

Notice of decision – Glebe Island Silos Throughput Capacity Increase

Section 2.22 and clause 20 of Schedule 1 of the *Environmental Planning and Assessment Act 1979*

Application type	Development Application
Application number and project name	DA-188611, Glebe Island Silos Throughput Capacity Increase
Applicant	Cement Australia Pty Ltd
Consent Authority	Minister for Planning and Public Spaces

Decision

The Minister for Planning and Public Spaces, under s.4.16 of the *Environmental Planning and Assessment Act 1979 (the Act)* granted consent to the development application subject to the recommended conditions and any additional conditions

A copy of the development consent and conditions is available at:

<https://www.planningportal.nsw.gov.au/daex/under-consideration/glebe-island-silos-throughput-capacity-increase>

A copy of the Department of Planning and Environment's Assessment Report is available at:

<https://www.planningportal.nsw.gov.au/daex/under-consideration/glebe-island-silos-throughput-capacity-increase>

Date of decision

3 September 2026

Reasons for decision

The following matters were taken into consideration in making this decision:

- the relevant matters listed in section 4.15 of the Act and the additional matters listed in the statutory context section of the Department's Assessment Report;
- the prescribed matters under the *Environmental Planning and Assessment Regulation 2000*;
- the objects of the Act;
- all information submitted to the Department during the assessment of the development application;
- the findings and recommendations in the Department's Assessment Report; and

The findings and recommendations set out in the Department's Assessment Report were accepted and adopted as the reasons for making this decision.

The key reasons for granting consent to the development application are as follows:

- the project would improve the supply of cementitious material to meet the growing demand for products for infrastructure and development projects
- the development is consistent with relevant NSW Government policies and strategies, including the Greater Sydney Regional Plan and the Bays West Place Strategy, and supports the continued operation of the working harbour during the transition of the Bays West Precinct
- the project would not negatively impact or prohibit the Government's future vision for the Bays West Precinct
- the impacts on the community and the environment can be appropriately minimised, managed or offset to an acceptable level, through appropriate conditions of consent
- weighing all relevant considerations, the project is in the public interest.

Attachment 1 – Consideration of Community Views

The Department publicly exhibited the DA and accompanying EIS from 3 March 2022 until 30 March 2022 on the NSW Planning Portal and notified and invited comment from the relevant Government agencies.

During the exhibition period, the Department received 78 submissions from the public (3 special interest groups and 75 individuals), an objection from the Inner West Council, and advice from 3 government agencies, including TfNSW, EPA and Heritage NSW. Seventy-three submissions objected to the project, 2 submissions supported the project, and 3 provided comments.

Key issues raised by the public relate to noise, air quality, traffic, lighting and cumulative amenity impacts associated with increased vessel and truck movements. Concerns were also raised regarding vessel safety, future redevelopment of the Bays West Precinct, water quality, time-limited consent arrangements and broader strategic planning outcomes for Glebe Island. Other issues are addressed in detail in the department's assessment report.

<i>Issue</i>	<i>Consideration</i>
<i>Noise</i> - Operational noise impacts from loading and ship/truck movements - Installation of noise attenuation measures - Sleep disturbance - Noise curfew - Appropriateness of GIWBPNP.	<i>Assessment</i> The Applicant submitted a Noise Impact Assessment (NIA) prepared in accordance with the EPA's <i>Noise Policy for Industry</i> (NPfI) and the <i>Glebe Island White Bay Port Noise Policy</i> (GIWBPNP). The GIWBPNP was developed in consultation with the EPA, which has also provided General Terms of Approval for the proposal. The assessment considered both vessel-related noise and landside operational noise, including vessel engines, unloading activities and truck loading operations. The NIA predicted a marginal exceedance of 1 dBA at Noise Catchment Area 1 (NCA1) during the night-time period, with all other receiver locations predicted to comply with the relevant night-time noise criteria. Importantly, overall noise levels remain more than 10 dBA below the collective noise benchmarks established under the GIWBPNP, and the assessment concluded that sleep disturbance criteria would not be exceeded. In response to submissions raising concerns regarding increased vessel activity, night-time operations, cumulative noise impacts and the effectiveness of proposed mitigation measures, the Department reviewed the NIA and consulted with the EPA. The Department is satisfied that the proposal can operate within the applicable noise framework, subject to the implementation of additional mitigation and monitoring measures. <i>Conditions</i> To ensure ongoing compliance and to verify the predicted outcomes, the Department has recommended conditions requiring the preparation and implementation of an Operational Noise Management Plan (ONMP), including a Traffic Noise Management Strategy. The Applicant will also be required to undertake operational noise monitoring and submit an Operational Noise Verification Report within six months of commencing operations at the increased capacity. Any exceedances identified through monitoring would be required to be investigated and addressed through adaptive management measures.
<i>Air Quality</i> - Air pollution - Odour impacts - Increase in nitrogen oxide and sulfur dioxide from vessel berthing.	<i>Assessment</i> The Applicant submitted an Air Quality Impact Assessment (AQIA) prepared in accordance with the EPA's <i>Approved Methods for the Modelling and Assessment of Air Pollutants in New South Wales</i>. The AQIA assessed emissions associated with the proposed increase in throughput capacity, including emissions from vessel berthing, unloading operations, truck movements and material handling activities. The AQIA concluded that the increase in annual pollutant emissions associated with the proposal, including emissions of nitrogen oxides (NO_x), sulfur dioxide (SO₂), particulate matter and other combustion-related pollutants from vessels and landside activities, would not result in any exceedance of the relevant air quality assessment criteria at nearby sensitive receiver locations. The Department notes concerns raised in submissions regarding potential increases in air pollution, vessel emissions, odour impacts and associated health effects. The AQIA demonstrated that existing background pollutant concentrations are below the relevant assessment criteria and that the predicted increase in pollutant concentrations associated with the proposal would be negligible. As a result, the development is not predicted to result in any measurable deterioration in local air quality or any exceedance of applicable assessment criteria. The Department further notes that the proposal does not involve changes to the type of material handled at the facility and is not expected to generate significant odour impacts. Cementitious materials are managed through the existing

	enclosed storage, conveying and handling systems, and the AQIA did not identify odour as a material environmental constraint associated with the proposal. While vessel numbers and berth occupancy are expected to increase, the assessment concluded that the resulting increases in NO_x and SO₂ emissions would remain within the relevant air quality criteria and would not give rise to unacceptable impacts on nearby residents. The Department is therefore satisfied that the proposal would not result in significant air quality or odour impacts. <i>Conditions</i> The Department has recommended conditions requiring the Applicant to: - operate the facility using best practice environmental management measures; - comply with the emissions limits and requirements of the Environment Protection Licence (EPL); - maintain all plant and equipment in an effective operating condition; and - investigate and address any substantiated complaints relating to dust, odour or air quality impacts as required under the EPL and conditions of consent.
<i>Traffic</i> - Increase in traffic generation - Traffic impacts on pedestrian and cycling safety - Historical data utilised in the traffic model.	<i>Assessment</i> The development would increase truck movements per annum from 21,536 to 48,459. The Applicant provided a Transport Impact Assessment (TIA) and addendum report to assess the impacts of the throughput increase. The TIA established that the site has a maximum capacity of 12 heavy vehicle movements (12 in and 12 out) per hour and would not exceed the existing maximum of 12 heavy vehicle movements per hour. In addition, 90% of peak demand periods are to occur between 7:00 am and 4:00 pm and that all movements between the periods of 7:00 am and 4:00 pm account for 60% of all truck movements. The TIA included SIDRA modelling utilising 2019 traffic survey data being representative of most conservative pre-covid data, which predicted the existing Level of Service (LoS) of the key intersections would be reduced from LoS B to LoS C during peak periods. No concerns or recommended conditions were provided by TfNSW. The Department considers that although the increase in traffic distribution would reduce the level of service of two key intersections during the morning and afternoon peak hour periods, the predicted increase in intersection delay would be minimal and therefore have only a minor impact on existing road performance. <i>Conditions</i> The Department recommends a condition of consent requiring the Applicant to prepare and implement an Operational Traffic Management Plan (OTMP).
<i>Light</i> Lighting impacts from the facility on residential areas.	<i>Assessment</i> The proposal does not include any additional lighting or changes to existing lighting. The site is an established working port with approved 24-hour operations, and the existing lighting is required to support those activities. As no changes to lighting are proposed, the development is not expected to result in any additional light spill, glare or amenity impacts on surrounding receivers. <i>Conditions</i> N/A
<i>Cumulative Impacts</i> Cumulative impacts of noise, traffic and air quality.	<i>Assessment</i> The cumulative impacts of noise, traffic and air quality have been assessed in the relevant technical reports submitted by the Applicant. These assessments considered the operational impacts of the proposal in the context of existing and approved activities in the surrounding area. Having regard to the findings of the technical assessments and advice from relevant agencies, the Department is satisfied that the cumulative impacts of the proposal are acceptable and can be appropriately managed through the recommended conditions of consent. <i>Conditions</i> The recommended conditions for the cumulative impacts of noise, traffic and air quality are addressed in the respective sections above.
<i>Future Landuse Strategy</i>	<i>Assessment</i>

• Inconsistency with the future residential and commercial landuse strategy.	The Department notes that the site currently operates under a lease arrangement with the Port Authority of NSW until 2030. The Department has considered the proposal in the context of the future strategic planning framework for the locality, including the Bays West Place Strategy and Bays West Stage 2 Rezoning. The Department is satisfied that the continued operation of the facility to the end of the existing lease term would not prejudice or conflict with the future redevelopment and land use aspirations for Glebe Island and the wider Bays West precinct. <i>Conditions</i> The Department has recommended a condition of consent requiring the Applicant to obtain further approval from the Minister (or delegate) for any continued operation of the facility beyond 2030, ensuring that future operations can be considered in the context of the strategic planning framework and land use objectives applying at that time.
<i>Ship to Shore Power</i> • requested shore power to reduce vessel noise and emissions	<i>Assessment</i> Several submissions requested the provision of ship-to-shore power. The Department notes that the proposal does not involve the provision of new port infrastructure and the installation of shore power does not form part of the development application. <i>Conditions</i> Response not required as not include as part of the application.
<i>Vessel curfews and unloading restrictions</i> • vessel movement curfews (10pm–6am) • prohibition on crane and bucket unloading • restrictions on night-time operations	<i>Assessment</i> The Noise Impact Assessment (NIA) assessed vessel and landside operational noise, including vessel engines, unloading activities and truck loading. While a marginal exceedance of 1 dBA was predicted at one receiver during the night-time period, overall noise levels remain more than 10 dBA below the collective noise benchmarks under the Glebe Island White Bay Port Noise Policy, and sleep disturbance criteria are not predicted to be exceeded. Accordingly, the Department is satisfied that the increase in vessel throughput would not result in unacceptable noise impacts and does not consider additional operational restrictions to be warranted. <i>Conditions</i> Compliance will be managed through the recommended Operational Noise Management Plan and operational noise verification monitoring.