

325DA199;1
10/1400
SH

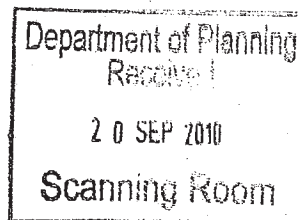


**Hunter Regional
Development Committee**

C/- RTA
Locked Bag 30
NEWCASTLE NSW 2300

Phone: (02) 4924 0240
Facsimile: (02) 4924 0342

Director, Major Development Assessment
NSW Department of Planning
GPO Box 39
SYDNEY NSW 2001



Attention: Ms Rebecca Newman

**PORT TERMINAL FACILITIES, MAYFIELD – EXHIBITION OF ENVIRONMENTAL
ASSESSMENT FOR PORT RELATED ACTIVITIES CONCEPT PLAN (MP 09_0096)**

Dear Ms Newman

I refer to your letter dated 29 July 2010 (Your reference: MP 09_0096) regarding the subject development application.

The Hunter Regional Development Committee (HRDC) considered the application under the requirements of *State Environmental Planning Policy (Infrastructure) 2007*, at its meeting on 17 August 2010.

The Committee considered a Transport Assessment prepared by AECOM dated 19 July 2010 for the exhibition of an Environmental Assessment for Port Related Activities Concept Plan.

The Committee requests that the following matters be addressed to the satisfaction of the RTA / Council. This matter should be referred back to the RTA for further consideration by the HRDC:

- The cumulative and interactive impacts of adjacent developments, particularly the proposed adjacent Inter-trade Industrial Park, have not been included in the Transport Assessment - the proposed port facility cannot be assessed in isolation. These must be included to fully assess the traffic and transport impacts of the proposed development on the existing road network and transport infrastructure generally.
- It is noted that the truck movements for the proposed initial operations in 2024 have been reduced from that indicated in the previous Transport Assessment submitted during adequacy stage. The RTA previously advised in its letter dated 8 January 2010 that the trip generation rate adopted for the site is low, and was not justified by surveys of a similar development. These rates shall be reviewed and revised accordingly.

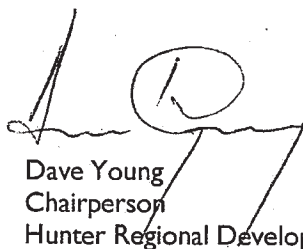
- The traffic surveys undertaken for the Traffic Impact Study for the Interim Port Side Industrial Development had calculation errors, which resulted in the under-estimation of traffic flows at the intersection of Industrial Drive and George Street by approximately 25 per cent. As these surveys have been adopted in the current Transport Assessment, the traffic flows at the intersection have again been significantly under-estimated and should be revised. Detailed results of the surveys undertaken should be provided with the revised Transport Assessment.
- The growth rate of 0.27 % adopted for the assessment of the performance of the road network in the future is significantly low. A growth rate of 1% per annum should be adopted for this analysis.
- The Transport Assessment for the intersections of Industrial Drive / George Street and Industrial Drive / Ingall Street should be revised, taking into account the above issues and including the following:
 - Current traffic counts and 10 year traffic growth projections
 - With and without development scenarios
 - 95th percentile back of queue lengths
 - Delays and level of service on all legs
 - Use of SIDRA or similar traffic model
 - An electronic copy of the analysis shall be submitted to the RTA for review.

The Transport Assessment should include the modelling (for example PARAMICS) required to determine the broader traffic / road transport impacts on the road network and identify the works required to accommodate the additional traffic generated by the proposed development.

- The interaction between proposed rail movements and vehicular traffic has not been adequately addressed and should be investigated and included in the revised Transport Assessment.
- The use of 20% rail versus 80% road transport should be further justified. There should be evidence that this is likely to be achieved given the potential competition between coal and normal freight haulage in the Hunter and the comparative efficiency and flexibility of road transport.
- It is noted that impact of construction traffic has not been assessed as part of this Transport Assessment. The impact of construction traffic on the surrounding road network should be included in the revised Transport Assessment.
- It is noted that the subject proposal would involve the permanent and temporary storage of hazardous goods at the site. Adequate road access for emergency should be provided to / from the subject site, clear of any railway level crossings.
- The investigation of the impacts of the full re-development should also include a threshold analysis to determine the timing for any intersection or mid-block upgrades required as a result of the proposed development. The intended road infrastructure upgrades need to be related to the staging of development.
- Alternative transport modes should be promoted and facilities provided, including public transport for employees. Shared foot / cycle paths should be constructed internally and linked with external networks.
- All of the above should be to RTA and Council requirements.

Please contact me on (02) 4924 0240 if you require further advice.

Yours sincerely

A handwritten signature in black ink, appearing to read 'Dave Young', with a large circular flourish at the end.

Dave Young
Chairperson
Hunter Regional Development Committee

14 September 2010

Cc Mr David Ryner
Newcastle City Council

Fred Banyard

PO Box 205 Waratah 2298

throsby1@live.com.au

6th October 2010

Lisa Chan

NSW Department of Planning

lisa.chan@planning.nsw.gov.au

Copy to Newcastle Port Corporation

Newcastle Port Corporation Development Mayfield East

I understand that the development of port side land is under consideration following an application by Newcastle Port Corporation.

I also understand that this development is only one smallish area of a total site and that there is very little information available about the other projects. As a result I strongly object to the Environmental Assessment of Port related activities as proposed and as documented on the CD as distributed.

There is clearly merit in the responsible development of the old BHP site and I realise the importance for the economy and employment. The relative isolation of that site allows considerable activity and provides considerable economic scope however this should not be at major disadvantage to the nearby residents and others in the Lower Hunter.

May I please raise three issues that are very important to me.

Firstly there has been very little effective consultation. I only found out about this project from a residents display table at Woolworths Mayfield. Clearly the official communications process was a failure and has not advised the community as required.

I call on the Minister to place this application on hold until such time as the community consultation has been conducted to a level that satisfies the community with the key issues being cumulative impacts, transport strategies and impacts.

Secondly the port is a major source of recreation and is clearly not just a work site.

I note there is no information about how residents, tourists and visitors to the area able to access the port side. This is totally wrong. I would suggest that it is not unreasonable for there to be at least 50 meters of shoreline for each kilometre reserved for access to the waters edge. Uses should permit some or all (but not limited to) of the following activities.

- Sightseeing
- Fishing
- Public jetties
- Boat ramps
- Photography
- Vantage points
- Educational activities.

The area close to the proposed port head quarters is one area where with suitable planning can accommodate public access.

Other access can be along fence lines between allotments etc and at the eastern and western boundaries to the site.

Observation towers are another option that could be incorporated.

Thirdly it is clear that transport to and from the proposed site and future sites is a very contentious issue. Large quantities of heavy articulated vehicle (clearly under stated in on the CD) seem destined to cause major impacts on other traffic, the lives of residents and on the conduct of businesses and organisations located within say 5kms of the site.

The use of rail seems to be minimal.

There appears to be no planning for the major use of rail.

The volumes of material to be taken to and from the port side are clearly very high with much coming considerable distances.

It is my view that this should be the catalyst for a major redevelopment of the rail lines in the area.

I wish to put forward that a rail line and port side access corridor be via a transport strip located parallel to the harbour edge and about 200m inland stretching from the existing coal loader at Dyke 4 to at least the rail line leading to Kooragang Island.

This is much like the situation with Herron Rd Kooragang were the area functions very well and reflects the soundness of the design.

This six km road / rail corridor would have the major advantage of distancing the transport corridor from the residents and community therefore minimising the impacts of gridlock, traffic congestion, noise, vibration, odour and light disturbance.

This corridor would also considerably reduce the train loadings on the Selwyn St rail line and the rail line through Mayfield and Waratah. Clearly a very large residential impacted area in need of relief let alone greater impact.

Benefiting greater than 10,000 people and incorporating greater logistic efficiency can not be overlooked by the planning process.

The cost of this project would certainly qualify for major infrastructure funding from the Australian Government.

In conclusion I ask that this submission be given consideration given that the consultation process was clearly unsound.

Fred Banyard

Lisa Chan - Development of old BHP site

From: "David Howard" <dhow2191@bigpond.net.au>
To: <Sharon.armstrong@lands.nsw.gov.au>
Date: 14/10/2010 11:34 PM
Subject: Development of old BHP site
CC: <lisa.chan@planning.nsw.gov.au>, <jlhayes@bigpond.com>,
<Joshua.Brown@mckay.minister.nsw.gov.au>
Attachments: Submission (Pro Forma - Org) To Planning Minister 11 10 10.doc

To Whom It May Concern,

Please find attached a letter outlining our concerns for our children at Mayfield West Demonstration School, and our families living in the Mayfield area.

Regards,

Kerrie Howard.
(P&C Treasurer for MWDS)

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

My name is: ...Kerrie

Howard.....

I am the Treasurer.....

of ...Mayfield West Demonstration

School.....

and our address is ...Gregson Ave Mayfield

West.....

Our organisation has been in operation for many years.

Our main Services and Activities are:

Raising money for our school to provide a better learning environment for our students in the classroom and in the playground.....

.....

.....

and

Our Clients / Customers / members are best described

as...students.....

.....

We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield;
And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;

And

3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position

4. We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:
5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;
6. Lack of Safety for Road users and residents;
7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

We think it is reasonable to request that:

- A. Consideration of the approval of theses plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
- B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
- C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

We ask that you please acknowledge this submission, and agree to our 3 requests.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed...Kerie Howard.....

Date...14/10/10.....

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300

Email: Joshua.Brown@mckay.minister.nsw.gov.au

29 September 2010

Parents & Citizens Association
Mayfield East Public School
Crebert Street
Mayfield NSW 2304

Contact Megan Smith, P&C Secretary
4960 8854 / 0403440431
megan@megansmith.org

Simon Bingham
Development Manager - Mayfield
Newcastle Port Corporation
Lodged via John Hayes, Correct Planning & Consultation for Mayfield Group

Lisa Chan
NSW Department of Planning
lisa.chan@planning.nsw.gov.au

Dear Mr Bingham & Ms Chan

**RE: Mayfield Portside Lands
Port-Related Activities Concept Plan**

We are writing on behalf of the parents and children of Mayfield East Public School to urge you to freeze and reconsider the proposal outlined by Newcastle Port Corp for a massive goods terminal at Mayfield.

We understand that the volume of goods to be moved is colossal and will result in many additional trucks on the roads in and out of Newcastle and particularly around Mayfield.

The main concerns we have are as follows:

1. Location of the School

Noise & Air pollution:

Mayfield East, one of Newcastle's oldest schools (150+years) occupies the block bordered by Industrial Drive, Ingall Street & Crebert Street. It's a beautiful school with windows we can open and shady trees. We are very proud of it and the children who attend- it's a gem for Newcastle. We are one of Newcastle's most multicultural schools and celebrate cultures from across the globe. We also have a thriving environmental action group and are recent winners of a Stephanie Alexander Kitchen Garden Grant. We are in the throws of establishing an orchard, chook pens, extending our vegie garden, expanding our water tank system and building learning kitchens. The number of Australian native plants is substantial; you can hear the birds sing. Our learning environment is rich and meets the needs of all our children. The recent improvement in our NAPLAN results is stunning.

We have a lovely outdoor play environment with play equipment, ball courts, grassy areas and shady gardens.

More trucks, more cars, more traffic will give rise to more noise and air pollution in the surrounding suburbs. There is already excessive reliance on trucks for transport in NSW and this proposal will only increase the problem.

Can you guarantee to us that the number of trucks on the roads around our school and the noise and pollution they spew out will not impact adversely on the learning environment that we are creating?

Can you guarantee to us that the teaching and learning environment in the classroom will not be compromised by the sound of heavily laden trucks roaring past?

Mayfield already has its fair share of industry and resulting pollution. Please don't add any more noise or air pollution to our school or our homes.

Family safety:

The proposed site for the terminal borders Mayfield East Public School. The main access roads to MEPS will be significantly impacted by the trucks coming in and out of the proposed site. At the same time, parents are arriving in cars to drop off and collect children. Children walk and ride their bikes on their own from surrounding streets. School buses are arriving and leaving. The Vacation Care bus and parents arrive and leave to drop the children from other schools off to MEPS before and after school and vacation care. Parents, grandparents, pre-school siblings are walking around those streets to come to the school. There are prams, bikes, scooters, toddlers, pregnant mums, babies, puppies, the young and the old from all walks of life and nationalities. There's a whole community in Mayfield East Public School.

Can you guarantee to us that there won't be an increased road traffic risk to our children and school community from these trucks?

What are your plans to insulate the school and its ground against all the adverse effects of the proposal in its current form?

2. Rail Alternatives

Have you thought about using rail? Rail use may require initial investment to establish/upgrade, but in the long term it would be: more fuel efficient, cost effective; safer; less invasive; quieter; and less polluting for moving large volumes. All of the major arterial roads between Mayfield and the cargo's destination will feel the effects of this proposal. Any shipments to Sydney will further block up the freeway and Pacific Highway. Already, Maitland Road and the New England Highway are highly congested. Why would you be willing to add more traffic? Surely you would agree that rail is a much better idea on all fronts.

Can you guarantee to us that the demand on this terminal won't increase over time? Can you prove to us that rail is not a better environmental and economic option in the short and long term?

3. Proper consultation

We are particularly concerned at the haste and apparent secrecy with which these plans have been developed, submitted and considered by NSW Government. As citizens and taxpayers we expect to be included in discussions around any significant development which will impact on our lives and also the greater Newcastle/Hunter region. It has been asserted that there were meetings and letterbox notices about the plan; yet we had not heard a thing. I would have expected that the school, as a major stakeholder in the development, would have been notified separately and formally.

This development will have a huge impact on Mayfield and Newcastle. Correct planning and consultation is essential to secure better long-term outcomes for Newcastle's industry, economy, environment and people.

4. Your response please

We trust you will take our submission to heart; slow down the approval process and look at the alternatives for goods management and transport to and from the site.

We would appreciate a written response to our concerns, including an outline of how they will be addressed, by the end of October.

You can contact me or any of the P&C members listed below. We would be very happy to welcome you to our next P&C meeting 26 October at 6.30 pm at the school to meet with us.

We look forward to hearing from you,

Megan Smith
Secretary
Mayfield East Public School P&C Association
Ph: 4960 8854

Sharon Wilks
Vice President
Mayfield East Public School P&C Association
Ph: 4968 4470

Katie Sachs
Vice President
Mayfield East Public School P&C Association
Ph: 4969 6278

Stephen Clarke
Treasurer
Mayfield East Public School P&C Association
Ph: 4960 9520

Copy to: Verity Firth, MP
Minister for Education & Training
office@firth.minister.nsw.gov.au

The Hon. Tony Kelly, MLC
 Minister for Planning
 Level 34 Governor Macquarie Tower
 1 Farrer Place
 Sydney NSW 2000
 Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

My name is: Suzanne Sutherland

I am the Teaching Director of Mayfield Central Community Preschool and our physical address is Cnr Hanbury and Highfield Streets Mayfield. (Mailing address is PO Box 217 Mayfield. 2304). Our organisation has been in operation for 34 years.

We provide preschool education for 85 local families, catering for 40 children per day.

We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield;
 And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;

And

3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position

4. We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:

5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;

6. Lack of Safety for Road users and residents;

7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

We think it is reasonable to request that:

A. Consideration of the approval of theses plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;

B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;

C A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

We ask that you please acknowledge this submission, and agree to our 3 requests.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed *S. Sutherland*

Date 15th October 2010.

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

Lisa Chan

From: "Realty Partners" <mailrealtypartners@gmail.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 15/10/2010 9:59 AM
Attachments: Newcastle Port Corp Concept Plans Letter.pdf

Dear Lisa

Please find attached letter regarding Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site.

Regards,

Dimitry

Sales & Business Support

REALTY PARTNERS JOHN KARMAS

262 Maitland Road, Mayfield NSW 2304

Phone: (02) 4949 2300

Fax: (02) 4967 6992

Web: www.realtypartners.com.au



PLEASE ALWAYS CONSIDER THE ENVIRONMENT BEFORE PRINTING ANY E-MAIL!

This email message is intended only for the addressee(s) & contains information which may be confidential. If you are not the intended recipient, please do not read, save, forward, disclose or copy the contents of this email. If this email has been sent to you in error, please delete this email and any copies or links to this email completely & immediately from your system.

Disclaimer: The attached information has been furnished to us by the owner & our visual inspection of the property. We have not verified whether or not that information is accurate and do not have any belief one way or the other in its accuracy. We do not accept any responsibility to any person for its accuracy and do no more than pass it on. All interested parties should make and rely upon their own inquiries in order to determine whether or not this information is in fact accurate.

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

My name is: JOHN KARMAE J.P.

I am the CEO / President / Convenor / MANAGING DIRECTOR
of REALTY PARTNERS PTY LTD
and our address is 2621 MATLAND RD MAYFIELD

Our organisation has been in operation for 40 years.

Our main Services and Activities are:

Representing Sellers in Mayfield + other
areas in selling their real estate
and

Our Clients / Customers / members are best described

as LAND OWNERS
+ assisting them to get best value

We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield;
And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;

And

3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position

4. We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:

5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;

6. Lack of Safety for Road users and residents;
7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

We think it is reasonable to request that:

- A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
- B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
- C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

We ask that you please acknowledge this submission, and agree to our 3 requests.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed.....

Date.....

15/10/2010

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

Lisa Chan - Newcastle Port Corporation Development Mayfield East

From: Renee Manion <renee0306@hotmail.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 19/10/2010 2:04 PM
Subject: Newcastle Port Corporation Development Mayfield East

Hi Lisa

I understand that I may have missed the deadline for submissions on this issue but I have only just been given your details.

As a resident of Vine Street I just wish to let you know that although I understand that an increase in the amount of trucks may be inevitable, I would like to register my concerns not only with the future traffic but the current flow of trucks in our street as well.

During the 5 years I have lived here as a stay at home Mum, I am constantly worried about the speed of the trucks coming from the top of the hill at Hanbury Street down to Vine Street and to the traffic lights at Industrial Drive. It seems as if they are speeding to try and catch the green light which also means that by the time they get directly out the front of my place, they have to use their compression braking system in order to slow down in time to stop at the lights. Not only is this incredibly noisy but should they really be going that fast that they need to use these brakes??? On countless occasions I have witnessed trucks having to brake to the point of screeching and smoke coming from the tyres to avoid running up the back of cars already stopped at the lights.

My request would be to install either a fixed speed camera or 50km speed signs at the top of Vine Street as well as a sign reminding drivers not to use compression braking in residential areas.

Thank you for your time, please contact me if you require further information or if you wish me to document the above complaints in more detail.

Kind regards

Renee Manion
44 Vine Street
Mayfield NSW 2304
Ph 02 49600095

Lisa Chan

From: IslingtonVillage CommunityGroup <islingtonvillagecg@hotmail.com>
Date: 19/10/2010 9:19 PM
CC: <sharon.armstrong@lands.nsw.gov.au>,
<lisa.chan@planning.nsw.gov.au>,
<jodi.mckay@parliament.nsw.gov.au>,
<joshua.brown@mckay.minister.nsw.gov.au>,
<melissa.cleary@parliament.nsw.gov.au>
Attachments: 10 Oct15 IVCG Submission BHPsite v2.docx

Please find attached a copy of the Islington Village Community Group's (IVCG) submission to the Hon Tony Kelly regarding the Newcastle Ports Corporation concept plans. Mayfield Port side lands the BHP Mayfield site.

Regards,
Geoff Campbell
Secretary IVCG

Islington Village Community Group

history diversity community

P.O. Box 132, Islington 2296
islingtonvillagecg@hotmail.com

15th October, 2010

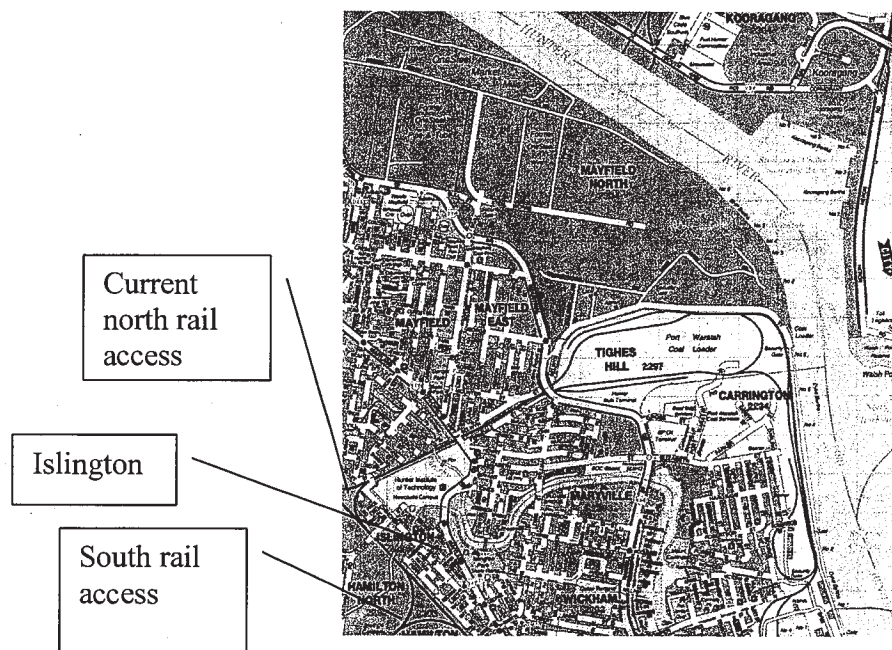
CONFIDENTIAL

The Hon. Tony Kelly, MLC – Minister for Planning
 Level 34 Governor Macquarie Tower
 1 Farrer Place Sydney, NSW 2000

Dear Tony Kelly,

RE: Newcastle Port Corporation Concept Plans. Mayfield Port side lands the BHP Mayfield site

Islington Village Community Group recognizes the value of Newcastle as a deep water port. Our village is in the port related Throsby basin, surrounded by the port lands and supporting rail and road infrastructure (refer map below).



Islington Village Community Group has concerns about the inadequate and narrow lack of consultation that occurred over this matter. There was no direct consultation by Newcastle Port Corporation (NPC) in our local area and we request that a comprehensive community consultation occurs immediately in order to realize the range of local issues relating to the concept proposal. These issues need to be addressed in the initial stages of planning to ensure the future use of the port is sustainable both socially and economically by meeting both community and industrial needs.

Islington Village Community Group

history diversity community

P.O. Box 132, Islington 2296
islingtonvillagecg@hotmail.com

These issues include the following;

1. A crucial component of the community concerns are the transport issues associated with the proposal. The extra trucks will have massive impacts on existing roads and cumulative traffic effects. The RTA refers to the Port Botany expansion that estimated 1.2 containers per truck. The NPC assessment assumes 2 containers per 12.5m truck, which the RTA states is not feasible. Consequently the NPC estimated figures of truck movements and subsequent traffic delay times are vastly underestimated and must be seriously reviewed before any approval for expansion of existing operations is granted.
2. The extra rail movements through the local suburbs, which will increase the community impacts that are already an issue on this outdated piece of rail infrastructure. Without the Newcastle Rail Freight Bypass (Fassifern to Hexham) Project being fast tracked, the extra noise, vibration and proximity of residential areas to hazardous goods freight, will be unacceptable. Islington Village Community Group strongly recommends that the obvious solution is to not limit the Newcastle Rail Freight Bypass to only Fassifern to Hexham, but to combine with the coal industry in implementing a rail link from the industrial railway at Mayfield West, accessing Steel River Industrial Park, CSIRO, One Steel, Old BHP site, Port Waratah Coal Loader and Carrington Grain Loader, providing further access points for industry to load and dispatch there commodities by rail, not road, without overloading / overstressing the current system.

Newcastle City Council submission states that no assessment has been made of additional trains on the road/rail crossings at Glebe Road Adamstown and Clyde Street Islington where they already identify excessive delays occurring and Islington is projected for a 30% increase in coal trains coming from the southern and western coalfields as part of the planned port expansion.

The Council go further to say that the Environmental Performance Criteria will not be over the whole site and community and consider the reporting, managing, and related costs to be crucial to the success and ongoing sustainability, in every sense, of the site and port.

Thank you for extending the submission date to allow our voice to be heard. Looking forward to your reply.

Yours faithfully

Paul McBain
Coordinator
Islington Village Community Group Inc.

cc. Email: Sharon.armstrong@lands.nsw.gov.au
cc. Email: lisa.chan@planning.nsw.gov.au
cc. Gary Webb, CEO, NPC
cc. Jodi McKay, Minister for the Hunter
cc. Sharon Grierson

From: "Niko Leka" <niko@idl.com.au>
To: <Joshua.Brown@mckay.minister.nsw.gov.au>, John & Rosie Hayes <jlhayes@b...
Date: 20/10/2010 11:31 am
Subject: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

Dr Niko Leka

55 Fitzroy St. Mayfield 2304

I have lived in Mayfield for fifteen years.

There are two Adults and one child in our household at the above address.

I have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for me/us to send this late Submission to you, with a copy to the NSW Dept of Planning. I also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

My main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

I have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield;
And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;

And

3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position

4. I see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:

problems of 5. Traffic Issues and resulting Environmental and Pollution exhaust fumes, dust, vibrations and noise;

6. Lack of Safety for Road users and residents;

reasonably be 7. And many Social and Economic problems which could seen as flow on effects from the above.

I/We think it is reasonable to request that:

A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;

B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;

C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

I ask that you please acknowledge this submission, and agree to our 3 requests.

I also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed Niko Leka

Date 20 Oct 2010

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

Niko Leka
0406296141
55 Fitzroy St., Mayfield, NSW 2304

✓
101-

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

Newcastle Port Corporation Proposal for the Mayfield Portside lands on part of the old BHP Mayfield site

I write in relation to Newcastle Port Corporation's (NPC) proposal for the ex-BHP site at Mayfield.

We attended a community meeting at which NPC representative Mike Baudinette agreed to accept further submissions up to 15th Oct, provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

We have recently become aware of an alternate port proposal being developed by Port Kembla Port Corporation (PKPC) known as the Port Kembla Outer Harbour Development. Attached is a summary of comparison between the NPC's - Mayfield Site Port Development.

The comparison is self evident and both projects appear to be almost concurrent with only 6 months between them. The following are key questions we have arising out of the comparison of the two proposals:

1. Why has NPC and PKPC taken such a vastly different approach to the development of their projects?

The same consultant – AECOM - has been used, right down to the QA signoffs, so presumably both Port Corps would have received the same advice.

2. Why has there been such a vastly different approach to consultation? And how can NPC claim to have consulted appropriately?

Newcastle Port Corporation appears to have take the approach that it is not necessary to do the responsible level of consultation let alone the right thing by its community:

- Invitations to multiple community groups including environmental organisations and surf clubs
 - Industry Briefings to over 50 business, industry organisation and major players in ports and freight
 - Strategic approach to consultation not just advertisement of an EA – they sought input!
3. The level of detail in infrastructure and environmental impact assessment is more advanced than the Newcastle proposal – is this what the community of Newcastle and the Lower Hunter deserve?
 4. Why has NPC chosen to put forward such an impacting proposal when it is clear a rival port is capable of putting together a project that seeks to use modern rail to transport 90% of containers – a rival port that is looking to the future by not only noting the limits of existing infrastructure but being active in partnering with others and seeking to build new transport infrastructure.
 5. The Port Kembla proposal indicates a recognition and understanding of infrastructure and modern freight handling facilities external to the development site.

Why has NPC not taken a lead in integrating its proposed facility with infrastructure upgrades?

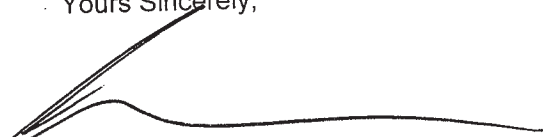
This comparison raises more questions the more I look at it, can you please have your department review both and tell me why Newcastle Port Corporation has not sought to develop the Mayfield site into a 21st century terminal integrated with 21st century infrastructure?

In my life I have seen this city miss out on many opportunities, including manufacturing, shipbuilding, port terminals and we often lose out to Wollongong. This comparison tells me a lot about why we do, and it disturbs me.

In supporting the development but opposing the way it is being developed, its reliance on road transport and its spurning of rail – the natural home of containers – I expect people who share my views on this will be vilified for not being supportive of Newcastle.

This proposal does not support Newcastle - We deserve better!

Yours Sincerely,



Rennie Ferguson and Clare Hogue

37 Church Street
Mayfield NSW 2304

18/10/10.

C. Hogue 18/10/10

T

Issue	Newcastle Port Corp	Port Kembla Port Corp (Outer Harbour)
Consultant	AECOM	AECOM
1. Planning Process		
DGR's date issued	29/05/2009	27/01/2009
Concept Plan exhibition dates	4/8/2010 – 6/9/2010	25/3/10 – 7/5/2010
Public Exhibition length	4.5 weeks	6 weeks
Port Master Plan	???	Yes – Maunsell 2008
2. Transport – truck comparison		
Container Modal Split	20% rail / 80% truck	90% rail / 10% truck
Containers/Year	1,000,000	1,200,000
Container truck movements/year	800,000	120,000
Container trucks/day	2,194	328
Year of ultimate development	2034	2037
3. Freight Analysis		
Details of Freight Origin and Destination analysis	No	Yes
Details transport routes linked with freight type	No	Yes
4. Transport - infrastructure		
Uses an established traffic model to determine Regional traffic Impacts	No – basic comparison of AADT and misleading comment on % increase	Yes
Discusses external transport studies		Yes and includes details of current Infrastructure Australia funded studies
Details rail proposals and links to freight movements	No – minor mention of Northern Sydney Rail Freight Corridor	Yes – discusses options
Incorporation/recognition of freight infrastructure external to site	No	Yes – discusses intermodal facilities external to site and notes MOU with Windgeric Shire Council for transfer to intermodal if it is built.
Discusses relationship of staging with infrastructure projects	No	Yes and includes details mitigation required to improve on the proposal and its links with infrastructure upgrades, and liaison with various authorities: • Participation in rail transport studies

			<ul style="list-style-type: none"> Rail Master plan for port
5. Other			
Financial Costings included		No	Yes
6. Consultation			
Consultation Approach		single phase	Multi-phase engagement
Consulted Govt Stakeholders – Planning Focus Meeting		Yes	Yes
Consulted Industry Groups – Project Specific Industry Forum		No	Industry Briefing and Direct Invitation Separate Project Briefing August 2009, Industry Groups <ul style="list-style-type: none"> Metal Manufacturers Ltd Orrcon Operations Morgan Cement Brick and Block Pacific National BHP Billiton CRM CMA Recycling Brailey's Transport Bulktrans Mannway Transport and Distribution Murrells Transport Manilda Park Petroleum Nationwide Transport Ltd Brambles Heggies Bulkhaul Orica Chemnet Port Kembla Chamber of Commerce BlueScope Steel Port Kembla Coal Terminal GrainCorp Operations Ltd Port Kembla Gateway Australian Steel Mill Services Svitzer Australia

<ul style="list-style-type: none"> • P & O Stevedoring • Patrick Stevedoring • Ralyn Shipping Pty Ltd • Inchcape Shipping Services • Wilhelmsen Ship Services • Hetherington Kingsbury Shipping Agency • Swire • South Coast Labour Council • Illawarra Business Chamber • Australian Amalgamated Terminals • Illawarra Stevedores Pty • BIS Industrial Logistics • PrixCar Services • Shipping Australia • Eastern Iron Ltd • Federal Chamber of Automotive Industries (FCAI) • Port Kembla Copper • FALCON • Oceanlinx Ltd • John Holland Rail • Wallenius Wilhelmsen Logistics • Wallarah Minerals Pty Ltd • Australia Amalgamated Terminals • Coalworks • Australian Industry Group • Asiaworld Shipping Services • Peabody • Cement Australia • Seaway • Gulf Agency Company • Independent Print Media Group • K Line Australia 		
--	--	--

Consulted Community and Groups	Mayfield CCC – single briefing at a meeting with an out of date consultative group set up for the BHP rehab project in 2001	<ul style="list-style-type: none"> • Centennial Coal • Sutherlands Transport • Graincorp • Wollongong Game Fishing Club • Wollongong Sports Fishing club <p>Industry Briefing and Direct Invitation Separate Project Briefing August 2009,</p> <p>Interest Groups:</p> <ul style="list-style-type: none"> • Port Kembla Harbour Environment Group (PKHEG) • Port Kembla Pollution Meeting (PKPM) • Illawarra Residents Against Toxic Environments (IRATE) • Wollongong Transport Coalition • Port Kembla Heritage Park • Port Kembla Community Project • Port Kembla Surf Life Saving Club • Southern Ocean Seabird Association • Breakwater Battery Military Museum • The Mission to Seafarers • Conservation Volunteers Australia
--------------------------------	---	---

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



Department of Planning
Received
22 OCT 2010
Scanning Room

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 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..... BRAD COULTER

Address – Printed 33 MADEL ST, GEORGETOWN 2298

Tel or email contact 0414 196533

Signature [Signature] Date 17-10-10

RE: MAYFIELD PORT DEVELOPMENT ^{30 Carrington St,}
^{Mayfield 2304}

25/9/10

Lise Chan

N.S.W. Dept. of Planning

I have read a piece of Newcastle Council, R.T.A., Hunter Business Chamber, Transport N.S.W., DECCW-E.P.A., Uni of Newcastle Submissions to you concerning the MAYFIELD PORT DEVELOPMENT & I broadly agree & support them.

I would further suggest that:
 1) If the Bulk Liquids Site at Mayfield will permit the closure of the Hamilton North (Shell) Site then a NEW NEWCASTLE CITY CENTRE be established in the Hamilton North - Broadmeadow - National Park Area.

2) Rail Easements be proclaimed on both sides of the Hunter River to handle traffic from the Mayfield Site (The Towle st. Bridge creates a problem but it is not insurmountable.)

3) Rail Easements be proclaimed from Fassifern to Thornton & from Argenton through Glendale - Cardiff to Shortland using Cardiff as an Inter-Modal Site.

4) NEWCASTLE PERIODIA (Old City) be a "boutique" recreational, residential, commercial, university precinct with strict development controls.

Gary Townsend

MAJOR INFRASTRUCTURE ASSESSMENTS RECEIVED
20 SEP 2010
NSW Department of Planning

Lisa Chan - Street Sex work and the truckie culture related to re development of Mayfield Port Site and it's transport plan

From: GreaterLifestyle ofWickham <greaterlifestyleofwickham@live.com>
To: <lisa.chan@planning.nsw.gov.au>,
 <joshua.brown@mckay.minister.nsw.gov.au>,
 <hump1way@police.nsw.gov.au>, <mitc1max@police.nsw.gov.au>
Date: 14/10/2010 3:02 PM
Subject: Street Sex work and the truckie culture related to re development of Mayfield Port Site and it's transport plan

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site and social impact within the inner city suburbs. Newcastle's existing street sex work industry and truckie lifestyle.

Group name is: ...

Great Lifestyle Wickham - **G.L.O.W.**

and our address is ...**G.L.O.W.** P.O. Box 122 Wickham

Our organisation has been in operation for 16 years

Our main Services and Activities:

Community participation.

Our Clients / Customers / members are best described as.....industry, residents and school. We

understand that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct. Jodi Mc Kay recommended writing a submission at the Islington Action multi-disciplinary conferencing.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by **road**.

We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield; And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter.
 The culture of the trucking industry may bring a social impact to Newcastle inner city localities. GLOW has insight to the existing inner city street culture of Newcastle;

And GLOW experiences the street sex work industry, therefore GLOW Presents the following:

3. Law and order and *Resources* need to be increased, the truckie lifestyle will increase enormously around Newcastle's Port. Leading to an increased illegal street sex work industry. This increase in Street Sex workers. is often about Pimps working their girlfriends on main roads, arteries and side streets. (Islington is an example of Street sex work) this is a cultural issue for Newcastle.

4. Sexually transmitted disease, will be carried across NSW via truck drivers because of street sex workers accessing the truckie lifestyle. Eg hepatitis and aids transmitted.
5. also the drug culture accessing Truckies. The truckie industry is vulnerable and convenient as the drug "mual", transporting drugs across NSW from Newcastle's large port. Research shows; where large ports exist drugs and criminal activity increases. The Rebel Outlaw Motor Cycle Gang has set-up in Wickham next to the Port.
6. street sex work is unregulated. There are no health checks and often the sex workers are trafficked by abusive pimps in pursuit of income. Truckies accessing the terminal will be an "open market" for the Pimp.
7. street sex workers available to a truckie culture from the streets and main arteries, are likely to be the most vulnerable people from the most disadvantaged backgrounds.(Islington Newcastle is typical of exposure of the worker and the hard core of this street work industry)
8. Brothels are regulated and compliance is practiced, while street sex workers have no compliance requiremnets, exposing the truckie to the hazards and illnesses of the street sex industry.

We think it is reasonable to request that:

- A. Consideration of the approval of these plans could address these major issues and concerns as they need to be resolved and dealt with;

We ask that you please acknowledge this submission.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed.....G.L.O.W.....

Date...15th October 2010.....

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

Lisa Chan - Correct Planning and Consultation for Mayfield Group (CPCFM) - Newcastle Port Corp. Mayfield Portside Lands Port-Related Activities Concept Plan

105

From: "John L Hayes" <jlhayes@bigpond.com>
To: "Chan, Lisa(Dept of Plan)" <lisa.chan@planning.nsw.gov.au>
Date: 6/09/2010 3:19 PM
Subject: Correct Planning and Consultation for Mayfield Group (CPCFM) - Newcastle Port Corp. Mayfield Portside Lands Port-Related Activities Concept Plan

Lisa Chan
NSW Dept of Planning
lisa.chan@planning.nsw.gov.au

Dear Lisa,

Correct Planning and Consultation for Mayfield Group (CPCFM)

Newcastle Port Corp. Mayfield Portside Lands Port-Related Activities Concept Plan

Last Saturday (4th Sep) I chaired a Public meeting of residents, mostly from Mayfield, where we discussed the Port Corp plans referred to above, and the Consultation and Planning process.

There were more than 80 in attendance, which was a very good number, especially as arrangements for the meeting were only concluded mid week, and notice of the meeting only went out on Thursday.

I will write a longer letter to you setting out more details of the meeting, and the decisions taken.

The main purpose of this letter is:

to advise you that many community submissions will be lodged with the Department of Planning this week,;

and

to seek your agreement and assurance that you will extend the time to receive such community submissions
- preferably for 2 more weeks -
closing at 5 pm on Monday 20th Sep.

I am holding about 50 individually signed submissions which I propose to mail to you in an Express Post bag this afternoon before 5 pm, so you should have them by tomorrow,

I am aware that other residents are working on their submissions which they will be sending to you directly, some by email, and some by mail.

We look forward to your early favourable responses to these requests.

It is also very important to emphasise that **none** of the people at the meeting:

had any knowledge at all, or any informed knowledge, of the Port Corp Proposals;

nor the potential major impact on them, if the proposals proceed unaltered.,

With one exception, all of the meeting attendees (80+):

not only want an extension of time to lodge submissions;

but

they also want more Consultation before the Plan is considered by you and the NSW
Planning Dept.

More details will be set out in following correspondence.

Many thanks in advance

Cheers from Newcastle

John L Hayes

For

Correct Planning and Consultation for Mayfield Group (CPCFM)

email: jlhayes@bigpond.com

PHN. 4967 3013 Mob 0400 171 602

117 INGALL ST
MAYFIELD EAST NSW 2304

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

Our names are: Claire Charles and Andrew Parker
Our address is 36 Crebert Street
We have lived in Mayfield for 7 years.

There are 2 Adults and 3 Children in our household at the above address.

We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for me/us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, 80% will be by road.

Can Newcastle Port Corp please explain why they are not following State Government guidelines to have the minimum of 40% of freight on Rail in N.S.W?

This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield;

And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;

We have seen in recent times when there have been truck accidents on the F3 Freeway this road has been block for many hours creating huge problem for the RTA, and other road uses, this plan in its current form with 68% of the freight on trucks going to Sydney from Newcastle will create more congestion and possible lead to more traffic accidents on the F3 Freeway

And

That no real plans are envisaged to upgrade Goods rail services to alleviate this position

We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because:

Safety needs to be address in this plan and that includes Emergency Services being able to respond in a reasonable time frame to this site and surrounding areas, as this site will be a holding facility for Toxic Materials in a residential area, can the Newcastle Port guarantee that Emergency Services times will not be effected, considering they have grossly underestimated the amount of truck movements coming and going from this site

We think it is reasonable to request that:

- A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
- B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
- C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

We ask that you please acknowledge this submission, and agree to our 3 requests.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed Claire Charles Andrew Parker
Date 15/10/2010

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

Lisa Chan - Submission re proposed Port Corp development

From: Andrea Low <andrealow@live.com.au>
To: <sharon.armstrong@lands.nsw.gov.au>, <lisa.chan@planning.nsw.gov.au>, John Hayes <jlhayes@bigpond.com>, <joshua.brown@mckay.minister.nsw.gov.au>
Date: 17/10/2010 10:17 PM
Subject: Submission re proposed Port Corp development

The Hon. Tony Kelly, MLC
 Minister for Planning[Soft Break]Level 34 Governor Macquarie Tower[Soft Break]1 Farrer Place[Soft Break]Sydney NSW 2000
 Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

Our names are: ...Andrea Low...and Philip Dwyer.....

Our address is47 Crebert St Mayfield East.....

We have lived in Mayfield East for -----18 months

There are2.....Adults and ...0.....Children in our household at the above address.

We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield;
 And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;

And

3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position

4. We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:

5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;

6. Lack of Safety for Road users and residents;

7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

We think it is reasonable to request that:

A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;

B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;

CA further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

We ask that you please acknowledge this submission, and agree to our 3 requests.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed.....Andrea Low, Philip Dwyer.....

Date.....15.10.10.....

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816[Soft Break]NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

My/our name/s is/are: David Derkenne

My/our address is 27 Norfolk Av Islington

I / We have lived in Mayfield / Mayfield East / or Islington for 5 years.

There are 2 Adults and 2 Children in our household at the above address.

I / We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for me/us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield; Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;
3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position
4. We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:
5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;
6. Lack of Safety for Road users and residents;
7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

Lisa Chan - Fw: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

From: "John L Hayes" <jlhayes@bigpond.com>
To: "Kelly MLC, The Hon.Tony" <sharon.armstrong@lands.nsw.gov.au>
Date: 21/10/2010 6:05 PM
Subject: Fw: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site
CC: "Brown, Joshua" <Joshua.Brown@mckay.minister.nsw.gov.au>, "Jodi's Office" <office@mckay.minister.nsw.gov.au>, "McKay, Jodi" <jodi.mckay@parliament.nsw.gov.au>, "McKay, Jodi, Newcastle" <newcastle@parliament.nsw.gov.au>, "Bingham, Simon(NPC)" <simon.b@newportcorp.com.au>, "Chan, Lisa(Dept of Plan)" <lisa.chan@planning.nsw.gov.au>
Attachments: Rennie & Clare NPC - comparison with PKCP. 18 10 10.doc; Combined R and S NPC Mayfield 2nd Submission 18 October 2010.doc; Letter to Minister Kelly V2 21 10 10.doc

Correct Planning & Consultation for Mayfield Group (CPCFM)

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower, 1 Farrer Place, Sydney, NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister Kelly,
RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

Please see attached letter, being an updated version of one we sent you on 18th oct.

Hard copies of the 75 submissions will follow in the mail, by express post. You will see descriptions of the submissions in the 4 tables in the letter.

We attach e copies of two of the key submissions, and ask you to give these two your close personal attention. Hard copies of these 2 will also be in the mailed bundle

We look forward to hearing back from you soon

Yours sincerely

John L Hayes
for
Correct Planning & Consultation for Mayfield Group

email: jlhayes@bigpond.com

Phn. 4967 3013 Mob 0400 171 602

117 INGALL ST
MAYFIELD EAST NSW 2304

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Simon Bingham
Development Manager
Newcastle Port Corporation

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816, NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

Correct Planning & Consultation for Mayfield Group (CPCFM)

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

Re Newcastle Port Corporation proposed Port Terminal Facilities Mayfield Concept Plan Application

You have been copied with many submissions and Petitions signed by our members and supporters.

They clearly demonstrate the concern and unease that the residents of Mayfield and surrounding suburbs have about the Consultation Process that was part of this Concept Plan; and the poor planning not to allow for most goods and containers to be carried on Goods Trains – with the resultant overflow of millions of trucks onto Industrial Drive Mayfield, and other roads, Freeways & Highways.

The submission below deals with many specific Planning, Process and related issues.

Our members and supporters need answers on these important matters, at an early date, and for some justice to be restored to the process.

This submission has been made in response to an agreement made by Newcastle Port Corporation (NPC) for the public to submit additional submissions for the proposed Port Terminal Facilities Mayfield Concept Plan Application (the proposal). A representative of NPC made this commitment to CPCFM at a public meeting held on 25 September 2010 at Mayfield East Public School.

1. Inadequate Consultation

It is noted that the Department of Planning (DoP) has released *Guidelines for Major Project Consultation* dated October 2007. These guidelines state that 'adequate and appropriate consultation' for a major project is determined through consideration of:

- the environmental and social impacts of the project,
- the level of consultation required in the Director-General's Requirements (DGRs), and
- consultation that may have occurred prior an project application being lodged with the Department.

The guidelines go on to state that a consultation process may be considered adequate if, in the environmental assessment (EA), it is demonstrated that:

- individuals and organisations that may have an interest in the proposal have had enough opportunity to express their views,
- information regarding the proposal has been accurately and widely distributed,
- community feedback has been encouraged and recorded, and
- consultation with the community was inclusive and the proponent has got to know and understand the communities it needs to engage.

Considering the above and the DGRs for the proposal *we believe that it is clear that inadequate consultation has been undertaken for the proposal*. However, NPC have now publicly dismissed this claim (refer to article in Newcastle Star 29 September 2010 '*BHP site plans cause rift in Mayfield*').

CPCFM Submission to Planning NSW

18 October 2010

Correct Planning and Consultation for Mayfield (CPCFM)

<http://www.correctplanningandconsultationformayfieldgroup.webs.com/>

The DGRs for this project state that *"You should undertake an appropriate level of consultation with relevant parties during preparation of the EA, including: the public and adjoining and affected landholders"*.

We believe that consultation activities undertaken following the preparation of the EA cannot be counted as contributing to consultation required under the DGRs.

Activities undertaken after preparation of the EA obviously include public exhibition processes managed by DoP and ancillary activities such as advertisement of the public exhibition process.

The intention of the DGRs is clearly to provide requirements to be completed during preparation of an EA. The outcomes of these requirements must be reported and considered in the EA. This cannot occur for any activities undertaken following completion of the EA (for example, activities undertaken as part of the public exhibition process). NPC have therefore failed to satisfy the requirements of the DGR's in regard to consultation with *'affected and adjoining landholders, and the public'*. The EA should therefore be re-exhibited to these people and amended to provide feedback of the issues they raise, and actions undertaken in response to these issues.

We also believe that the complete lack of public consultation that has occurred for the proposal contravenes object c) of the Environmental Planning and Assessment Act 1979 (the Act)

The Act states an objective *'to provide increased opportunity for public involvement and participation in environmental planning and assessment'*. The public has had no involvement in the planning of the proposal, or the environmental assessment process. The public had no knowledge of the detailed plans for this site, any transport methods or any environmental studies undertaken, until they had been finalized and were being publicly exhibited.

A number of significant issues have been raised by the local community, adjoining industrial operations and local and state government agencies in response to the proposal. We believe these stakeholders deserve the right to review and comment on any response to the issues they have raised. We believe the Minister for Planning should direct NPC to prepare and publicly exhibit any changes to the proposal and/or any revisions to environmental assessments, and/or any responses to submissions under a Preferred Project Report prepared in accordance with Section 75H of the Act.

2. Failure of state government agencies

An objective of the Act is *'to promote the sharing of the responsibility for environmental planning between the different levels of government in the State'*.

It is clear that this has not been achieved for the proposal. A number of state and local government agencies and authorities have responsibilities over the proposal including:

- NPC – the proponent
- DoP – the approval authority
- Department of Environment, Climate Change and Water (DECCW) – the environmental regulators for certain activities
- Newcastle City Council – the local government authority and managers of local roads
- The NSW Road and Traffic Authority (RTA) – who manage the state and regional road network
- RailCorp – who manage local and regional train services
- Transport NSW – State transport planning authority
- Newcastle Development Corporation – the former managers of the site and current managers of the Intertrade Business Park.

A review of submissions received from these agencies regarding the proposal shows that they are obviously not 'sharing the responsibility for environmental planning' for the proposal. Agencies with responsibility over transport have raised serious concerns over the proposal. Newcastle City Council have raised other concerns about environmental impacts, such as road noise impacts to local residents. DECCW and the Council have raised concerns over who will manage the significant environmental impacts over the project in the long term. We could go on...

It is clear that the proposal has been prepared by NPC and their consultants in nearly complete isolation from other government agencies, and other adjoining industrial operations (and, obviously, the community).

We believe the DoP should have identified the inadequacies of this proposal prior to its public exhibition.

The community, other businesses and other local and state government agencies should not be relied upon to pick up these issues through the public exhibition process. This is particularly concerning given that DoP undertake an 'adequacy review' of an EA prior to its exhibition. Given that the proposal has failed to meet the DGR's in regards to significant issues such as community consultation and its noise and transport assessments (amongst other things) it is hard to understand how the EA could have passed this 'adequacy review'.

The failure of DoP to identify issues with the proposal prior to public exhibition has stripped the community of any belief that DoP can provide a balanced judgment of the benefits and impacts of this proposal. We therefore demand that the assessment of this proposal be overseen by an independent body. We ask that a consultative committee with representatives from the local community, Newcastle City Council and other relevant agencies such as Transport NSW, be established immediately. The proposal should also be assessed by a Planning and Assessment Commission (PAC), as the community can no longer trust the actions of DoP. As the proposal is state significant, not critical infrastructure, there is no reason why the Minister for Planning cannot refer this project to a PAC.

3. Future environmental management commitments

We believe that cumulative impact models should be developed for Newcastle for air quality and noise.

A recent precedent for such an action has been set by the cumulative impact study undertaken for Camberwell Village in the upper Hunter Valley. The situation at Camberwell Village is not dissimilar to that currently faced by areas such as Mayfield.

Camberwell Village has been significantly affected by a number of existing mining operations, and multiple applications have been lodged from new operations. Impact assessments prepared for the each new and existing operations predicted that no individual operation would provide a critical impact to the village, but all determined that cumulative impacts from all the operations operating at once would have a massive effect, such as health guidelines for dust being exceeded. Under the supervision of DoP, mining operations around Camberwell have jointly funded an independent cumulative impact study which has resulted in real-time environmental monitoring and management systems being installed at local and regional levels.

Such an approach seems warranted for the Port of Newcastle. All major port and industrial operations should fund the development of cumulative impact models for noise and dust. These models would include predicted weather patterns and could be used to actively reduce or manage impacts to residential areas such as Mayfield. New developments, such as the proposal would be required to use the model to determine their potential for cumulative impacts.

Development of the model would need to be managed by an independent body, in this case we suggest Newcastle City Council. An overarching environmental management system could be set-up to ensure a coordinated approach to management of environmental impacts is taken by all major port and industry operations in the area. Such a system would require ongoing co-operation and data-sharing between different businesses, and again, would need to be managed by an independent body. Again, we suggest Newcastle City Council for this role

The costs associated with development, implementation and ongoing management of an overarching environmental management system for the Port of Newcastle would be relatively low compared to the costs of each operator in the area setting up an individual system. New developments would also benefit from such a system as they would have an established framework to base impact assessment models and management schemes from.

If implemented properly, such a system would provide increased accuracy for the prediction of environmental impacts, more effective options for environmental management and mitigation, and a single body for local communities to liaise with regarding environmental issues.

Currently, due to the large number of different operators in the area, most residents find it very difficult to determine exactly where environmental impacts are coming from, and who they need to liaise with to deal with these impacts.

4. Social impacts

We believe the social impacts of the proposal have not had adequate consideration.

It is stated that the proposal will create a range of benefits to the Hunter Region, but there seems to be little evidence to back this up.

The proposal will create about 150 jobs during its peak operational period; however this figure pales in comparison to the 67,000 new jobs DoP predict will be created in the region by 2031 under the Lower Hunter Regional Strategy. Over 10,000 of these jobs will be in inner Newcastle alone.

The operators of the terminal will be multinational companies such as Tolls or COSCO and all the profits generated will go overseas. We have seen no commitment from NPC to use local companies regarding this proposal. The most major expense outlaid by NPC for the proposal so far has been for the EA, which has been prepared by an internationally owned consultancy, whose project team is based in Sydney. This is despite the fact that locally owned and operated consultancies, with significant experience in port projects, could have been used. We believe this provides no assurance that future contracts and expenditure from the site will focus on local or regional operators.

The one thing we are sure about is that the proposal will create massive impacts on local communities.

NPC and DoP should, if this proposal is approved, consider ways for providing balance against these massive impacts on local communities. Such measures could include street beautification programs, playground equipment for local parks, improvements for local schools, etc.

5. Review of Transport Assessment:

a. *General:*

The development, as proposed, will be the single largest long term operational traffic generating project in the Port of Newcastle, and possibly the Lower Hunter. The studies undertaken, assumptions, made, information used show a complete lack of emphasis on the strategic importance and impact of this project on our local and regional transport infrastructure – let alone the communities that live amongst these.

This is particularly disappointing given the history of this site and the supposed 10 years of planning having gone into this project.

b. *Strategic Fit*

There have been at least two major transport and freight studies focused on the Lower Hunter in the past 3 years, a third the Regional Transport Study is expected to be released in November 2010.

- Freight Hub Hunter (FHH) – SdD 2008
- Lower Hunter Transport Needs Study (LHTNS) – Hyder, 2009

Both of these studies as well as the Three Ports - SSS Proposal nominate modern freight logistics and handling processes including a local freight rail bypass and regional intermodal facility as being part of the solution to the successful establishment of the Newcastle Container Terminal.

There is only a minor mention of a rail project, the Northern Sydney Freight Rail Corridor Upgrade – a project that will certainly benefit the movement of existing freight on rail between Sydney and Newcastle, but this only extends to Broadmeadow, and does not include the freight rail bypass. It has no bearing on freight movements to Carrington and to the north.

Further to these are a multiplicity of parliamentary reports, consultants reports for government and industry on the freight task, freight movement, freight handling and supply chain relationships. None of these studies or strategies have been referenced in anyway in this report – all of these studies and strategic documents nominate a high use of rail for the efficient management of freight from the Newcastle Port site.

The proposal is highly dependent on road transport to the detriment of the local community and regional commuters and businesses. The transport assessment is based on hidden documents, poor assumptions, basic methodologies and misleading assessment of impacts all of which are detailed further below.

Further to this there has been no attempt to offer any integrated or cumulative assessment of other projects within the Mayfield Industrial Precinct, projects that are being developed concurrently with this project.

Where there has been evidence of a lack of consultation elsewhere it is clear that even in the transport assessment this lack of consultation extends to adjacent existing businesses (One Steel, PWCS) and current developments (Intertrade Business Park).

c. Transport Study – Assumptions and Results

Following are direct comments on the assumptions which underpin the road and rail assessment and on the results. Comments in italics are directly taken from Appendix D of the EA. These comments are further to those already provided by the RTA and Newcastle City Council.

It should be noted that there is minimal discussion of rail strategy or options in the report hence there a few comments that can be made.

- a. *NPC - Detailed discussions with NPC in relation to expected cargo volumes and types and the likely timeframe for their introduction to the site over the 25 year timeframe of this Concept Plan;*

There is no detail in the EA as to the freight analysis and the consultant has relied on discussions with NPC. There are a number of freight studies and government inquiries that look at this area, but none have been referenced in this EA – hence we are not able to determine the consistency of the freight movement/destination forecasting and compare with the transport analysis.

Section 3.2 of the report should detail this analysis to allow for assessment the port trade forecasts, source and destination – both short and long term. The information referenced as being provided by "Newcastle Port Corporation, April 2010" should be released for review and assessment by the public and relevant transport and freight bodies

It should be noted that both the FHH and LHTNS indicate that over 66% of freight will be destined for Sydney

- b. *Experience of how other major ports, such as Port Botany, operate in respect to the intensity of operations over a 24 hour period (eg. day vs night and AM/PM peaks) and the characteristics of how they manage the road and rail transport of cargos;*

It would appear only Port Botany as been used as a base, and no apparent effort has been made to look at other examples or indeed world best practice.

A Port being designed for the 21st century and beyond should be based on contemporary planning and engineering principles not on a port and freight system that is well known to have significant impacts on its local surrounds, retrofitted rather than planned.

In terms of traffic flows, the consultant uses a 75% day/25% night split for trucks. What is the basis of this split?

It should also be noted that daytime for this project is a 15hr day, which is the same as NSW EPA Traffic Noise Criteria. Is this a reasonable criteria in which to base truck movements in this project?

If an 11hr daytime (average daylight) period was used the truck numbers would increase 36% and when the RTA correction (1.2 containers/truck) included by 120% see the table below.

		Trucks/day	15 hour day - trucks/hr		11 hour day - trucks/hr	
NPC EA			Avg. hour	Peak hour	Avg. hour	Peak hour
Daytime	75%	2138	143	214	194	291
Night	25%	713	79		55	
	Total	2850				
RTA Adjusted						
Daytime	75%	3420	228	342	311	466
Night	25%	1140	127		88	
	Total	4560				

- c. *The likely direction of traffic flow having regard to the geographic location of the potential markets for the various cargo types, the structure of the local and regional road networks, and the capacity of the two main local intersections;*

There has been no information on freight and cargo movement, origin or destination in this EA. This is essential for any thorough review of the EA.

Some reports eg Freight Hub Hunter (SdD, 2008) and Lower Transport Needs Study (Hyder, 2009) indicate that 66% of containers would be destined for markets in Sydney. However this EA suggests that 50% of trucks would go to Kooragang Island – with no supporting information.

This results in a considerable underestimation of trucks moving north through Sandgate and Hexham. Hence the number of heavy vehicles passing through Hexham should be much greater than 1380/day and when incorporating RTA comments much greater than 2208/day.

- d. *The limited capacity of the freight rail network between Newcastle and Sydney which means that only limited train paths will be available to the site in the short/medium term until such time as the upgrade of the North Sydney Freight Corridor is completed;*

This comment is true, however the only rail infrastructure project nominated is the North Sydney Freight Corridor. There is no mention of a proposed freight rail bypass of Newcastle or intermodal facilities. There is also no effort to look at rail movements between this site and Broadmeadow or between this site and Beresfield (potential site of intermodal facility)

The report indicates that, "Increasing the container task to 40% and the bulk tasks to 50% of the demand would require substantial capital investment in the infrastructure side. Further study and discussions would be required in order to properly define the impacts to all local rail operators (Port Waratah, Bullock Island, Morandoo, OneSteel, and Carrington)"

This study should be done and costed. Substantial capital investment has not been quantified.

It should also be noted that there may well be other options for rail if a co-ordinated approach with other industries – OneSteel, Intertrade, Steel River, Carrington etc were undertaken.

- e. *There is limited landside area available at the site to support the number of rail sidings needed to allow for a significantly higher proportion of cargo movement by rail. This could change in the future depending on how the adjoining land to the south (Intertrade Industrial Park) is developed but at this stage the detail of this development is unknown.*

This comment should be tested. The report doesn't say this it actually says that the current plan has 2 sidings. However to increase the modal split a second set of sidings would need to be installed, and gantries would be used for all 4 sidings rather than reach stackers. Gantries can reach over 5 sidings and therefore solve the operational problems, however, they are more expensive to install and operate.

So we are left with a low rail use due to Gantries being expensive – but there is no financial analysis of any of these options. Regardless it appears there is avenue for more rail on the site, NPC has not investigated this adequately and there should be options provided

We believe the EA should demonstrated Options that could be developed on this site to provide for more rail capacity.

Regional Traffic Impacts:

The Regional Traffic Impacts assessment is misleading – both in assumption and conclusion.

It has been assumed that 50% of trucks will be destined for Kooragang Island. Where are these vehicles going? This assumption then leads to a dilution of truck numbers on the regional road network, by halving the truck numbers moving through Sandgate and Hexham a stretch of road already over capacity.

The only assessment of regional traffic impacts consist of a comparison of RTA AADT figures at locations between the site and Hexham Bridge. The method employed – that being a simple comparison of vehicles numbers generated to AADT – is misleading in that it compares total vehicle numbers with the traffic generated from the proposed development. AADT is mainly cars, traffic generated from the port is **all heavy vehicles**.

The assessment indicates that due to the generated traffic being only <10% of AADT is only minimal impact on the broader network. However the traffic generated from the development is Heavy Vehicles, which have a much greater impact on traffic than cars.

This is further compounded by the lack of information on transport routes, and a detailed freight origin/destination analysis.

The Table below indicates the true extent of the traffic numbers.

Source	2034 AADT	2034 Heavy Vehicles/day approx	2034 NPC Heavy Vehicles/day	% Increase All vehicles	% Increase Heavy Vehicles
NPC (2 containers/truck)	34,000	2,600	2850	8%	110%
RTA Correction (1.2 Container/truck)	34,000	2,600	4310	13%	166%

The Regional Traffic Impact Study should utilise a regional traffic model to determine the distribution of Port generated traffic and impacts on the regional road network.

Local Traffic Impacts:

The concept plan makes no attempt at determining the impact on local roads or controls required. There should be a predictive model of traffic impacts on local roads within Mayfield, Islington and Tighes Hill areas based on leakage of freight vehicles from the Port as well as commuter traffic that would prefer to use local roads to avoid congestion on Industrial Drive.

Further Information and Studies Required:

We believe the following should be completed before any Concept Plan is approved as they are integral to the correct planning and investment on infrastructure, development staging and informed input from all stakeholders.

- Detailed Freight Analysis to be undertaken and verified identifying
 - Freight Type

- Origin and Destination
- Transport routes
- The information used as the basis of freight and cargo movements, referenced as being provided by "Newcastle Port Corporation, April 2010" should be released for review and assessment by the public and relevant transport and freight bodies.
- Consideration of an appropriate working hours and assessment of sensitivity of Truck Movement Splits in 15hr and 11 hr days – carried through all transport modelling – intersection analysis, regional traffic impact assessment
- A Regional Traffic Impact Study utilising a regional traffic model accepted by the RTA and Transport NSW to determine the distribution of Port generated traffic and impacts on the regional road network.
- A predictive model of traffic impacts on local roads within Mayfield, Islington and Tighes Hill areas based on leakage of freight vehicles from the Port as well as commuter traffic that would prefer to use local roads to avoid congestion on Industrial Drive.
- Intersection analysis of all major intersections between the Port site and:
 - F3 Freeway
 - Pacific Highway Hexham,
 - New England Hwy, East Maitland
- Cumulative Impact Assessment of ALL existing and new developments in the Mayfield Industrial Area
- Detailed study of ALL rail options for the Mayfield Industrial Area:
 - Including rail from Carrington north
 - Options within Port site for increased rail – costs included
- Detailed study of rail interaction between PWCS, OneSteel, Intertrade and other rail users – this requires collaboration and consultation, including quantification of capital costs of rail upgrades
- The results of all of these to be presented and discussed with a Project Specific Consultative Group including members of the Community, Local Councils, RTA, Transport Dept, local Business etc

We look forward to hearing back from you as soon as possible

Yours sincerely

John L Hayes
for
Correct Planning & Consultation for Mayfield Group

email: jlhayes@bigpond.com

Phn. 4967 3013 Mob 0400 171 602

117 INGALL ST
MAYFIELD EAST NSW 2304

Copies to:

Lisa Chan
NSW Dept of Planning

CPCFM Submission to Planning NSW

18 October 2010

Correct Planning and Consultation for Mayfield (CPCFM)

<http://www.correctplanningandconsultationformayfieldgroup.webs.com/>

Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

Correct Planning & Consultation for Mayfield Group (CPCFM)

21st October 2010

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower, 1 Farrer Place, Sydney, NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,
RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

This letter is to replace one we sent to you on 18 Oct 2010

The Newcastle Port Corp has told us that they would accept late submissions up to 5 pm, 18th Oct 2010; provided they were lodged via me, as the convenor of the Correct Planning & Consultation for Mayfield Group (CPCFM); and that they agreed to give them proper weight and consideration.

Accordingly we did, on 18th Oct 2010, deliver to Newcastle Port Corp 71 late submissions, which we will briefly describe in the following pages.

After our trip to Port Corp on 18th Oct, we discovered that, in our haste to meet their deadline, we did not describe and include 4 additional submissions, and so on the morning of 19th Sep we sent the following email to Simon Bingham, the Development Manager of Newcastle Port Corp:

Good morning Simon.

I delivered a covering letter and a bundle of 71 submissions to Amanda at your front desk at 7 minutes to 5 yesterday arvo.

You will see they are described in 4 tables in the letter

Please give me a ring so I can walk you through what I have done.

I have now discovered, that in my haste to meet your deadline, I have forgotten to refer to the P & C Mayfield East Public School Submission, which I sent you on 30th Sep, so I attach another copy now.

I would include it in the "Organisations Complex Box" - Many issues: School established on this site about 150 years ago.

I have also discovered, that in my haste, I missed including 2 submissions altogether. They are:

Hunter Christian School - "Organisation Complex" - several issues - copy attached

John & Rosie Hayes - "Individuals - Complex" - many issues revolving around Environment, Climate Change, Peak Oil, Rail Transport, Sustainability etc.- copy attached.

A submission from George Barnes arrived after I had left to go to your office. I attach a copy - "Individuals - Complex"

His is similar to many others, with one exception, Para 7 - which is:

7. *Noise reduction measures suggested for Housing on Industrial Dr are required for many streets and must not reduce the quality/amenity of the residence. Land & Environment court (J. McClelland) found at Redhead (Cowlshaw St) that proposal to rebuild/soundproof houses was unacceptable as noise abatement as it reduces Quality of Life.*

I look forward to your call

Cheers

John L Hayes

for

Correct Planning & Consultation for Mayfield Group

email: jlhayes@bigpond.com

Phn. 4967 3013 Mob 0400 171 602

*117 INGALL ST
MAYFIELD EAST NSW 2304*

We have now updated the 4 tables below so that they include the 4 additional submissions, to make a total of 75 new submissions, in all

We will mail you hard copies of these submissions: and we will also send copies to Lisa Chan at NSW Planning and Ms Jodi McKay – member for Newcastle, and Minister for the Hunter.

In the few weeks CPCFM has been in existence, we have held 2 Public Meetings, with about 100 in Attendance at the first one, and about 200 at the second one.

We have:

Elected a committee of 15.

Spoken to hundreds of people at information booths at Mayfield
and the Newcastle Farmers Markets;

Collected hundreds of names on Petitions;

And assisted with, and coordinated, about 110 submissions.

The Submissions and Petitions state that residents support the orderly and sensible redevelopment of the Port Corp. Mayfield Port side lands;
but oppose the plans which do not provide for the majority of the Goods, Liquid Fuels and Containers to be carried on **new rail infrastructure**.
They also object to the way these Concept Plans have progressed so quickly though the planning process; and they particularly object to the failure of any meaningful Community Consultation.

They point out many technical issues; and finally call on you to intervene to act in 3 ways:

A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;

B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter, to explain exactly what the plans are, and how the issues are to be dealt with;

C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

Please take the actions to put the plans on hold, and do the other things referred to in A, B, and C above.

We look forward to hearing back from you at an early date on these requests.

We would also appreciate the chance to have an early meeting with you to discuss these important matters.

We would prefer the venue to be in Newcastle, where you can see the issues first hand; but if your diary does not allow an early trip to Newcastle, we are happy to meet you in Sydney.

Yours sincerely

John L Hayes
for
Correct Planning & Consultation for Mayfield Group

email: jlhayes@bigpond.com

Phn. 4967 3013 Mob 0400 171 602

117 INGALL ST
MAYFIELD EAST NSW 2304

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Simon Bingham
Development Manager
Newcastle Port Corporation
Email: simon.b@newportcorp.com.au

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816, NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

1. Less Complex Individual Submissions:

Poor Planing - nearly all freight on Road

1,000,000 + extra Trucks on the Road PA

Traffic Issues in Mayfield, feeder roads, Expressways & Highways in & out of Newcastle & The Hunter

Environmental & pollution problems;

Not in the best interests of the people of Newcastle, The Hunter & beyond.

Lack of Safety for residents & road Users

No planning for Rail upgrade for goods

Name	address	Comments	
Steve White & Kath Hales	52 Carrington St Mayfield	2 adults & 1 Child	
Brian Blackwell & Maria Pruela	15 Baker St Mayfield	2 Adults & 1 Child	
Steve Armstrong	42 Henson Ave Mayfield East		
Sharon Web & Stuart Ferguson	18 Fitzroy St Mayfield	2 adults & 1 child	
Andrea Low & Philip Dwyer	47 Crebert St Mayfield East	2 Adults	
Marie & Greg Clarke	35 a Church St Mayfield	2 adults	
Jarrold Hoskin	54 Mounter St Mayfield East		
Phillip Holton	54 Mounter St Mayfield East		
Phillip Craft	73 Crebert St Mayfield		
Patricia County	100 Carrington St Mayfield		
Garry County	100 Carrington St Mayfield		
Dianne Craft	73 Crebert St Mayfield		
Janet Templeton	92 Carrington St Mayfield	1 Adult & 3 Children	
Ian & Jean Ross	77 Elizabeth St Mayfield	2 Adults & & Children	
Sharon & Chris Waller	38 Norris St Mayfield		
Shirlee Maxwell & Peter Choo	88 Barton St Mayfield	Resident 13yrs, 2 adults & 2 kids	
Kate Mellor	98 Carrington St Mayfield		
Erol Engin	98 Carrington St Mayfield		
Raisa Miller	73 Woodstock St Mayfield West	Resident 5 yrs	
PN & DA Gallagher	70 Bull St Mayfield	Resident 61 years; Extra comments – Wrong; absolute Crap; because it will cost too much	
Mark & Kathy Mensink	89 Caloola Drive Nelson bay	Resident 6.5 yrs; Extra comments – Travel times will increase ; No real planning; More time to plan better to make the roads more safe	
Tamar Macks	45 Mounter St Mayfield		
Madeline & Adrian Corbould	48 Mounter St Mayfield East		
Karen Dulrey	40 Mounter St Mayfield East		
Amira Steorc	3/19 Robert St Mayfield		
Alexsandra Kajtez	37 Mount St Mayfield		
Darijo Kajtez	37 Mounter St Mayfield		
Ljubica Kajtez	37 Mounter St Mayfield		
Linda Dallas	33 mounter St Mayfield		
A Tesic	7/64 Church St Mayfield		
R J Skelton	41 Mounter St Mayfield		
James Poole	2 Smith St Mayfield East		
Adnenne Poole	2 Smith St Mayfield East		
Malcolm & Valeria Hepplewhite	15 Mounter St Mayfield East		
Margaret Adams	42 Mounter St Mayfield		
Viveine Nelson	28 Mounter St Mayfield East		
Mr & Mrs M & J Meiers	24 Carrington St Mayfield	Resident 55 yrs; Aim is to Live out the rest of our lives in the same surroundings not with heavy trucks coming through	

Sandra O'Donnell	1/ 26 Carrington St Mayfield	Resident 4 yrs. Concern Transport & Pollution through our area	
Michael Jonita	13 Maud St Mayfield	Resident 25+ years	
Kim Britton	59 Lewis St Maryville	2 adults Resident 5 years	
Rhonda Miller	2 Woodbine St Mayfield	2 Adults resident 15 years	
Leeanne Nugent	4 Sharpe St Mayfield	1 adult 1 child Resident 5 years	
Lisa & James Griffin	18 Kerr St Mayfield	2 adults 4 children Resident 10 years	
Robin & Tom Griffin	15 Dora St Mayfield	2 adults 3 children resident 10 years	
Claire Hogue & Rennie Ferguson	37 Church St Mayfield	2 adults 1 child Resident 4 yrs	
Geneve Cox	48 John St Tighes Hill		
Helen Grivas	1 Garden Grove Adamstown Hts		
George Grivas	1 Garden Pde Adamstown Hts		
C Dunt	5 Renfrew Cres Edgeworth		
Sharon Manoghan	5 Renfrew Cres Edgeworth		
John MacKenzie	71 Estelle St Maryville		
M Watters	50 Collaroy Rd New Lambton		
Linda Harrison	579/1126 Nelson bay Rd Fern Bay		
Philip Harrison	579/1126 Nelson bay rd Fern Bay		
D Cowan	37 Bryant St Tighes Hill		
Judith Driscoll	1 Robert St Mayfield		

2. Complex Individual Submissions

Rennie Ferguson & Claire Hog	37 Church St Mayfield	Detailed unfavourable comparison between N/Castle Port Corp Appln. & Port Kembla Port Corp for identical project
Claire Charles & Andrew Parker	36 Crebert St Mayfield	Not following State Govt Guidelines for 40% Rail; Accidents & Congestion; Emergency Services response times
Fred Banyard	PO BOX 205 Waratah	Many issues
Bryce Sargent	22 Antill St Mayfield	Resident 7 years 3 Adults
Jordie Bates	15 Robert St Wickham	Resident 1 year 2 adults
Rob & Valerie Main	2a Wyvern St Mayfield	Resident 4 years 2 adults 2 kids
David Derkenne	22 Norfolk Av Islington	Resident 5 years 2 adults 2 kids
Jeremy Silk	52 Elizabeth St Mayfield	Resident 3 yrs 1 adult 1 kid
Trish McLuckie	14 John St Mayfield	Resident 2 yrs 3 adults 1 kid
John & Rosie Hayes	117 Ingall St Mayfield East	Many Issues revolving around Environment, Climate Change, Peak O, Rail transport & Sustainability
George Barnes	26 Margaret St Mayfield East	Noise reduction measures suggested by port Corp are illegal according to Land & Environment Judgement

3. Less Complex Schools, Coys. & Organisations Submissions

Poor Planing - nearly all freight on Road

1,000,000 + extra Trucks on the Road PA

Traffic Issues in Mayfield, feeder roads, Expressways & Highways in & out of Newcastle & The Hunter

Environmental & pollution problems;

Not in the best interests of the people of Newcastle, The Hunter & beyond.

Lack of Safety for residents & road Users

No planning for Rail upgrade for goods

Elizabeth Walsh of <u>Mark Walsh House & Garden Maintenance Service</u>	29 Kitchener Pde Mayfield East	
Suzanne Sutherland of <u>Mayfield Central Community Preschool</u>	Cnr Hanbury & Highfield Sts Mayfield	85 local families - 40 children per day
Kevin Hughes of L J Hooker Hamilton Pty Ltd	39a Beaumont St Hamilton	
Jennifer Crichton for St Columban's Primary School	Church St Mayfield	Established 70 yrs , Enrolment about 170

4. Complex Schools, Coys. & Organisations Submissions

Correct Planning & Consultation for Mayfield Group	c/- John L Hayes	Many issues
Graeme Stuart, Secretary of Transition Newcastle	c/- 37 Fitzroy St Lambton	Need to develop local strategies for building low carbon, resilient communities to mitigate effects of Climate Change & Peak Oil
P&C Association of Mayfield East Public School	Crebert St Mayfield East; Ingall St & Industrial Drive	School has been established on this site for 150 years plus, and many other issues
Hunter Christian School	Industrial Drive & Bull St Mayfield	Many issues including that all playgrounds border Industrial Drive; Safety; Consultation

Correct Planning & Consultation for Mayfield Group (CPCFM)

21st October 2010

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower, 1 Farrer Place, Sydney, NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,
RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

This letter is to replace one we sent to you on 18 Oct 2010

The Newcastle Port Corp has told us that they would accept late submissions up to 5 pm, 18th Oct 2010; provided they were lodged via me, as the convenor of the Correct Planning & Consultation for Mayfield Group (CPCFM); and that they agreed to give them proper weight and consideration.

Accordingly we did, on 18th Oct 2010, deliver to Newcastle Port Corp 71 late submissions, which we will briefly describe in the following pages.

After our trip to Port Corp on 18th Oct, we discovered that, in our haste to meet their deadline, we did not describe and include 4 additional submissions, and so on the morning of 19th Sep we sent the following email to Simon Bingham, the Development Manager of Newcastle Port Corp:

Good morning Simon.

I delivered a covering letter and a bundle of 71 submissions to Amanda at your front desk at 7 minutes to 5 yesterday arvo.

You will see they are described in 4 tables in the letter

Please give me a ring so I can walk you through what I have done.

I have now discovered, that in my haste to meet your deadline, I have forgotten to refer to the P & C Mayfield East Public School Submission, which I sent you on 30th Sep, so I attach another copy now.

I would include it in the "Organisations Complex Box" - Many issues: School established on this site about 150 years ago.

I have also discovered, that in my haste, I missed including 2 submissions altogether. They are:

Hunter Christian School - "Organisation Complex" - several issues - copy attached

John & Rosie Hayes - "Individuals - Complex" - many issues revolving around Environment, Climate Change, Peak Oil, Rail Transport, Sustainability etc.- copy attached.

A submission from George Barnes arrived after I had left to go to your office. I attach a copy - "Individuals - Complex"

His is similar to many others, with one exception, Para 7 - which is:

7. *Noise reduction measures suggested for Housing on Industrial Dr are required for many streets and must not reduce the quality/amenity of the residence. Land & Environment court (J. McClelland) found at Redhead (Cowlshaw St) that proposal to rebuild/soundproof houses was unacceptable as noise abatement as it reduces Quality of Life.*

I look forward to your call

Cheers

*John L Hayes
for
Correct Planning & Consultation for Mayfield Group*

email: jlhayes@bigpond.com

Phn. 4967 3013 Mob 0400 171 602

*117 INGALL ST
MAYFIELD EAST NSW 2304*

We have now updated the 4 tables below so that they include the 4 additional submissions, to make a total of 75 new submissions, in all

We will mail you hard copies of these submissions: and we will also send copies to Lisa Chan at NSW Planning and Ms Jodi McKay – member for Newcastle, and Minister for the Hunter.

In the few weeks CPCFM has been in existence, we have held 2 Public Meetings, with about 100 in Attendance at the first one, and about 200 at the second one.

We have:

Elected a committee of 15.

Spoken to hundreds of people at information booths at Mayfield
and the Newcastle Farmers Markets;

Collected hundreds of names on Petitions;

And assisted with, and coordinated, about 110 submissions.

The Submissions and Petitions state that residents support the orderly and sensible redevelopment of the Port Corp. Mayfield Port side lands;
but oppose the plans which do not provide for the majority of the Goods, Liquid Fuels and Containers to be carried on **new rail infrastructure**.
They also object to the way these Concept Plans have progressed so quickly though the planning process; and they particularly object to the failure of any meaningful Community Consultation.

They point out many technical issues; and finally call on you to intervene to act in 3 ways:

A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;

B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter, to explain exactly what the plans are, and how the issues are to be dealt with;

C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

Please take the actions to put the plans on hold, and do the other things referred to in A, B, and C above.

We look forward to hearing back from you at an early date on these requests.

We would also appreciate the chance to have an early meeting with you to discuss these important matters.

We would prefer the venue to be in Newcastle, where you can see the issues first hand; but if your diary does not allow an early trip to Newcastle, we are happy to meet you in Sydney.

Yours sincerely

John L Hayes
for
Correct Planning & Consultation for Mayfield Group

email: jlhayes@bigpond.com

Phn. 4967 3013 Mob 0400 171 602

117 INGALL ST
MAYFIELD EAST NSW 2304

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Simon Bingham
Development Manager
Newcastle Port Corporation
Email: simon.b@newportcorp.com.au

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816, NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

1. Less Complex Individual Submissions:

Poor Planing - nearly all freight on Road

1,000,000 + extra Trucks on the Road PA

Traffic Issues in Mayfield, feeder roads, Expressways & Highways in & out of Newcastle & The Hunter

Environmental & pollution problems;

Not in the best interests of the people of Newcastle, The Hunter & beyond.

Lack of Safety for residents & road Users

No planning for Rail upgrade for goods

Name	address	Comments	
Steve White & Kath Hales	52 Carrington St Mayfield	2 adults & 1 Child	
Brian Blackwell & Maria Pruela	15 Baker St Mayfield	2 Adults & 1 Child	
Steve Armstrong	42 Henson Ave Mayfield East		
Sharon Web & Stuart Ferguson	18 Fitzroy St Mayfield	2 adults & 1 child	
Andrea Low & Philip Dwyer	47 Crebert St Mayfield East	2 Adults	
Marie & Greg Clarke	35 a Church St Mayfield	2 adults	
Jarrold Hoskin	54 Mounter St Mayfield East		
Phillip Holton	54 Mounter St Mayfield East		
Phillip Craft	73 Crebert St Mayfield		
Patricia County	100 Carrington St Mayfield		
Garry County	100 Carrington St Mayfield		
Dianne Craft	73 Crebert St Mayfield		
Janet Templeton	92 Carrington St Mayfield	1 Adult & 3 Children	
Ian & Jean Ross	77 Elizabeth St Mayfield	2 Adults & & Children	
Sharon & Chris Waller	38 Norris St Mayfield		
Shirlee Maxwell & Peter Choo	88 Barton St Mayfield	Resident 13yrs, 2 adults & 2 kids	
Kate Mellor	98 Carrington St Mayfield		
Erol Engin	98 Carrington St Mayfield		
Raisa Miller	73 Woodstock St Mayfield West	Resident 5 yrs	
PN & DA Gallagher	70 Bull St Mayfield	Resident 61 years; Extra comments – Wrong; absolute Crap; because it will cost too much	
Mark & Kathy Mensink	89 Caloola Drive Nelson bay	Resident 6.5 yrs; Extra comments – Travel times will increase ; No real planning; More time to plan better to make the roads more safe	
Tamar Macks	45 Mounter St Mayfield		
Madeline & Adrian Corbould	48 Mounter St Mayfield East		
Karen Dulrey	40 Mounter St Mayfield East		
Amira Steorc	3/19 Robert St Mayfield		
Alexsandra Kajtez	37 Mount St Mayfield		
Darijo Kajtez	37 Mounter St Mayfield		
Ljubica Kajtez	37 Mounter St Mayfield		
Linda Dallas	33 mounter St Mayfield		
A Tesic	7/64 Church St Mayfield		
R J Skelton	41 Mounter St Mayfield		
James Poole	2 Smith St Mayfield East		
Adnenne Poole	2 Smith St Mayfield East		
Malcolm & Valeria Hepplewhite	15 Mounter St Mayfield East		
Margaret Adams	42 Mounter St Mayfield		
Viveine Nelson	28 Mounter St Mayfield East		
Mr & Mrs M & J Meiers	24 Carrington St Mayfield	Resident 55 yrs; Aim is to Live out the rest of our lives in the same surroundings not with heavy trucks coming through	

Sandra O'Donnell	1/ 26 Carrington St Mayfield	Resident 4 yrs. Concern Transport & Pollution through our area	
Michael Jonita	13 Maud St Mayfield	Resident 25+ years	
Kim Britton	59 Lewis St Maryville	2 adults Resident 5 years	
Rhonda Miller	2 Woodbine St Mayfield	2 Adults resident 15 years	
Leeanne Nugent	4 Sharpe St Mayfield	1 adult 1 child Resident 5 years	
Lisa & James Griffin	18 Kerr St Mayfield	2 adults 4 children Resident 10 years	
Robin & Tom Griffin	15 Dora St Mayfield	2 adults 3 children resident 10 years	
Claire Hogue & Rennie Ferguson	37 Church St Mayfield	2 adults 1 child Resident 4 yrs	
Geneve Cox	48 John St Tighes Hill		
Helen Grivas	1 Garden Grove Adamstown Hts		
George Grivas	1 Garden Pde Adamstown Hts		
C Dunt	5 Renfrew Cres Edgeworth		
Sharon Manoghan	5 Renfrew Cres Edgeworth		
John MacKenzie	71 Estelle St Maryville		
M Watters	50 Collaroy Rd New Lambton		
Linda Harrison	579/1126 Nelson bay Rd Fern Bay		
Philip Harrison	579/1126 Nelson bay rd Fern Bay		
D Cowan	37 Bryant St Tighes Hill		
Judith Driscoll	1 Robert St Mayfield		

2. Complex Individual Submissions

Rennie Ferguson & Claire Hog	37 Church St Mayfield	Detailed unfavourable comparison between N/Castle Port Corp Appln. & Port Kembla Port Corp for identical project
Claire Charles & Andrew Parker	36 Crebert St Mayfield	Not following State Govt Guidelines for 40% Rail; Accidents & Congestion; Emergency Services response times
Fred Banyard	PO BOX 205 Waratah	Many issues
Bryce Sargent	22 Antill St Mayfield	Resident 7 years 3 Adults
Jordie Bates	15 Robert St Wickham	Resident 1 year 2 adults
Rob & Valerie Main	2a Wyvern St Mayfield	Resident 4 years 2 adults 2 kids
David Derkenne	22 Norfolk Av Islington	Resident 5 years 2 adults 2 kids
Jeremy Silk	52 Elizabeth St Mayfield	Resident 3 yrs 1 adult 1 kid
Trish McLuckie	14 John St Mayfield	Resident 2 yrs 3 adults 1 kid
John & Rosie Hayes	117 Ingall St Mayfield East	Many Issues revolving around Environment, Climate Change, Peak O, Rail transport & Sustainability
George Barnes	26 Margaret St Mayfield East	Noise reduction measures suggested by port Corp are illegal according to Land & Environment Judgement

3. Less Complex Schools, Coys. & Organisations Submissions

Poor Planing - nearly all freight on Road

1,000,000 + extra Trucks on the Road PA

Traffic Issues in Mayfield, feeder roads, Expressways & Highways in & out of Newcastle & The Hunter

Environmental & pollution problems;

Not in the best interests of the people of Newcastle, The Hunter & beyond.

Lack of Safety for residents & road Users

No planning for Rail upgrade for goods

Elizabeth Walsh of <u>Mark Walsh House & Garden Maintenance Service</u>	29 Kitchener Pde Mayfield East	
Suzanne Sutherland of <u>Mayfield Central Community Preschool</u>	Cnr Hanbury & Highfield Sts Mayfield	85 local families - 40 children per day
Kevin Hughes of L J Hooker Hamilton Pty Ltd	39a Beaumont St Hamilton	
Jennifer Crichton for St Columban's Primary School	Church St Mayfield	Established 70 yrs , Enrolment about 170

4. Complex Schools, Coys. & Organisations Submissions

Correct Planning & Consultation for Mayfield Group	c/- John L Hayes	Many issues
Graeme Stuart, Secretary of Transition Newcastle	c/- 37 Fitzroy St Lambton	Need to develop local strategies for building low carbon, resilient communities to mitigate effects of Climate Change & Peak Oil
P&C Association of Mayfield East Public School	Crebert St Mayfield East; Ingall St & Industrial Drive	School has been established on this site for 150 years plus, and many other issues
Hunter Christian School	Industrial Drive & Bull St Mayfield	Many issues including that all playgrounds border Industrial Drive; Safety; Consultation

✓ 111.

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

My/our name/s is/are: Sharon Webb + Stuart Ferguson

My/our address is 18 Fitzroy Street Mayfield.

I / We have lived in Mayfield / Mayfield East / or ----- for 1 years.

There are 2 Adults and 1 Children in our household at the above address.

I / We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for me/us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

My/Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

I/We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield; And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;
3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position
4. I/We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:
5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;
6. Lack of Safety for Road users and residents;
7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

I/We think it is reasonable to request that:

- A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
- B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
- C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

I/We ask that you please acknowledge this submission, and agree to our 3 requests.

I/We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed.....

Date.....17/10/2010.

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

The Hon. Tony Kelly, MLC
 Minister for Planning
 Level 34 Governor Macquarie Tower
 1 Farrer Place
 Sydney NSW 2000
 Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

My/our name/s is/are: Clive Hogue & Rennie Ferguson

My/our address is 37 Church St Mayfield

I We have lived in Mayfield / Mayfield East / or ----- for 4 years.

There are 2 Adults and 1 Children in our household at the above address.

I / We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for me/us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

My/Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

I/We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield; And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;
3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position
4. I/We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:
5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;
6. Lack of Safety for Road users and residents;
7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

I/We think it is reasonable to request that:

- A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
- B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
- C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

I/We ask that you please acknowledge this submission, and agree to our 3 requests.

I/We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed.....

Date.....

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jilhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

The Hon. Tony Kelly, MLC
 Minister for Planning
 Level 34 Governor Macquarie Tower
 1 Farrer Place
 Sydney NSW 2000
 Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

Our names are: John & Rosie Hayes

Our address is 117 Ingall St Mayfield East, which is just over the hill from the old BHP Mayfield site

We have lived in Mayfield East for five and a half months.

There are 2 Adults in our household at the above address.

Like so many others who we have recently met we have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for me/us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 18th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

I/We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield;
 And Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;

And

3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position

4. We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:

5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;

6. Lack of Safety for Road users and residents;

7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

8. We have a particular concern for the **environment**, and **how we can all survive on the one planet over the next 100 years plus.**

Because of the way the Concept Plans is structured, little - or no regard is given to:

Sustainability in its broadest sense

Climate Change

Peak Oil

Rail, not Road.

9. The consultation process has been very poor, and we are aware those issues are referred to in much more detail in other submissions

We think it is reasonable to request that:

- A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
- B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
- C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

We ask that you please acknowledge this submission, and agree to our 3 requests.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed John & Rosie Hayes

Date 18th Oct 2010

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au

12 October 2010

Ron Bulley
Acting Principal
Hunter Christian School

Simon Bingham
Development Manager - Mayfield
Newcastle Port Corporation

Lisa Chan
NSW Department of Planning
lisa.chan@planning.nsw.gov.au

Dear Mr Bingham & Ms Chan

RE: Port Corporation Proposal for Bulk Goods Terminal at Mayfield

I am writing on behalf of the students and parents of Hunter Christian School to urge you to pause and reconsider the proposal outlined by Newcastle Port Corporation for a container terminal at Mayfield.

We understand that the volume of goods to be moved may result in up to a million or more additional truck movements on the roads in and out of Newcastle and particularly around Mayfield.

The main concerns we have are as follows:

1. Location of Hunter Christian School

Noise & Air pollution:

Hunter Christian School borders Industrial Highway for the length of the School site. The part of the School along that border is the playground area for the Secondary, Primary and Prep departments.

More trucks, more cars and more traffic will give rise to more noise and air pollution adjacent to the School. Possible health issues, and the effect on the learning environment of the School, are of great concern.

Mayfield already has a significant industrial sector, with resultant noise and air quality ramifications. We are concerned that the current proposal exacerbates the problem without contributing to the amelioration of the likely effects.

Family safety:

The proposed site is quite close to Hunter Christian School. Our main access roads will be significantly affected by trucks entering and leaving the proposed site and travelling along Industrial Drive. Parents use the same roads to drop off and collect children. Pedestrian and bicycle traffic, of all ages from pre-school siblings to grandparents, also access the School using these road links.

We are naturally very concerned for the safety of all road users with the additional heavy traffic on the School's access routes.

2. Proper Consultation

We are particularly concerned at the haste and apparent lack of transparency with which the proposed plans have been developed, submitted and considered by NSW Government. As significant stakeholders to any such proposal, we would have hoped for more extensive and inclusive consultation.

We trust you will give due consideration to our submission. We ask that the process of approval and implementation be paused to allow further consultation and to better consider possible alternatives.

If the proposed terminal is to be constructed, with the expected increases to heavy traffic movements along Industrial Drive, then amelioration in the form of sound barriers along the perimeter of the Hunter Christian School site should be considered.

We look forward to your early response.

Yours Faithfully

Ron Bulley
Acting Principal
Hunter Christian School



ST. COLUMBAN'S PRIMARY SCHOOL

Church Street, Mayfield NSW 2304

P.O. Box 230, Mayfield NSW 2304

Telephone: (02) 4968 3315

Fax: (02) 4967 7653

admin@mayfldsc.mn.catholic.edu.au

<http://www.mayfieldsc.mn.catholic.edu.au>

115.

Ms Jodi McKay MP

Minister for the Hunter, and member for Newcastle

P.O. Box 1816

NEWCASTLE NSW 2300

Email: Joshua.Brown@mckay.minister.nsw.gov.au

Dear Ms McKay,

RE: Newcastle Port corporation concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site.

My name is Jennifer Crichton.

I am the Principal of St Columban's Primary School
And our address is 39 Church St, Mayfield.

Our organisation has been in operation for 70 years.

*Enrolment Agent
170*

Our main Services and Activities are:

In Education, Teaching children to be responsible citizens and environmentally aware adults. Children deserve to be protected and kept safe whilst on the way to and from school as well as whilst at school.

We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that the Newcastle Port Corp has agreed to accept late submissions up to 15th October; provided they are lodged via John Hayes of Correct Planning & consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield; Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;
3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position
4. We see these outcomes as not in the best interests of the People of Newcastle. The Hunter, and beyond, because of:
5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise:

6. Lack of Safety for Road users and residents;
7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

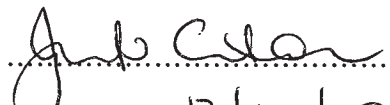
We think it is reasonable to request that:

- A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
- B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
- C. A further period, after such public meetings, to be announced to allow resident, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

We ask that you please acknowledge this submission, and agree to our 3 requests.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

 Jennifer Crichton
Date..... 12/10/10

Jennifer Crichton
Principal
St. Columban's Primary School Mayfield.

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

And

Mr. Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

The Hon. Tony Kelly, MLC
Minister for Planning
Level 34 Governor Macquarie Tower
1 Farrer Place
Sydney. NSW 2000
Email: Sharon.armstrong@lands.nsw.gov.au

Transition Newcastle
C/o 37 Fitzroy Road
Lambton NSW 2299

Lisa Chan
NS W Dept of Planning
GPO Box 39, Sydney, NSW, 2001

12 October 2010

Dear Ms Chan

Port Terminal Facilities Mayfield - Concept Plan Application

Transition Newcastle has recently become aware of the potential impact of the proposed Port Terminal Facilities in Mayfield. Although the official closing date for submissions has passed, we understand that Newcastle Port Corporation has agreed to consider late submissions up to 15 October provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group.

Transition Newcastle believes that Newcastle needs to develop local strategies for building low carbon, resilient communities able to mitigate the effects of climate change and peak oil. In particular we need to start planning for ways of reducing our reliance on oil.

Our primary concern in relation to this project is the reliance on truck transport rather than rail. We believe that before approving such a major increase in truck movements, it is important that plans are in place to reduce the reliance on truck transportation with its consequential major increase in greenhouse gas pollution. It would appear from submissions from other organisations (including the RTA and the City of Newcastle) that the number of truck movements has been seriously underestimated in the Environmental Assessment thereby increasing the likely truck movements.

We also note that there appears to have been inadequate community consultation and believe that it is important that major projects such which are likely to impact on local communities, should be subjected to high levels of effective community consultation.

We support the proposal that

1. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
2. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
3. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

Yours sincerely



Graeme Stuart
Secretary

Copies to: Minister for Planning, Minister for the Hunter, CEO Newcastle Port Corporation

The Hon. Tony Kelly, MLC
 Minister for Planning
 Level 34 Governor Macquarie Tower
 1 Farrer Place
 Sydney NSW 2000
 Email: Sharon.armstrong@lands.nsw.gov.au

Dear Minister,

RE: Newcastle Port Corporation Concept Plans for the Mayfield Port side lands on part of the old BHP Mayfield site

My/our name/s is/are: TRISH M'LUCKIE

My/our address is 14 JOHN ST MAYFIELD

I / We have lived in Mayfield / ~~Mayfield East~~ / or ----- for 2 years.

There are 3 Adults and 1 Children in our household at the above address.

I / We have only very recently heard about the Newcastle Port Corp. plans described above, and understand that although the official closing date for submissions has passed, that it is reasonable for me/us to send this late Submission to you, with a copy to the NSW Dept of Planning.

We also understand that that the Newcastle Port Corp has agreed to accept late submissions up to 15th Oct; provided they are lodged via John Hayes of Correct Planning & Consultation for Mayfield group; and that they have agreed to give them proper weight and consideration.

Our main concerns about the Port Corp Concept Plans are:

1. Poor planning principles that envisage almost all freight in and out of the new Port Facilities, which will be built under this plan, will be by road.

We have been told:

2. This could result in many more than 1,000,000 extra truck movements PA using Industrial Drive, Mayfield; Feeder roads, Expressways and Highways in and out of Newcastle and The Hunter;
3. That no real plans are envisaged to upgrade Goods rail services to alleviate this position
4. We see these outcomes as not in the best interests of the People of Newcastle, The Hunter, and beyond, because of:
5. Traffic Issues and resulting Environmental and Pollution problems of exhaust fumes, dust, vibrations and noise;
6. Lack of Safety for Road users and residents;
7. And many Social and Economic problems which could reasonably be seen as flow on effects from the above.

We think it is reasonable to request that:

- A. Consideration of the approval of these plans be put on hold until all these major issues and concerns are identified, resolved and dealt with;
- B. Comprehensive Public meetings to be held in Mayfield and nearby suburbs, and The Hunter to explain exactly what the plans are, and how the issues are to be dealt with;
- C. A further period, after such public meetings, to be announced to allow residents, concerned citizens, organisations and stakeholders, to respond to all this newly aired information.

We ask that you please acknowledge this submission, and agree to our 3 requests.

We also ask that you keep us informed about your decisions; and about any progress of these plans.

Thank you.

Signed..... *rom chuckie*

Date..... *18/10/10*

Copies to:

Lisa Chan
NSW Dept of Planning
Email: lisa.chan@planning.nsw.gov.au

Mr Gary Webb
CEO
Newcastle Port Corporation
Via John L Hayes
Correct Planning & Consultation for Mayfield Group
Email: jlhayes@bigpond.com

And

Ms Jodi McKay MP
Minister for the Hunter, and member for Newcastle
PO Box 1816
NEWCASTLE NSW 2300
Email: Joshua.Brown@mckay.minister.nsw.gov.au