the consultation undertaken with stakeholders, including those required by the SEARs.

Stakeholder	Feedback topics
Agency consultation	
Inner West Council	<ul style="list-style-type: none"> Impacts on residents. Preference for a centralised zone in an area in controlled location, which is supplied by local facility such as Cement Australia's, than have multiple locations around the city which will lead to more traffic on local roads. Traffic, particularly increases in traffic on James Craig Drive and Roberts Street, queuing on local roads and management thereof. Timing of EIS submission and impacts on Council Planning team's workload, given other submissions expected in the next 2 months.
Transport for NSW	Nil
Environment Protection Authority	Feedback via email (dated 25 September 2020) requested Cement Australia include (as part of the assessment) a quantitative assessment of air emissions in the EIS, and if not, then provide a justification as to why it is not required. This includes demonstrating that the proposal will have negligible impacts, poses a low risk and will have best practice mitigation measures in place. Noted if the semi-quantitative assessment is inadequate, the EPA will require a quantitative assessment to be undertaken.
Port Authority of NSW	<ul style="list-style-type: none"> Project progress requests and timing for submission for landowner's consent. Port Noise Policy and ensuring this has been covered as part of the noise impact assessment.
Heritage NSW	Satisfied with the level of communication provided and opportunity for feedback. No issues identified and acknowledged the proposal has no impact on heritage matters.
DPIE Environment, Energy and Science Group	Nil
Community and stakeholder engagement	
Community information webinar #1 01/12/2020	<p>Feedback:</p> <ul style="list-style-type: none"> Concern about increased noise and truck traffic <p>During the webinar, attendees asked clarifying questions about the proposal. These was not necessarily feedback on the proposal, but has been included in this report for transparency.</p>

	<p>Questions:</p> <ul style="list-style-type: none"> · When will the upgrade of Cement Australia's shipping fleet be completed (in relation to noise attenuation works)? · Clarification about the difference between maximum hourly truck movements and total truck movements. · Why is the facility located in Sydney City, given the site supplies material to Greater Sydney? · What is the average length of time ships are docked at the port?
<p>Community information webinar #2 03/12/2020</p>	<p>During the webinar, attendees asked clarifying questions about the proposal. These was not necessarily feedback on the proposal, but has been included in this report for transparency.</p> <p>Questions:</p> <ul style="list-style-type: none"> · Is there a link between Cement Australia and Hanson concrete, given Hanson owns 50% of Cement Australia? Is there a link with the proposed batching plant? · To what extent will truck and ships increase? · How will trucks carrying premix cement and raw materials affect local roads in the area, e.g. Victoria Rd and its access streets?
<p>Email from Pyrmont resident 30/11/2020</p>	<p>Opposes the increase in throughput capacity.</p> <p>Summary of feedback:</p> <ul style="list-style-type: none"> · Increase in ship traffic, causing maritime congestion, dust and pollution from ship emissions; · Dust from unloading operations; · Increase in noise 24/7; · More truck traffic, in particular when considering the approved Port Authority Multi User Facility and Hanson cement batching terminal (Cement Australia notes Hanson's terminal is yet to receive Department approval); · Notes that historical use of the site should not be an indicator of current use. Questions the suitability of another site such as Port Kembla.
<p>Email from Glebe resident 4/12/2020</p>	<p>Supportive of the proposal – providing water transport of cement material is maximally used.</p> <p>Summary of feedback:</p> <ul style="list-style-type: none"> - Notes the need to transport cement material to a central Sydney location, given the location of civil and construction projects. - Notes all incoming material should be transported by ship and that in the past some incoming materials were

	<p>transported by truck which increased demand on local roads.</p> <ul style="list-style-type: none"> - Would be unsupportive of the proposal if incoming material was transported by truck.
<p>Email from resident (unknown location)</p> <p>4/12/2020</p>	<p>Notes that the central location of the Glebe Island facility is understandable given the demand from the civil and construction industry in central Sydney.</p> <p>Questions whether other deep water ports in Botany or Newcastle have been considered for the import and dispatch of cementitious material.</p>
<p>Community Liaison Group</p> <p>8/12/2020</p>	<p>Questions about constructing an underground pipeline between Cement Australia's dispatch terminal to Hanson's proposed cement works facility on Glebe Island. The community notes that this may reduce noise impacts for surrounding residents (compared to using trucks to transport material).</p> <p>Positive feedback about Cement Australia's pro-active consultation process, including that a senior Cement Australia representative presented face-to-face to the group. Following questions / feedback and responses provided:</p> <ol style="list-style-type: none"> 1. When will noise reduction work on ships be complete? Response: The current plan is for noise attenuation work to be undertaken on the MV <i>Akuna</i> during Christmas Period through to January 2021 and for the MV <i>Wyuna</i> in Q1 2021 or Easter at the latest. 2. Will noise and traffic increase due to your trucks? Response: This is difficult to answer completely until the composition of the customer base at the Multi User Facility (MUF) is finalised and the destination of all of the city basin customers is known. This will be reviewed and information made publically available through the traffic and noise assessments that are underway. It is important to note that the increase will happen over the life of the tenancy at the port and not occur immediately. 3. Can you use bigger trucks to reduce the trucks? Response: The size of the vehicles and pay loads are governed by road use regulations and customer's ability to receive larger vehicles. Given the knowledge we have currently of our customers' sites and layout, it is unlikely we will change from the majority of single trailer units that are used today. 4. You mentioned it will be a short drive to the Multi User Facility batch plants - surely you will use a pipe to get there? Response: We are looking at all options of moving product from the Glebe Silos to the Multi User Facility including the use of a pipe to the Hanson facility. This will be evaluated further when we have more details on the location of the

	<p>plant components and feasibility of utilising vehicles or a pipe.</p> <p>A copy of the relevant section of the minutes for this meeting can be requested from the Port Authority of NSW.</p>
<p>Jamie Parker, State member for Balmain</p> <p>14/12/2020</p>	<p>Overall this was a positive discussion with the Member for Balmain. Mr Parker noted that Cement Australia is a proactive port tenant, with good dust management practices in place and is not aware of receiving any complaints re Cement Australia's activities from the community.</p> <p>Mr Parker acknowledged the need for cementitious material to be available in the inner city precinct to meet infrastructure demands. Further information was requested regarding the make-up of cement and concrete and specifically the use of fly ash as a cementitious product. Asked if fly-ash use can be increased in concrete production to reduce carbon emissions. Cement Australia explained that the proportion of fly ash in concrete mixes are based on Australian Standards.</p> <p>Mr Parker acknowledged that the increase in throughput capacity would increase ship movements slightly, but was supportive and indicated he had no significant concerns about the proposal.</p>

6. Project response

The feedback received during consultation has been considered in the preparation of the Environmental Impact Statement. The table below provides a detailed summary of the issues raised, the project response and the relevant supporting documentation.

Issues	Project response	Documentation
Location of the facility		
<p>Location of the facility on Glebe Island close to the CBD.</p> <p>Relocation of the facility to other ports such as Port Kembla or Newcastle.</p>	<p>Cement Australia has existing facilities at Port Kembla and Newcastle.</p> <p>The Newcastle terminal has similar operations to the Glebe Island site – providing a terminal for ships to dispatch material to nearby cement works facilities.</p> <p>At Port Kembla, Cement Australia operates a grinding mill that is part of the cement manufacturing process. This is a different type of facility to Glebe Island.</p> <p>Glebe Island plays a critical role in Sydney's cement supply chain.</p> <p>Approximately half of the total volume of cement that passes through Glebe Island is distributed to cement works facilities in the central Sydney area near to Glebe Island. Cement Australia's central location provides it direct access to major roads and these works facilities.</p> <p>Each ship carries the equivalent of approximately 874 trucks of material.</p> <p>If this material was landed at distant ports, it would need to be transported long distances by road, thereby increasing pressure on the road network.</p> <p>Cement Australia intends to maximise the use of maritime transport to alleviate congestion on roads, using trucks to transport material the final distance to down-stream customers.</p>	<p>Environmental Impact Statement Report, section 1.4 Analysis of Alternatives.</p>
Noise		
<p>Noise from increased truck and ship volumes</p>	<p>Cement Australia doesn't expect peak noise to increase as a result of the proposal, as the peak volume of trucks moving through the facility in any given hour will not change.</p> <p>Noise impacts generated by future truck movements on the site are not predicted to result in noise levels at sensitive receivers which exceed assessment levels.</p> <p>Separate to the proposal, Cement Australia is completing sound attenuation upgrades to the</p>	<p>Environmental Impact Statement report Section 5.3 Noise</p> <p>Noise Impact Assessment.</p>

	ships that dock at Glebe Island – this is expected to reduce the amount of noise noticed by neighbours of Glebe Island.	
Underground pipeline for material between Cement Australia and Hanson's proposed cement works facility – to reduce noise	<p>It is noted that Hanson's cement works facility has not yet been approved by DPIE.</p> <p>The construction of any pipeline would be undertaken in partnership with Hanson. If a pipeline was to be constructed, it would be subject to a separate State Significant Development application.</p> <p>Noise assessment of a pipeline was not included in this EIS, and is out of scope of the Proposal.</p>	Not applicable.
Traffic and truck movements		
Trucks on local streets	<p>Cement Australia has undertaken a traffic analysis that has included consideration of traffic types and volumes and assessment of their impact on local roads and intersections.</p> <p>Trucks accessing Cement Australia's site will not use local residential streets to transport cement from the Glebe Island site. Trucks will access the site using James Craig Road. As indicated in the traffic report, trucks will primarily use City West Link, Westconnex, Victoria Rd and Cahill Expressway to reach their destinations.</p> <p>No concrete mixer trucks interact with the Glebe Island site.</p>	<p>Environmental Impact Statement Report section 5.4</p> <p>Traffic Impact Assessment.</p>
Cumulative effect of Cement Australia trucks with trucks from other Port Authority tenant sites and the Rozelle Interchange project	<p>Cement Australia has prepared the proposal in consultation with Port Authority of NSW, specifically to understand the impact of other proposed facilities at Glebe Island and White Bay.</p> <p>The proposal requests 1.2 million tonnes of total throughput capacity at the Glebe Island facility, Cement Australia does not expect to use all of this capacity initially. It is likely that the peak number of trucks to accommodate the maximum throughput will not occur until after the Rozelle Interchange Project is completed, thereby reducing the cumulative impact on the surrounding area.</p>	<p>Environmental Impact Statement Report section 5.4</p> <p>Traffic Impact Assessment.</p>
Maritime traffic and boat movements		
Increase in ship movements	<p>At peak throughput capacity it is estimated there will be up to 55 ship movements annually.</p> <p>As a result of a recent upgrade to Cement Australia's shipping fleet, larger vessels with greater capacity are now used to transport the material to Glebe Island. This means that the</p>	<p>Environmental Impact Statement report Section 5.5.</p>

	annual peak currently experienced is less than previous and will increase to historic levels as throughput increases.	
Air quality		
Dust and other emissions	<p>Cement Australia has undertaken an assessment of air quality, dust and odour impacts in accordance with Environment Protection Authority (EPA) guidelines, this has included consideration of cumulative impacts of other developments.</p> <p>Analysis indicates that increased truck and ship movements will not have a measurable difference in ground level concentrations of dust, NO_x and SO_x.</p> <p>As part of the proposal, Cement Australia will conduct ongoing monitoring to ensure any emissions from the site will stay within EPA's guidelines.</p>	<p>Environmental Impact Statement report section 5.2</p> <p>Air Quality Assessment.</p>

7. Next steps

Cement Australia is committed to consulting with stakeholders throughout the life of the project and into operation.

Cement Australia has consulted with during the development of the Proposal, and the feedback received has informed the final proposal submitted with the SSDA.

Cement Australia will continue to consult with stakeholders during the public exhibition of the SSDA as required by DPIE. Cement Australia will also continue to work closely with the surrounding communities and other site stakeholders, including Council as appropriate.

As a long term tenant of the Glebe Island site, Cement Australia is engaged with local stakeholders. During consultation for this project, some further opportunities for ongoing consultation have been identified. The existing and ongoing consultations include:



Updates on the project webpage during the assessment of the Proposal;



Letterbox notification to inform neighbours of significant changes or potential disruption at Cement Australia's Glebe Island facility;



Regular attendance at the Glebe Island and White Bay community liaison group;



Continued engagement with the Port Authority and Glebe Island and White Bay tenants;



Email responses to questions raised via the project email address (as distributed to local residents); and



Ongoing community complaints handling process via the Port Authority.

8. Evaluation

Were all identified stakeholders informed about the Proposal?

All stakeholders identified in the CSES were informed about the proposal as shown in section 4.1 of this report.

Were any stakeholders missed and why?

Cement Australia believes it notified stakeholders and potentially interested community members during the pre-exhibition process. This included notification of all properties identified to be potentially impacted by an increase in noise at Glebe Island, as identified in the noise impact assessment report.

Many stakeholders and community members did not accept an offer of a project briefing or join a community webinar. This is assumed to be either due to lack of interest or a preference to assess the proposal in full once on exhibition.

If required, Cement Australia will notify these stakeholders if the proposal proceeds to exhibition.

Did stakeholders receive a chance to give feedback?

Cement Australia has considered and included the feedback received by stakeholders in preparation of the proposal. This feedback is detailed in section 5 (general stakeholders) of this report.

Was this feedback meaningfully considered and responded to?

Cement Australia has carefully considered the feedback provided during the consultation process, the responses to this feedback have been included in section 6 of this report.

Did stakeholders give feedback on the engagement process? What did they say?

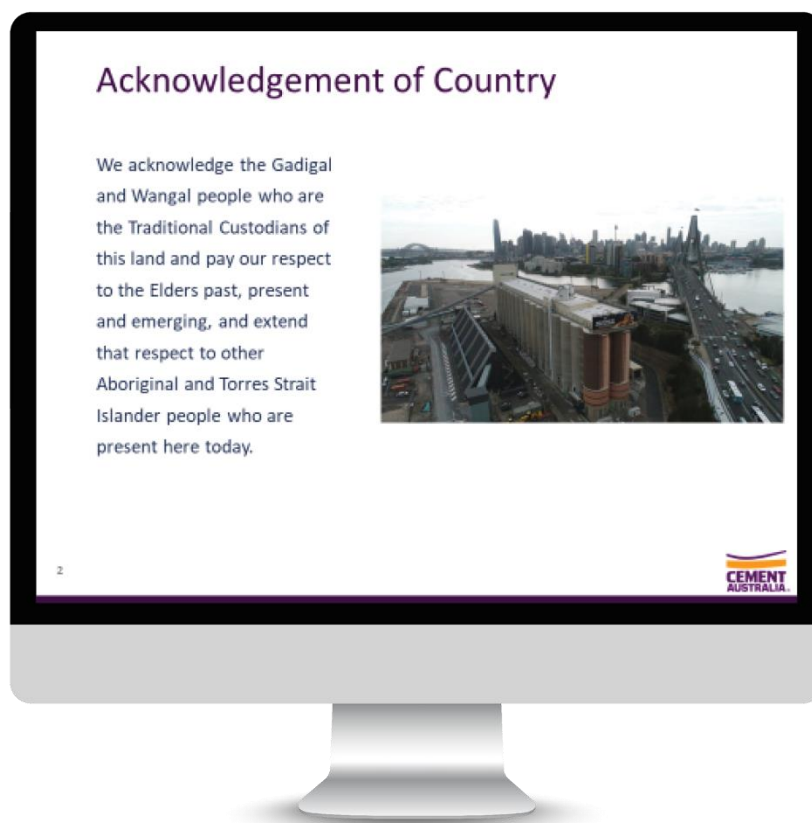
Yes, feedback was received from a number of residents who welcomed the opportunity to understand the proposal in more detail. In particular, they appreciated Cement Australia's explanation to the reason for there being a cement dispatch facility in central Sydney (as opposed to being located in western Sydney, Port Kembla or Newcastle).

During the Glebe Island and White Bay community liaison group meeting, Cement Australia received positive feedback about the proactive and broad consultation.

9. Appendices

- **Appendix A:** Copy of the PowerPoint presentation to community information webinar
- **Appendix B:** Copy of briefing invitation to key stakeholders
- **Appendix C:** Copy of letterbox drop sent to the community
- **Appendix D:** Letterbox distribution areas and snapshot of Historical Noise Monitoring Locations with sensitive receivers identified
- **Appendix E:** Proposal website

Appendix A: Copy of the PowerPoint presentation to community information webinar



Agenda

- The site and history
- A description of the proposal
- What is and is not changing and the potential impacts
- Consultation
- The planning process
- Q&A

3



Using GoToWebinar

All participants are automatically muted and the session is being recorded.

Want to contribute to the discussion?

- **Raise your hand** and when it is your turn we will unmute your line so you can speak

Want to ask a question?

- Type your question into the **Questions box** at any time.



4



Today's panellists



Blair Price
General Manager, Supply Chain & Logistics
Cement Australia



Greg Watkins
Group Manager, Safety and Sustainability
Cement Australia



Sara Wilson
Partner, Kathy Jones Associates
Facilitator



James McBride
Associate Director, Planning
Ethos Urban



About the site

- Original grain silos built in 1921 and current silos constructed in the 1970's.
- Cement Australia converted 16 of the 30 silos for cementitious (cement and fly ash) use in 1991.

Current operations

- 24 hours per day, 7 days per week
- Product receipt
 - Ships arrive in Sydney from Cement Australia's Gladstone plant in QLD.
 - Product is pumped via sealed pipes from the ship into the silos.
- Product despatch
 - By road in cement tankers (trucks).
 - 3 weighbridges, with max. four trucks per hour.
 - Total max. despatch over all 3 weighbridges of 12 tankers per hour.



About the Proposal

- Cement Australia is proposing to increase the maximum throughput of the cement facility from 600,000 to 1.2 million tonnes per annum.
- This is approximately 25 – 50% of the current facility overall throughput.
- The Proposal is only for an increase in allowable throughput – the existing silos and infrastructure can support an increase in throughput.
- The Proposal **does not** include any construction work, changes in operating practices or changes in hours of operation.



7



Why the change?

- The Glebe site currently provides approximately 50% of Greater Sydney's cement powder requirements.
- Proposed increase will help secure future cement supply through the efficient use of an existing facility.
- Unique location at a deep water port with direct access to the major road network.
- Close proximity to end users plants proposed for Glebe Island.
- Cement Australia produces cement products in Australia plants, located in Tasmania and Queensland.
- This proposal will continue to support Australian jobs and the economy.



8



What is changing and the potential impacts

What is changing

- Increase in throughput of cementitious material through the facility.
- There may be an increase in truck and ship movements over time.

What is not changing

- No construction or upgrades to existing infrastructure.
- No changes to operations, including operational hours (24 hours a day, 7 days a week).

Potential impacts

- There may be a negligible increase in dust air quality (detailed assessment underway).
- Heritage – no impact. No change to the physical structure of the silos and so no impact on the heritage fabric or significance of the Silos.
- Marine navigation and safety – preliminary assessment of increased ship movements will be carried out.

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Traffic and noise

Potential impacts

- Traffic:
 - Increase in number of ships docking from current, however larger parcel sizes per ship.
 - Increase number of truck movements over the course of a day.
 - Maximum potential number of trucks per hour will remain at ~ 12 trucks per hour as this is the maximum capacity of the current facility.
 - Truck routes will not change – e.g. on James Craig Road, trucks do not pass any residential or commercial areas
- Noise:
 - Increase in truck and ship movements.
 - Peak noise will not change.
 - Hours of operation will not change.
 - Operational improvements underway to further reduce noise on vessels.
- Negligible impact on pedestrians and cyclists expected as a result of the proposal.

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Who we are consulting with

Cement Australia will continue to consult with:

- Community, residents and businesses - our neighbours on Glebe Island and White Bay
- Inner West Council and City of Sydney
- Local elected representatives, State and Federal MPs
- State Government regulators and stakeholders



11



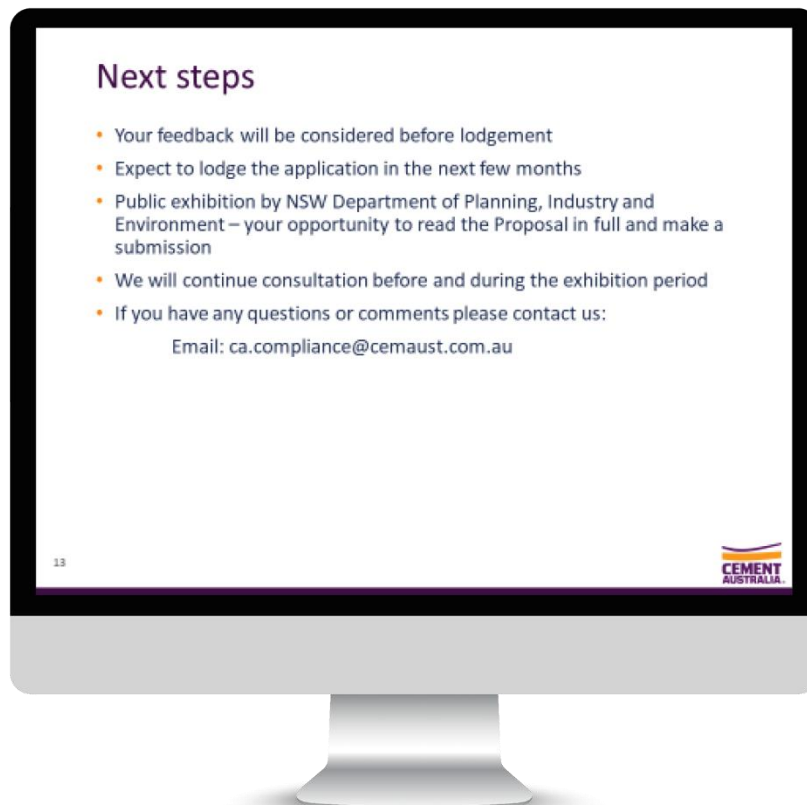
Planning Process

- State Significant Development Application (SSDA)
- Lodge with Department of Planning, Industry and Environment (DPIE)
- Minister for Planning and Public Space (or delegate) is the approval authority
- Community engagement part of process



12





Pre-submitted questions

- It is not clear how an increase in the cumulative number of trucks over the course of a day will not change the maximum number of loads / truck movements per hour. Please explain.
- When will the upgrade of Cement Australia's fleet be completed?
- If plant supplies 50% of 'Greater Sydney' region, why does it operate in 'Sydney City' rather than more central and industrious location? (I understand historically it has been on this site and 'only' change is increase in traffic).
- What is the average length of time the ships are docked at the port

15



Pre-submitted questions

- What is the link between Cement Aust operations & the proposed Hanson Concrete plant & the MUF? If you claim there is no link in operations, given Cement Australia is half owned by Hanson that is proposing a 24/7 batching plant, are you able to prove this?
- How will the increased volume of trucks carrying premix cement as well as the raw materials affect local roads in and around the area, such as Victoria Road and it's access streets?

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Appendix B: Copy of briefing invitation to key stakeholders

* Copy of letter to Councillor Darcy Byrne attached, a similar format was used for all stakeholders



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Clr Darcy Byrne
Inner West Council
PO Box 14
Petersham NSW 2049

Cement Australia Glebe Island – Cement Throughput Increase State Significant Development Application

Dear Councillor Byrne,

Cement Australia is preparing a development application to the Department of Planning, Industry and Environment (DPIE) to increase the upper limit to the total amount of cementitious materials that can be unloaded, stored and dispatched at its terminal on Glebe Island in any single year from 600,000 tonnes to up to 1.2 million tonnes (the Proposal).

The Proposal does not require any construction work, changes in hours of operation nor changes or upgrades to the types of operations. The 16 existing silos and supporting infrastructure Cement Australia currently uses on Glebe Island has sufficient capacity for the proposed increased volume. The application is only for an increase to the upper limit in capacity.

The development application is a State Significant Development Application (SSDA) as the Glebe Island site falls within a State Significant Precinct under the *State Environmental Planning Policy (State Significant Precincts) 2005*. The relevant consent authority is the Minister for Planning.

Why the increase?

The Glebe Island Silos play a crucial role in Sydney's civil and construction industries, providing approximately 50% of Sydney's cement requirements. The silos' location at a deep water port and the junction of many of Sydney's major roads affords cement trucks direct access to cement and concrete works facilities across the city.

Cement Australia provides material to current and future infrastructure projects including Sydney Metro, Westconnex and the Westmead Hospital Redevelopment, as well as many private developments throughout the city. Much of the cement that is used in those projects passes through the Glebe Island terminal. The Glebe Island facility is an important gateway to Sydney's infrastructure pipeline.

Cement Australia is unique in being one of the few companies that manufacture cement in Australia, at plants in Tasmania and Queensland. The proposed increase in capacity will secure Sydney's future cement supply through an efficient use of an existing facility, while supporting Australian jobs and the economy.

Consultation

As part of the SSDA process, Cement Australia is consulting with stakeholders and residents prior to lodgement with DPIE. The consultation process will help Cement Australia to understand stakeholder concerns and address these concerns prior to lodgement.

As part of this process, we are consulting with residents and businesses in Balmain and Pyrmont. Attached to this email is a letter that some residents in these suburbs will receive. The community is also able to learn more about the Proposal at our website: <https://www.cementaustralia.com.au/Glebe>.

Cement Australia would like to offer Clr Byrne a briefing on the Proposal, where we would be pleased to explain the Proposal and answer any questions you may have. The feedback we receive during this process will help inform the Proposal prior to lodgement with DPIE.

Alternatively, we are hosting two community webinars where we will present the Proposal for interested stakeholders and residents. Residents are being informed of the webinar through a letterbox drop. We would also welcome your attendance at the webinars.

Registration for the webinars is essential. Please register at our project website:

<https://www.cementaustralia.com.au/Glebe>

The webinars will be at the following times:

WEBINAR #1 - Tuesday, 1 December 2020, 5.30PM AEDT

WEBINAR #2 - Thursday, 3 December 2020 – 6.30PM AEDT

If you have any questions please contact Diana Bozzetto (Principal Sustainability Specialist) at Diana.Bozzetto@cemaust.com.au or 0419655308.



Kind Regards,



Blair Price


General Manager, Supply Chain and Logistics

Appendix C: Copy of letterbox drop sent to the community



Cement Australia – Glebe Island

CEMENT THROUGHPUT INCREASE APPLICATION



REGISTER FOR OUR COMMUNITY INFORMATION WEBINAR at
www.cementaustralia.com.au/Glebe

Cement Australia is preparing a State Significant Development Application (SSDA) to the Department of Planning, Industry and Environment (DPIE) to increase the upper limit to the total amount of cementitious materials that can be unloaded, stored and dispatched at its terminal on Glebe Island in any single year from 600,000 tonnes to up to 1.2 million tonnes.

The 16 existing silos and supporting infrastructure Cement Australia currently uses on Glebe Island has sufficient capacity for the proposed increased volume. The Application does not require any construction work, changes in hours of operation nor type of operation.

Have your say – community information webinar

Cement Australia is undertaking consultation with the community and stakeholders.

The feedback we receive during this process will help inform the Application prior to it being lodged with the DPIE.

Please visit our project website where you can find out more about the Application or register for an upcoming webinar.

The webinars are an opportunity to:

- ✓ Hear further details about the Application;
- ✓ Ask questions of the project team; and
- ✓ Have your say before the development application is submitted to the DPIE.

Pre-registration for these webinars is essential

Please register for the webinar at our project website: www.cementaustralia.com.au/Glebe

TUESDAY
1 December
5:30pm AEDT

THURSDAY
3 December
6:30pm AEDT

About the site

Glebe Island has a long history as the industrial heart of the Inner West. In 1921 the tall concrete silos were constructed for grain storage and distribution and used for most of that century.

In 1991, Cement Australia took operation of 16 of the 30 silos for use as a cement terminal. These heritage listed silos will continue to be used in the future.

Why the increase?



The Glebe Island Silos play a crucial role in Sydney's civil and construction industries, providing approximately 50% of Sydney's cement requirements. The silos' location at a deep water port and the junction of many of Sydney's major roads affords cement trucks direct access to cement and concrete works facilities across the city.

Cement Australia provides material to current and future infrastructure projects including Sydney Metro, Westconnex and the Westmead Hospital Redevelopment, as well as many private developments throughout the city. Much of the cement that is used in those projects passes through the Glebe Island terminal.

Cement Australia cement products are manufactured in Australia, at plants located in Tasmania and Queensland. The proposed increase in capacity will secure Sydney's future cement supply through an efficient use of an existing facility, while supporting Australian jobs and the economy.

We welcome your feedback. If you have any further questions or comments, please contact us: ca.compliance@cemaust.com.au

cementaustralia.com.au/Glebe



Appendix D: Letterbox distribution areas and snapshot of Historical Noise Monitoring Locations with sensitive receivers identified

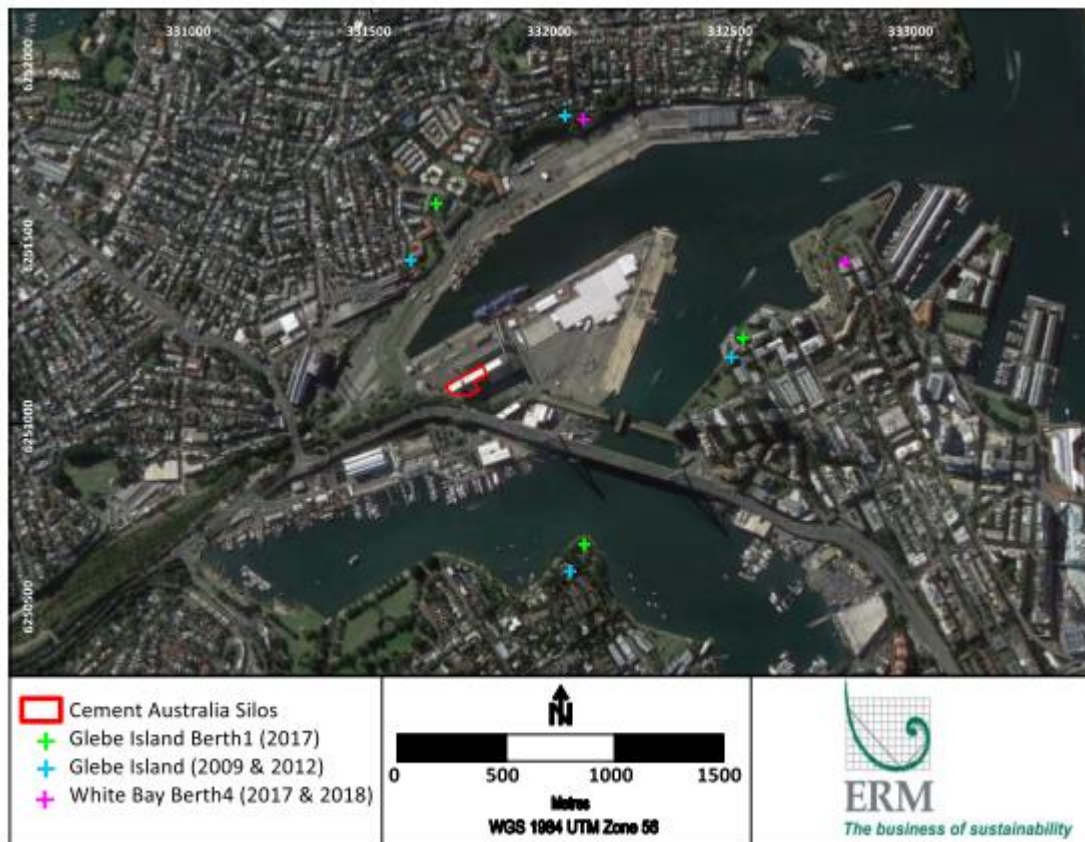


Figure 3-1 Site location and Historical Noise Monitoring Locations

Balmain distribution area:



Pymont distribution area:




Glebe distribution area:



Appendix E – Project website

Glebe Island terminal - Cement Throughput Increase Application



Cement Australia is preparing a development application to the NSW Department of Planning, Industry and Environment (DPIE) to increase the upper limit to the total amount of cementitious material that can be unloaded, stored and dispatched at its terminal on Glebe Island in any single year, from 600,000 tonnes to up to 1.2 million tonnes.

The 16 existing silos and supporting infrastructure Cement Australia currently uses on Glebe Island has sufficient capacity for the proposed increased volume. The application does not require any construction work, changes in hours of operation nor changes or upgrades to the types of operations.

Glebe Island is within a State Significant Precinct (under the *State Environmental Planning Policy (State Significant Precincts) 2005*) and a State Significant Development Application (SSDA) will be lodged with the DPIE. As part of the application process, Cement Australia is consulting with stakeholders and residents prior to lodgement with the DPIE. The consultation process will help Cement Australia to understand stakeholder concerns and address these prior to lodgement.

About the site

Why the increase?

What will change?

Planning process

Find out more and have your say

Cement Australia will be hosting two webinars for the community to find out more about the proposal. The webinars are an opportunity to ask questions of the project team and have your say before the proposal is submitted to the Department of Planning, Industry and Environment.

Registration for these webinars is essential.

WEBINAR #1 - Tuesday, 1st December 2020, 5.30PM AEDT - [Click to register](#)

WEBINAR #2 - Thursday, 3rd December 2020, 6.30PM AEDT - [Click to register](#)

Please note these times are AEDT (Sydney) time

We welcome your feedback. If you have any questions or comments, please contact us:
Email: ca.compliance@cemaust.com.au

WEBINAR #1

Tuesday, 1st
December 2020,
5.30PM AEDT

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WEBINAR #2

Thursday, 3rd
December 2020,
6.30PM AEDT

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