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Q1

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Q2

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Q3

What has been your experience with the retain and manage industrial lands policy?

Respondent skipped this question

Q4

What has been your experience with the review and manage industrial lands policy?

Respondent skipped this question

Q5

What suggestions would you make for industrial lands policy in the Greater Sydney Region Plan?

Respondent skipped this question

Q6

Are there any barriers to industrial lands fulfilling their functions?

Respondent skipped this question

Q7

Respondent skipped this question

From your perspective, what would be the most productive way to manage industrial lands? What are the opportunities to make industrial areas more productive?

Q8

Respondent skipped this question

Are there particular locations in Greater Sydney that are most appropriate to transition to alternative uses for industrial lands? Why?

Q9

Respondent skipped this question

Are you aware of any new types of industrial or urban services uses occurring in industrial areas?

Q10

Respondent skipped this question

Please provide any further comments below

Q11

Would you like to attach a document?

Bays West Place Strategy Response Final CCAA.pdf (241.7KB)

4 May 2021

Mr Grant Knoetze
Executive Director Portfolio Co-ordination and Strategic Projects
Places, Design and Public Spaces
Department of Planning, Industry and Environment
Bays West Draft Place Strategy Submission
Locked Bag 5022
Parramatta NSW 2124

bayswest@dpie.nsw.gov.au

Dear Mr Knoetze

DRAFT BAYS WEST PLACE STRATEGY

Thank you for the opportunity to comment upon the Department of Planning, Industry and Environment's (DPIE) Draft Bays West Place Strategy.

Cement Concrete & Aggregates Australia (CCA) is the peak industry body for cement manufacturers, concrete suppliers and extractive operators throughout New South Wales. Collectively known as the heavy construction materials industry, our members are engaged in the quarrying of limestone, sand, stone and gravel, the manufacture of cement and the supply of pre-mixed concrete to meet New South Wales's building and construction needs. These businesses range from large global companies to SMEs and family operated businesses.

Cement, concrete, stone and sand are the fundamental materials that enables the \$56 Billion New South Wales construction industry, employing 370,000 workers and contributing 45% of the New South Wales taxation revenue base. CCA notes that the COVID-19 pandemic has had a significant impact upon the economy of New South Wales and the construction sector, supported by an efficient heavy construction materials supply chain is playing a pivotal role to help deliver an economic rebound.

Our member companies continue to maintain a vital interest in the future of the Bays West Precinct through there present, past and future utilisation of assets within the **Glebe Island operations and the proposed Multi-User¹ and Concrete Batching Plant** facilities.

These existing and new construction materials operations withing the Glebe Port are critical components to meet the increasing demand for the construction materials required to deliver both the pipeline of NSW Government major infrastructure projects pipeline and private sector developments at the lowest level of embodied carbon.

Following consultation with our members and wider industry stakeholders, there is general support for the overall thrust of this strategy and for an in-depth **master planning** process to be put in place to take advantage of the future **“The Bays” Metro Rail station**, however further details are requested across several areas that will be highlighted in our submission, as well as several key recommendations.

Economic and Environmental benefits for the retention of the Working Harbour

CCAA notes that the Bays West Place Strategy is effectively supported by 6 Big Moves, with the third being *“Connect community to water wherever possible while recognising the working harbour and port operational requirements.”*

The renewal of the Bays West Precinct, with the forthcoming construction of The Bays Metro station, is clearly the ideal opportunity to better integrate the adjacent community with the foreshore and to develop a new and vibrant public place that is well supported by improved infrastructure and transportation options. CCAA recognises and understands that urban activation will mean a much greater level of mixed use development, including apartment and residential living, closer to the Port, Construction Materials operations and the White Bay Cruise Terminal.

Construction Materials operations and the Passenger Terminal are both strategic assets and of significant economic benefit to Sydney and New South Wales given its central location across the harbour from the Central Business District and greater Sydney Metropolitan area.

Glebe Island is a low impact working port providing critical maritime supply options for Sydney for more than a century. Since the 1990’s, it has been extensively used for the importing and distribution of construction materials including cement, fly ash, aggregates, concrete, gypsum and sand (due to supply depletion at Kurnell and Penrith Lakes) to meet the demand for construction materials across Sydney.

Its location provides a low cost sustainable entry point with the lowest city wide environmental impact for vital materials needed to meet the city’s long term construction needs by way of avoiding road based transportation. By way of example over the next 10 years or so Glebe Island will be close to many of the NSW Government’s major infrastructure projects which will assist in reducing the overall building and transportation cost of these critical improvements. To support the ongoing growth of NSW one of our members has applied for increased throughput of its existing terminal operation and another has recently received approval for the development of a concrete batching plant in the Port to directly assist with the delivery of these projects.

The retention of the port operations and associated construction materials facilities is also critical to reducing the impacts of air quality emissions across the Greater Sydney region given that a single marine vessel can replace up to 1500 truck movements with the distribution of construction materials. We note that in 2013, an Air Quality Impact Assessment as part of a Review of Environmental Factors (REF) for the construction of the proposed new Multi-User Facility at Glebe Island Berths 1 & 2 , undertaken by the Port Authority of NSW (the Authority), not only found that

there were no significant air quality impacts associated with the facility¹ and that the Authority also noted *“The import of dry bulk materials by sea brings significant environmental and social benefits by minimising congestion, air pollution and road maintenance costs arising from truck movements on roads. An operation at Glebe Island means hundreds of thousands of truck movements into and out of the congested arterial roads will be eliminated (a single vessel can replace between 1100 – 1500 truck movements).”*²

CCAA members and other industry stakeholders are further encouraged by the terminology used in the strategy such as the reference to “working harbour” no less than 44 times throughout the document, that the existing and future working harbour and strategic operational port needs must be accommodated as a “*non-negotiable*” as well as Action Item 4e that states *“Master Planning for each sub-precinct to consider the working harbour and port operational needs for the opening of the Metro Station, and for the long term.”*

However, we seek further clarity around the definition of the term “Working Harbour” to be clear that this is inclusive of:

- the existing use of the Glebe Silos and operating berth;
- the importation and distribution of all heavy construction and bulk materials; and
- the further value adding to these materials, such as critical concrete manufacturing, at the Multi-User facility.

We also wish to be clear that growth for existing operators and new users to the Multi-User facility are also included and encouraged in the definition and/or intent of the definition.

Enhanced Urban Activation and integration with Glebe Island Silos & the Multi-User Facility

CCAA recognises and understands that urban activation will mean a much greater level of apartment and residential living closer to the water, the Glebe Island Silos, the Multi-User facility and the White Bay Cruise Terminal. We also note Direction 10 of the strategy which seeks to prioritise walking, cycling and public transport by capitalising on the location of the future Metro Station.

Members have raised concerns with regards to the integration of pedestrians and cyclists with heavy vehicles that transport materials from the facility, including the proposed location of a pedestrian promenade where bulk vessels are presently unloaded. Truck movements in and out of the facility are a key to the port’s viability and we strongly believe that heavy vehicles must be adequately catered for, with their movements separated to ensure that the safety of cyclists and pedestrians cannot be compromised.

To ensure achievement of the Bays West Strategy to deliver enhanced activation for cyclists and pedestrians along the foreshore, CCAA strongly believes that a Heavy Vehicle Plan should be considered by DPIE as a matter of priority to ensure that approach routes to the facility are separated to ensure that any interaction with pedestrians and cyclists along these routes are

¹ [Review of Environmental Factors \(portauthoritynsw.com.au\)](http://portauthoritynsw.com.au)

² [Proposed multi-user facility for Glebe Island | Port Authority New South Wales \(portauthoritynsw.com.au\)](http://portauthoritynsw.com.au)

minimised and that heavy vehicles are recognised while the needs of cyclists and pedestrians are not compromised.

Hanson Heidelberg Cement Group's [Bass Point Quarry](#) at Shellharbour provides an example of a separated access point road which minimises the impact for neighbouring communities from heavy vehicle movements, which is constructed below the grade of the surrounding residential properties and as such trucks are not visible and noise is minimized.

A Heavy Vehicle Plan should be the **most immediate priority** of DPIE as a means of implementing and delivering safe and effective vehicle access routes to the facility that minimise the impacts or interaction with nearby local communities and the proposed development of the Bays West Precinct. Heavy vehicles require larger turning circles, greater sight distance requirements and longer braking distances etc., which makes it easier to develop a heavy vehicle plan for the overall site and then overlaying pedestrian, cyclist and light vehicle plans over the top, so to speak.

Furthermore, historical present residential encroachment has already compromised the operating hours of the existing facility due to noise concerns. While we understand the point of making the former White Bay Power Station and The Bays Metro station the focus points of the strategy, we implore the DPIE to deliver an innovative and unique approach to ensuring that the Bays West Port operations including those of the existing and to be constructed, construction materials operators are safeguarded as a result of the delivery of new and adjacent residential living.

As an example should operations of the cement terminal at No. 8 berth and grain Silos require relocation, we estimate that the cost to replace and relocate the existing facility to be in the order of \$150 Million and in addition, any such relocation would have a significant ongoing negative impact on both the environmental amenity and the economy of the Greater Sydney region.

Conclusion

CCAA understands and appreciates that the Bays West Place Strategy is the first step in a much broader set of consultations that seek to deliver long-term vision for Bays West over the next few decades.

While our industry is broadly supportive of the direction of this strategy, we believe that a lot of questions continue to remain unanswered. These include but are not limited to the following points:

- Freight movements – into and out of the facility;
- Future capacity for bulk material importation berths and storage; and
- Future use and role of the existing Glebe Island Silos and operations at berth 8 as a sub-precinct
- Need for concrete batch plants to service nearby major infrastructure projects;
- Future retainment and delivery of construction material facilities (cementitious and batch plants) on the Glebe Island site and how they integrate with adjacent, multi-storey residential and mixed-use development, pedestrian and cyclist activity;

Recommendations

CCAA requests the following outcomes.

- Ongoing early consultation with existing port users and heavy construction materials sector stakeholders. This is critical to ensure that future proposals do not adversely impact the ability of the working port to provide the existing and future benefits (Economic, social, environmental) to Sydney;
- Provide a clear definition of the Working Harbour that includes bulk materials handling and storage;
- Consider the role and inclusion of construction material operations (cementitious and concrete batching plants) within the working harbour definition;
- Seek a report looking at the longer term (post 2040) requirements for bulk materials handling to ensure these are adequately catered for and not squeezed out in the long term; and
- Seek a heavy transport study to ensure heavy vehicles movements are adequately catered for and plan pedestrian and cycling around heavy vehicles for their safety.

Once again, thank you very much for the opportunity to provide comments on the Bays West Place Strategy. We would like to meet with you to discuss this matter in more detail and to ensure that the heavy materials construction sector can play a positive role in the future strategy, planning and delivery of the broader Bays West precinct. Accordingly, I can be contacted on 0448 848 848 or email Jason.kuchel@cca.com

Yours sincerely,



JASON KUCHEL
State Director, New South Wales & South Australia