

Utopia...we're living in it!

Sydney's Inner West is now at the epicentre of a lengthy list of polluting, disruptive and downright dangerous construction projects that will run for decades. A long pipeline of new projects will join WestConnex in making use of a major new port and construction facility being built at **Glebe Island and White Bay** - the geographic centre of **Lilyfield, Rozelle, Balmain, Pyrmont, Glebe & Annandale**.

Hanson's Concrete Batching Plant



Currently producing one million cubic metres of concrete a year at their existing site between Blackwattle Bay and Bridge Road, Glebe, Hanson's Concrete Batching Plant will relocate to the [Port Facility on Glebe Island](#) by June 2018. Hanson's anticipates its lease of the new site will be for a term of 20-30 years.

Most of the raw materials for the new plant will arrive by road and the rest (a million tonnes of aggregate) will arrive by ship. The only way for the concrete they produce to leave the site is by truck. Truck loading will occur 24 X 7. The Traffic Impact assessment predicts 248 truck movements per day and these can be expected to take the quickest route to their destinations, including suburban streets.

What's the problem?

The glossy Bays Precinct redevelopment plans for hi-tech industry and Pyrmont-style urban renewal have been dropped for the development of an industrial park to serve Sydney's construction industry for the next 25 or 30 years.

This is convenient for the construction companies, their suppliers and customers. But it could be disastrous for those who live, work, shop, play or attend childcare, kindergarten, school, church and music events or walk, jog, cycle and engage in other kinds of active sports in this precinct.

Impacts & mitigation

The various environmental assessments provided by the proponent go into considerable detail about various impacts but mainly confine themselves to the impacts of the proposed site operations at Glebe Island and its connections to the City West Link, Victoria Road and The Crescent. There is a lot of detail about noise, air pollution and traffic as it applies to the plant's immediate neighbours and road intersections, but no information about the impact of delivery truck movements amounting to hundreds of thousands per year on the residents of suburban streets a short distance away.

These impacts need to be identified as part of the environmental impact process before this project is approved. And they need to be assessed in the context of existing pollution burdens that is already carried by the inhabitants of the Inner West together with the predictable additional pollution burden that will come from the known pipeline of announced projects impacting this area.

If implemented as proposed – 24 hour, 7 day per week operations, with ships, vehicles and equipment powered by dirty fossil fuels – there will be serious adverse impacts on the adjacent suburbs of [Lilyfield, Rozelle, Balmain, Pyrmont, Glebe and Annandale](#).

All of villages lie in large part within 1.5 kilometres of Glebe Island. Any environmental assessment that does not address these issues and specify the measures required to mitigate them, has not done its job.

We expect recognition from the proponent and the Department of Planning & Environment that the issues raised below, if left unaddressed, pose an unacceptable additional burden for a living environment already subject to excessive pollution. We require the Department and the proponent to acknowledge this. We expect the proponent to submit proposals for how their impacts can be mitigated. If these problems cannot be mitigated to an acceptable level, the project should not proceed.

Issues yet to be adequately addressed by proponent

<p>Shipping</p> <ul style="list-style-type: none"> emissions noise 	<p>Air pollution</p> <ul style="list-style-type: none"> PM₁₀ PM_{2.5} dust from raw materials, vehicle tyres health impacts
<p>Vehicles</p> <ul style="list-style-type: none"> type, weight & numbers (including light vehicles of employees) size and engine type (petrol, diesel, gas, electric) operating noise parking arrangements 	<p>Site noise</p> <ul style="list-style-type: none"> during construction during port operations
<p>Equipment on site</p> <ul style="list-style-type: none"> engine type emissions: engine, tyre wear noise pollution hours of operation 	<p>Compliance</p> <ul style="list-style-type: none"> setting of conditions monitoring adherence penalties for breach
<p>Traffic routes</p> <ul style="list-style-type: none"> safety risks: inbound routes outbound routes trip numbers hours of operation impacts on safety impacts on amenity 	<p>Proposed mitigation measures for all of the above</p>

Status and timeline for approval

	Stage	Status	Comment
1	Prepare SEARs request to Planning NSW	Completed	State Significant Development
2	Proponent prepares DA & EIS	Completed	
3	Review of application and prepare exhibition	Completed	
4	Exhibition & collate submissions	Open	On exhibition 11/4 – 15/5/2018
5	Proponent response to submissions		
6	Assessment		
7	Determination		

Actions

It is essential to write and/or phone our [Councillors, MPs, government ministers](#). We also need to [respond to the Department of Planning](#) while the project plans are being exhibited.

[Home](#)

<https://platypus.neocities.org/Utopia>

The proposed Concrete Batching Plant at Glebe Island is currently on exhibition until 15th May.

Document library

NB. The full document library is available through the first link at NSW Department & Environment. The following links are to the most important of the impact assessments.

1. [Batching Plant project documentation - NSW Planning & Environment](#)
2. [Brochure on Glebe Island Facility - Hanson](#)
3. [Notification of proposal - Hanson](#)
4. [Traffic Impact Assessment - Hanson](#)
5. [Air Quality Report - Hanson](#)