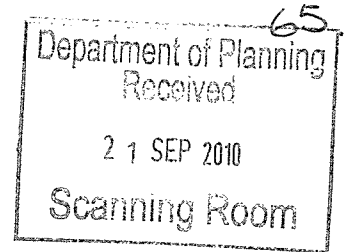


Lisa Chan
NSW Dept of Planning
GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au



Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management.

Heritage & Cultural, Infrastructure.

Geology & Soils, Social & Economic.

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*Mr. John J. McNamee*.....

Address – Printed.....*54 St Albans Rd, Mayfield NSW*.....

Tel or email contact.....*011 939 4444*.....

Signature.....*John J. McNamee*.....Date.....*12/11/06*.....

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will serve impact on the issues of

Noise, Air Quality.

Hazard & Risk, Water Management.

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....L. J. FARRINGTON.....

Address – Printed.....61, SEEDS, 1, Maitland Rd, Mayfield, NSW 1512.....

Tel or email contact.....081336 5744, l.farrington@broadband.com.au.....

Signature.....[Signature].....Date.....21-9-2011.....

Stop the trucks from coming down Ingham
& Seaside

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged. then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*Theresa Fennell*.....

Address – Printed.....*111/111 St. Mayfield NSW*.....

Tel or email contact.....*081 911 1111*.....

Signature.....*[Signature]*.....Date.....*9/11/11*.....

[Signature]

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,5000,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged. then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

Noise, Air Quality,

Hazzard & Risk, Water Management,

Heritage & Cultural, Infrastructure.

Geology & Soils, Social & Economic,

Ecology, Waste Management.

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*James Paul Smith*.....

Address – Printed.....*211 St Johns St, Newcastle NSW*.....

Tel or email contact.....*081 333 1111*.....

Signature.....*James Paul Smith*.....Date.....*15/11/11*.....

I have read the above and agree with the content of this statement.
James Paul Smith

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel. 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buldev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

*Government is always
talking "Green House
Emission, what about
all the trucks coming
the containers, why
not move it by rail*

Noise, Air Quality,
Hazzard & Risk, Water Management,
Heritage & Cultural, Infrastructure,
Geology & Soils, Social & Economic,
Ecology, Waste Management,
& Climate Change & Sustainability & Cultural.

*what about the
accidents involving
the trucks*

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed..... JOSEPHINE PRITCHARD

Address – Printed 30 ELIZABETH ST MAYFIELD 2304

Tel or email contact

Signature J Pritchard Date 4 - 9 - 2010

Lisa Chan
NSW Dept of Planning
GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

*Rach Miller
73 Woodstock St.
Mayfield 2304
11/9/10*

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications. *I would support more public consultation, in fact feel it is imperative*
Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,5000,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buldev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged. then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise. Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural. Infrastructure.

Geology & Soils, Social & Economic.

Ecology, Waste Management.

& Climate Change & Sustainability & Cultural.

We demand to be able to view the documents & have input
WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals. and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

I feel very strongly about total community involvement
Name – printed.....*Robert Walker*.....

Address – Printed*75 Woodstock St, Mayfield*.....

Tel or email contact*0438 911111 / 0438 911111 / 0438 911111*.....

Signature*Robert Walker*..... Date*11/9/2010*.....

Lisa Chan
NSW Dept of Planning
GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

Noise, Air Quality.

Hazzard & Risk, Water Management.

Heritage & Cultural, Infrastructure.

Geology & Soils, Social & Economic.

Ecology, Waste Management.

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals. and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....GARRY.....

Address – Printed

Tel or email contact

SignatureDate

4/09/2010

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure.

Geology & Soils. Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*John Kilman*.....

Address – Printed.....*50 Trade St Mayfield*.....

Tel or email contact.....*john.kilman@ncc.nsw.gov.au*.....

Signature.....*[Signature]*.....Date.....*20-9-10*.....

*we need someone in your position to advise that
who will listen to the concerns of residents & others before
making important decisions which affect them*

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

WOULD LIKE TO KNOW MORE INFORMATION

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol - all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers. Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

Noise, Air Quality,

Hazzard & Risk, Water Management,

Heritage & Cultural, Infrastructure.

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed JASON B. BARTON

Address – Printed 31 BARTON ST MAYFIELD

Tel or email contact

Signature J. Barton Date 4.9.2010

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

INFORMATION?
 HAVEN'T HAD ANY IMPORT ON WHAT'S
 HAPPENING

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the "Community Representatives" attended the briefing, and so there was no feed back to the broader community, nor input by such "Community Representatives" to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buldev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes. including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged. then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will serve impact on the issues of

Noise, Air Quality.

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic.

Ecology, Waste Management.

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*Shirley*.....

Address – Printed *31 BARTON ST MAYFIELD*.....

Tel or email contact

Signature*K. Corbett*..... Date *4.9.2010*.....

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes. including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged. then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic.

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed..... Elizabeth Vaisli

Address – Printed 29 Kitchener Ave, Winthrop NSW

Tel or email contact 02 4928 1130 elizabeth.vaisli@portnewcastle.com.au

Signature Elizabeth Vaisli Date 17/10

I am extremely disappointed with the lack of consultation with the community regarding this submission. I heard nothing I read nothing I saw nothing & nothing this submission and I live right next door.

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers. Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management.

Heritage & Cultural, Infrastructure.

Geology & Soils, Social & Economic,

Ecology, Waste Management.

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed..... SHERYL STEAD

Address – Printed 12 ARTHUR ST, MAYFIELD EAST.

Tel or email contact (02) 49674312 2304

Signature S. Stead Date 4/9/10

The meeting at Mayfield East Public School, 10am,
on 4/9/10 was the first I'd heard of this
I want more information.

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev. is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management.

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....Mark Lockhart.....

Address – Printed29 KENNEDY ST.....Maitland
Tel or email contact011 444 4444.....

SignatureMark Lockhart.....Date9/11/11.....

I think BHP's contribution about these issues is negative to ensure sustainable development.

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buldev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality, - *quality of Life*

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed..... *Michael Callaghan*

Address – Printed *5 William St Mayfield NSW 2304*

Tel or email contact *0428 676 213*

Signature *M Callaghan* Date *04-09-10*

- Very unhappy With Level of Consultation₂
- NOT AGAINST DEVELOPMENT
- AGAINST PENNY PINCHING & Backhanders

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room. *Nobody knew of it.*

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp. so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the "Community Representatives" attended the briefing, and so there was no feed back to the broader community, nor input by such "Community Representatives" to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers *& missing*

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel. 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000.

KL

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BIIP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged. then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

Trams, Ships, Not Road

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

*They cannot shake
the houses in
this area easily
quake*

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic.

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*Reside Grayson*.....

Address – Printed*36 Vine St Mayfield 2304*.....

Tel or email contact

Signature*Grayson*.....Date*7/9/10*.....

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,5000,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

Noise, Air Quality,

Hazzard & Risk, Water Management.

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

*Keep your
canon*

*Keep your
tattooing houses
and your faith*

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*Julian Grayson*.....

Address – Printed*Barton St Mayfield*.....

Tel or email contact*0403978119*.....

Signature*J Grayson*..... Date*4/9/10*.....

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,5000,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buldev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

This will ruin the city. Why has all the money been spent to beautify

Noise, Air Quality,
Hazard & Risk, Water Management.
Heritage & Cultural, Infrastructure.
Geology & Soils, Social & Economic,
Ecology, Waste Management,
& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed..... Ala & Merton Grayson

Address – Printed 36 Vine St Mayfield 2304

Tel or email contact 0461 429 448

Signature Ala Grayson Date 4/9/10

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp. so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

1-million containers coming & going is many millions of trucks

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets. Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

*what about
making Newcastle
fully instead of
just a dump*

Noise, Air Quality,

Dust

Stinking

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Concrete

Geology & Soils, Social & Economic.

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed..... *Boyle Grayson*

Address – Printed ... *Porter St Mayfield*

Tel or email contact *0403978119*

Signature *G. Grayson* Date *4/9/10*

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp. so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers. where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators. 330 ML unleaded Petrol, 300ML Diesel. 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place. .

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

Noise, Air Quality.

Hazzard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account. - Consultation requires the

Name – printed. IAN WALLINGTON Participation of the people!

Address – Printed 28 ANTILL ST MAYFIELD

Tel or email contact ian.wallington@gmail.com

Signature Ian Wallington Date 4/9/10

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

Proponent may consider modifications
 We oppose the Approval of this concept plan as it exists. It will require major modifications. *on*
We want a 21st Century approach - not an 18th Century
 Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management.

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*John St. Leonard*.....

Address – Printed*116, Sandstone Ave, Mayfield NSW 1510*.....

Tel or email contact*g.f.leonard@nsw.gov.au*.....

Signature*John St. Leonard*.....Date*2.9.2010*.....

*We are not to be responsible for any and all
consequences which may result from this*

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

— DEFINITELY NO

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

Noise, Air Quality,

Hazzard & Risk, Water Management,

Heritage & Cultural, Infrastructure.

Geology & Soils, Social & Economic.

Ecology, Waste Management.

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed... MR R. S. THOMAS

Address – Printed 45 WOODSTOCK ST MAYFIELD 2304

Tel or email contact 0249688368 BETHANDBOBTHOMAS@BIGPOND.COM.AU

Signature ... R. S. Thomas Date 4.9.19

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

parking should be on site for the trucks.

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,5000,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodel freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

Noise, Air Quality,

Hazzard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed... BRIAN GEORGE

Address – Printed ... 16 COWPER ST SOUTH CARBINGTON

Tel or email contact ... AUSGAMES@HOTMAIL.COM

Signature BW George Date 4 - 9 - 2010

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos, Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality.

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....*Simon Barman*.....*Greg McCreery*.....

Address – Printed*20 Maitland Road Mayfield NSW 1583*.....

Tel or email contact*081 330 1111 & 081 330 1111*.....

Signature*Simon Barman*.....*Greg McCreery*.....Date *10 Sept 2010*.....

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators. 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery. Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty. and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Builddev. is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes. including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged. then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will servey impact on the issues of

Noise. Air Quality,

Hazzard & Risk. Water Management.

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic.

Ecology, Waste Management.

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals. and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....

Address – Printed

Tel or email contact

Signature Date

Consequences emanating from the proposed Container Terminal Portside Mayfield.

Newcastle Port Corporation Mayfield..Portside Lands..Port-related Activities Concept Plan.

Simon Bingham Development Manager Mayfield.

1st September 2010

Sir.

The following is my Submission opposing the Proposed Container Terminal Project., and a list of the detrimental effects the Project will have upon the Suburb of Mayfield and its Residents.

I represent the 200 Community Garden Group members in Mayfield.

1. Noise pollution
2. Air pollution
3. Safety
4. Road damage
5. Property damage
6. Limited access to Driveways.
7. Dust clouds
8. Increase time arrival Emergency Vehicles
9. Increase Travel time to work Etc.
10. Gridlock at Traffic Lights
11. Excess Vehicles Filtering onto Side Roads.
12. Devaluing Houses.
13. Loss of Real Estate Sales.
14. Loss of Retail Business
15. On Street Parking hazard.

Air Pollution: Given the anticipated number of Truck movements To and From the Terminal every Day , the amount of CO. (Carbon Monoxide) spewing out from the exhausts will be contaminating the air we breathe, Severely affecting our Health and that of our Children. Those mostly affected will be Asthmatics, Bronchial complaint sufferers, The Elderly and particularly Pregnant women and Babies..

Noise Pollution: The continual, almost non-stop noise from the Trucks will interfere with Night shift workers, prevent the daytime sleep of young Children and Babies ..and eliminate the traditional Lay-in on a Saturday/Sunday morning of the Working people..The Truck routs will involve travelling past a number of Schools with the noise disrupting the concentration of the Students. These Trucks operated 24/7 in Sydney and there is no doubt the same will apply here, when fully operational

Safety: With the Trucks almost travelling in Convoy on our Residential streets, the propensity for road accidents with cars and other Trucks will increase tenfold. Our Children and Elderly citizens will be risking life and Limb to cross the Roads. Cyclists will be in constant danger and Kids on Scooters or Skateboards likewise.... If an Accident should occur, or someone has a Heart attack, necessitating an Ambulance...or in the case of a House Fire...The Emergency Vehicles would have difficulty in Getting to the Scene quickly, having to get through the Truck congested Streets.

Damage: These Heavily loaded Semitrailers will Damage the Road Surface, Damage our Homes with the constant vibration, Blacken the paintwork on our Homes with the CO. And Dust. And in some cases destroy our Garden Plants...It is a Fact that where a large volume of Vehicle movements occur the Native Birdlife together with the Wildlife disappears.

For those Mayfield Residents that have no off road Parking, Cars parked in the Street will be at risk from the Trucks.

Lifestyle: With our Streets taken over by Semi-Trailers we will find it difficult to Exit or Access our Driveways forcing us to allow extra time to Get to our Jobs, or Take the Kids to School. Stress related health problems will increase.

Insurance: Most insurance companies use the Post Code System when setting Premiums...With the increased risk from the massive increase in Truck movements the Status of the Mayfield Post Code will inevitably change for the worse....The Statistics for Heavy Truck involvement in Road Accidents show a very high increase.

Losses: With Semi-Trailers virtually non-stop on our Streets, no-one is going to buy our Homes if we wanted to sell for some reason or other, and the resale value would drop considerably.

The Volume of Sales would decrease and 'Real Estate Agents' would have to reduce Staff and in some cases may even have to shut up shop.

The Retail Trade will suffer as Customers from other Suburbs will avoid coming to Mayfield and having to 'Run the Gauntlet of Trucks' and like many Locals will find a safer place to do their Shopping. Our neighbours in Stockton make up a large number of visiting Shoppers to Mayfield and their absence will affect the economy of our Suburb if they choose to Boycott our area because of the Trucks.

When the true effects of the Container Terminal are realised by those financing the Proposed Retail developments to the East and West areas of the Maitland Road shopping Precinct, I suspect they will abandon their plans.

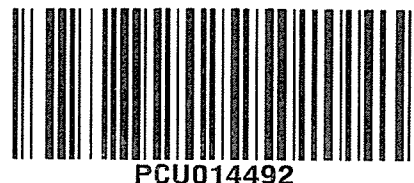
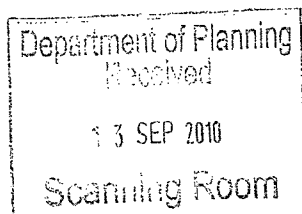
This Project has nothing to offer the Mayfield and surrounding Suburbs Citizens except problems. The Project will be vigorously opposed by the Residents of Mayfield and we will do whatever we have to in order that you are not allowed to destroy our lifestyle and endanger the Men, Women and Children's Health.....

Alan Wallington. 28, Antill Street Mayfield

Phone 49680167

Mayfield Community Garden Organiser

Lisa Chan
NSW Dept of Planning
GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au



Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the “Community Representatives” attended the briefing, and so there was no feed back to the broader community, nor input by such “Community Representatives” to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems.

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes, including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed.....

Address – Printed.....

Tel or email contact.....

Signature.....Date.....

Lisa Chan
 NSW Dept of Planning
 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan

We oppose the Approval of this concept plan as it exists. It will require major modifications.

Public Exhibition of the Plan, and some advertising and letterboxing does not constitute a good example of Consultation by the proponent with the Citizens of Mayfield and surrounding Suburbs who are likely to be severely affected by the Plan.

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on the table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information Session. Granted there were several staff from the Port Corp present to talk to those members of the public who turned up – in 1 hour + (3pm to 4.15 pm) there were only 3 residents in the room.

Our understanding is that the Mayfield Community Consultative Committee is dysfunctional, and cannot currently be relied on in any way as good 2 way communication between it and the Newcastle Port Corp, so the briefing session provided by the Port Corp to this committee was a failure. Our understanding is that none of the "Community Representatives" attended the briefing, and so there was no feed back to the broader community nor input by such "Community Representatives" to the Port Corp on the Plan.

We find it very difficult to accept that the road traffic figures in the plan can be anywhere near correct, and understate the truck movements by more than 1,000,000 trucks PA. Examples of this understatement are:

1. Containers

1 million containers, where truck transport is nominated for 80% of the 60% of the containers to be exported and 40% to be imported.

80% of 1 million containers is 800,000 containers.

If 2 are carried per truck, as stated in the Plan, that is 400,000 loaded trucks movements.

Those 400,000 trucks have to make the reverse journey unladen so that is another 400,000 movements.

So using simple maths there are 800,000 truck movements just for the containers.

2. Bulk Liquids

1,010 ML of Bulk Liquids 100% imports – 2 operators, 330 ML unleaded Petrol, 300ML Diesel, 40 ML biodiesel, 300 ML Fuel Oil, 40 ML ethanol – all to be transported by road

How many hundreds of thousands of trucks will be needed to take the Fuel out, and then run back in empty for the next load???

Say 250,000 each way to give 500,000

3. Bulk & General Precinct for Grain & other dry bulk goods including Cement, Fertilizer, Coke Cargos. Covered Storage area, Storage silos, Conveyor Systems

There would have to be hundreds of thousands of trucks running full and empty – say 250,000

4. General Purpose Precinct for handling & Storage Cargo Containers, Heavy machinery, Break Bulk including Ro/Ro Cargo.

Vehicle movements, both trucks loaded & empty, and Ro/Ro Cargo would have to be at least another 100,000

So on these 4 Port Corp Precincts, Trucks and Vehicle movements would be between 1,500,000 and 2,000,000 Truck & Other vehicle movements PA

5. In addition, the proposed Intertrade Industrial Park, just over the fence on the other half of the old BHP site, to be developed by Hunter Development Corp / Buildev, is likely to generate at least 1,000,000 extra trucks PA – as is the case for the new proposed Intermodal freight terminal at Moorebank in Sydney

Industrial Highway, Maitland Road and Hanbury / Vine Streets, Mayfield are all permissible for trucks of all loads & sizes. including B Doubles.

All other roads in Mayfield (they are called local roads) are controlled by Newcastle City Council who advise:

“These roads are not load limited to vehicles below B-Double size (general Access Vehicles). These roads can be legally used by any road registered vehicle”.

Mayfield and the surrounding inner city suburbs cannot sustain the vast increase in heavy trucks and other vehicle movements resulting from these plans.

If the development of the port is to expand in the ways envisaged, then major alternative transport infrastructure has to be put in place before the expansion takes place.

New Heavy goods rail must be built to take the vast bulk of all these new cargos.

To do otherwise will put at risk major disruption of the mostly (90% +) residential suburbs of Mayfield and surrounding inner city suburbs.

The direct consequences of these unacceptable increases in Trucks etc will severely impact on the issues of

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

WE call for a series of open and well advertised Public Meetings in Mayfield so residents can be properly and fully informed of these proposals, and for no approvals to be given to these plans without significant alterations to take all of these issues into account.

Name – printed... MARGARET MITCHELSON.....

Address – Printed 38 WILKINSON RD. NELSON BAY, NSW 2315.....

Tel or email contact (02) 49544623.....

Signature M. Mitchelson..... Date 5.9.12.....

I do not live in Mayfield but have a disabled son in one of the Mayfield homes on Gehard Street. These proposed changes would be life unbearable for all of the people affected. M.M.