

**From:** [Andrew Pickles SC](#)  
**To:** [IPCN Enquiries Mailbox](#)  
**Subject:** SSD8544 Hanson Concrete Batching Plant Glebe Island  
**Date:** Monday, 31 May 2021 10:19:44 AM  
**Attachments:** [DOC310521.pdf](#)

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Dear Commissioners

I made a submission on 9 May 2021 to the application on the IPC portal and wish to make the following additional submissions in relation to the amended documents.

1. The montages – The amended photomontage, particularly the one from Pirrama Park demonstrates the unacceptable impact on views of ANZAC Bridge from the public domain to the east of the site. The impact on the views of the cable stays of the bridge is unacceptable. The obscuring of such iconic views cannot be tolerated. It also highlights the point made by Ross Stitt in his address to the Commission about views from the ANZAC Bridge. Given that the Sydney City Marine buildings were deliberately restricted in their height to preserve views from the Bridge, the position must still be the same today. I have marked up a site plan from the assessment report showing a much better location on Glebe Is than the current proposal. While the site plan from assessment report marks the area I have hatched as being the Western Harbour Tunnel Construction site, in fact that site is located north of the position depicted, more in the location of the words “Glebe Island”. The hatched location would have several advantages:
  - a. It would be partially screened from Pyrmont by the MUF
  - b. It would sit in the foreground of the heritage silos when viewed from Pirrama Park, not in front of the cable stays of the Bridge – I have shown this hatched in red on the photomontage.
  - c. It would be separated from Balmain by the Western Harbour Tunnel construction site and other existing ancillary port structures.
2. The height – The RL’s now provided on the amended east and west elevations along with the detail of the RL for the deck of the Bridge demonstrate the unacceptability of the height proposed for the silos.
3. The letter from the Department seeking to justify the proposal in the context of the long-term strategy for the Bays Precinct simply demonstrates that this has not really been considered at all. There is no real plan for how the concrete batching and MUF might integrate with the rest of the precinct at all. The strategy’s designation of the east of Glebe Is for concrete batching and bulk handling facility post dated the Hanson proposal. The reality is, the Department has no idea how the Glebe Island East precinct is going to integrate with the uses proposed in White Bay for the longer term.
4. The response from Hanson regarding other 24/7 concrete batching operations indicates facilities at Banksmeadow and Greenacre - These facilities are both located within heavy industrial precincts and do not have a residential interface across the water. They are simply not comparable in terms of the potential for adverse impact on a densely populated residential community.

As I indicated previously, in my view the Hanson proposal is wrongly located within Glebe Island. This has been done to meet the desires of the Ports Authority to find a use for a portion of its land otherwise unused, not because any real thought has been given to visual and noise amenity impacts arising from it.

Regards

Andrew Pickles

Andrew Pickles SC

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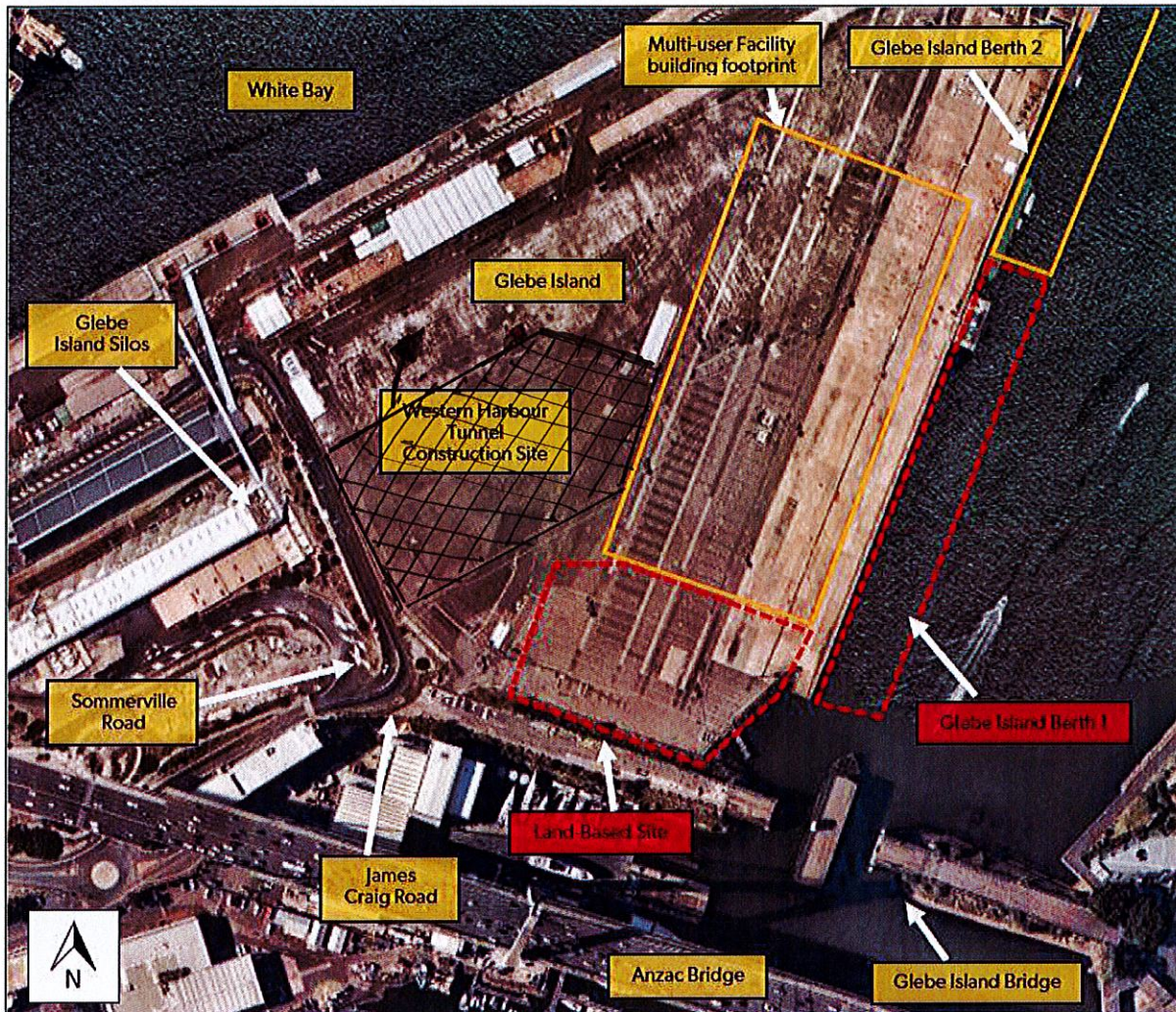
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 Preferable location for  
Hansen CRP.

## 1.2 The Site

- 1.2.1 The site is located at the southern end of Glebe Island and includes both a water-based (Glebe Island berth 1) and an adjacent land-based component (**Figure 2**). The site is legally described as Lot 10 in DP 1170710. The site is owned by the Newcastle Port Corporation (a State-owned Corporation) and administered on its behalf by the Port Authority of NSW (Port Authority). There are no buildings on the site. The site is flat, rectangular in shape and predominantly covered in concrete and asphalt. The land and water-based components of the site have areas of approximately 1.4 ha and 0.25 ha respectively.



**Figure 2 | Site Location Map** (Base source: Nearmap)

## 1.3 Surrounding site context

- 1.3.1 The predominant uses in the immediately surrounding area are maritime and industrial (**Figure 3**). The site is accessed by James Craig Road, which forms its border to the west and links to the regional road network at The Crescent, near the intersection with Victoria Road. To the south-east of the site is the State Heritage listed Glebe Island Bridge, which is not currently in operation to pedestrian or vehicular traffic. Further beyond this to the south is the ANZAC Bridge, which is listed as a heritage item on the TfNSW (Roads) section 170 Register.



