

## Glebe Island Silos Throughput Capacity Increase

### OBJECTION to Application No DA-188611

I strongly object to this proposal seeking to significantly increase the currently approved cementitious material throughput up to 1,200,000 tonnes per annum (an increase of up to 700,000 tonnes per annum) for the cementitious material storage silos and related port facilities.

I consider the application to be TOTALLY unacceptable for the following reasons:

- **NOISE - Significant increase in disturbing noise emissions**

- My home is less than 230m away from Cement Australia's unloading activities. My family, neighbours and I, all experience the disturbing noise emissions associated with these operations. Noise that interferes with the comfort of living in our own home and especially interferes with our sleep. Disturbances by noisy ship operations can continue 24 hours a day for several consecutive days.
- This application seeks a huge increase in the current volumes of ship visits per annum and will mean less and less precious reprieve from noise for myself, my family, and other nearby residents.
- Current noise levels are not effectively measured nor managed under existing noise management policies because these policies are not designed to capture and measure all types of noise emissions. These policies represent a false and ineffective safeguard.
- 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.

The EPA's *Noise Policy for Industry* acknowledges that in some circumstances tones may not be identified using the 1/3 octave band method and narrow band analysis may be required. However, the automated noise monitoring systems used in White Bay and Glebe Island do not record narrow bands, so the disturbances are not measured and more importantly not reported by the monitoring

systems. This results in a flawed and false determination of noise compliance by vessel operations.

**The reality is nearby residents very often experience disturbing noise emissions outside the 1/3 octave band. Despite the highly disturbing noise, ship operations are deemed to be compliant. As a result, residents stop reporting the disturbances because no remedial action results, only frustration.**

**It is unfair for Cement Australia to expose its residential neighbours to a greater number of days each year where we are forced to suffer these noise disturbances. These noise emissions impact our lives in a very real way and should not be dismissed.**

- **AIR pollutants – More emissions**

- Vessels currently run their engines whilst in port to support unloading operations, emitting toxic fumes into our community.
- The black soot deposits evident on our outdoor furniture is a worrisome indicator of the harmful particles we are ingesting. Increasing throughput as proposed will massively increase the presence of these damaging emissions for those of us living in close proximity to these operations.
- The government recently announced the development of Shore Power in the Bays Port precinct to allow working vessels to plug in to electric power. However, the effective implementation of this plan is still some years away.

- **POOR Planning outcomes for public land owned by NSW**

- Data shows us Cement Australia are not and have not run to their current capacity, so they certainly don't need an expansion.

150% increase in capacity may make Cement Australia more valuable to their shareholders and to someone who wants to take them over but their value to the city of Sydney has not been demonstrated in this application.

- The Government, together with the Community have collectively been planning the Bays Precinct for more than a decade and this proposal is a significant POOR use of the most valuable waterfront lands owned

by the people of NSW. There is so much more that could benefit the population. Approval would be a missed opportunity for generations to come.

- **NO Cumulative Effect of Incremental Development**

- The planning approvals system fails to measure incremental increases and cumulative impacts of individual approvals. Every additional development brings increased traffic with its associated pollution together with pollution from the operation itself. And every time the cumulative impact is ignored by the Department of Planning & Environment.
- Carefully considered development approvals granted in the past, are undermined by subsequent applications for expansion. Doing so challenges the integrity of the DA process and brings the whole process into community disrepute.
- Currently, Glebe Island & White Bay ports host a Metro station/support site and a Westconnex support site whilst running a few port activities. In plan, is the Multi-User Facility (given planning permission with no tenant to fill it), Hanson Cement Batching Facility (with conditions on noise and restrictions on truck movements) and the Western Harbour Tunnel fabrication and support site. The cumulative effect of this incremental development has never been measured by our representatives, the Department of Planning & Environment.
- The Department of Planning & Environment must represent the community by obtaining independent environmental assessments that include the cumulative effect of adding each newly proposed development. A DA applicant would not be in a position to assess the environmental impact of operations outside their responsibility. Only the DPE can do it.