



Good morning Lisa,

Re: Newcastle Port Corp Mayfield Portside Lands Port-Related Activities Concept Plan

Request to extend the time to make submissions

I refer to our telephone conversation yesterday.

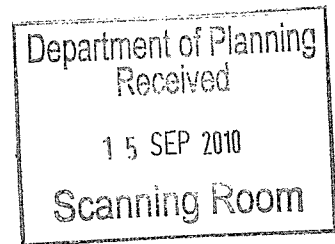
I confirm that it is impossible for us, and local residents, to make a proper assessment of the Concept plan referred to above because we cannot see the cumulative impact of this proposal, with the Future Intertrade Industrial Park, just over the fence, on the same ex BHP Site in Mayfield, which is proposed by Hunter Development Corp (HDC) / Buildev.

The total ex BHP site is clearly shown in the Port Corp. documents that you hold, and Figure 9-2 in that document shows a very good photo & diagram of the total site. Please see reduced copy below.

You will see there are only 2 road entrances / exits for the total site, and they are Industrial Drive / Ingall St and Industrial Drive / George Street.

When looking at:

1,000,000 containers
and 1,000,000 litres of bulk liquids
plus the freight from 4 other precincts in the Port Corp proposal,



one can extrapolate that:

more than 1,000,000, trucks would be needed to carry all that freight;

and there would be an additional 1,000, 000 truck movements, when the same trucks are running into or out of the Port Corp site empty.

Then when you look at the proposed Intertrade site just over the fence, being developed by HDC / Buildev, can we assume

another 1,000,000 trucks to carry the freight,

with a corresponding 1,000,000 trucks running into or out of the site empty.

All in all additional 1,000,000 to 4,000,000 trucks PA.

Surely you can't do a proper assessment of the Port Corp proposal, without having cumulative figures of the Major Data from both sites

I have only looked at trucks. What about trains, and noise, and dust etc, and other environmental considerations???

Without the cumulative data from both sites, surely you are operating in a vacuum!!

Accordingly we formally request that the NSW Planning Dept agree to the following 3 matters :

1. To extend the time for the lodgement of submissions on the Port Corp Plan until you also have all the major data for the HDC / Buldev plan;

And

2. To organise and run a public meeting in Mayfield so all interested concerned residents can get proper information about the major data for both proposals;

And

3. Then to set a reasonable time, after such public meeting, for residents to lodge submissions on both plans.

We look forward to your urgent reply

Yours from Newcastle

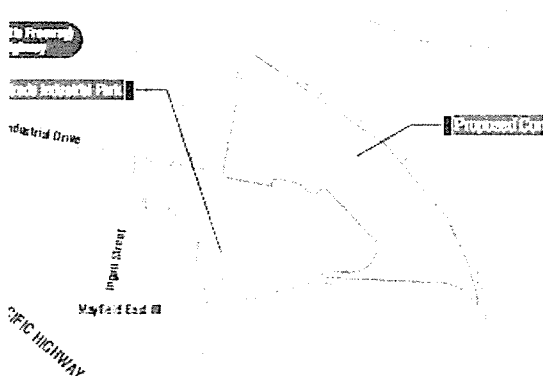
John & Rosie Hayes

26th August 2010

email: jlhayes@bigpond.com

PHN. 4967 3013 Mob 0400 171 602

117 INGALL ST
MAYFIELD EAST NSW 2304



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

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

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 Phone: (02) 9873 8562
 Fax: (02) 9873 8599
 Email: Gary.estcourt@planning.nsw.gov.au
 File: 10/17604
 Our Ref: B165011
 Your Ref: MP09_0096

Rebecca Newman
 Senior Environmental Planning Officer
 Infrastructure Projects
 GPO Box 39
 SYDNEY NSW 2001

Dear Ms Newman

MAJOR PROJECT REFERRAL – MAYFIELD SITE PORT-RELATED ACTIVITIES CONCEPT PLAN (MP 09_0096) ENVIRONMENTAL ASSESSMENT– REQUEST FOR COMMENTS ON ADEQUACY OF ENVIRONMENTAL ASSESSMENT

I refer to your letter dated 29th July 2010 inviting comment of the Environment Assessment for the above project prepared by AECOM on behalf of Newcastle Ports Corporation.

The Director-General's Requirements for the EA identified heritage as one of the Key Issues as follows:

Heritage – including but not limited to:

- non-indigenous items and values of the site and surrounding area; taking into account of the *NSW Heritage Manual (NSW Heritage Office)*; and *Assessing Heritage Significance Guidelines (NSW Heritage Office)*.

The EA deals with heritage issues in *Volume 1 Section 9.7*. It is noted that on December 2009 the Heritage Branch provided comment on a draft version of the EA in which it was recommended that:

Copies of the Assessment of the Historical Archaeology and Research Design: Newcastle Steel Works Closure Area and Archaeological Management Action Plan – Non-Heritage should be included as appendices to this document.

These documents have been included in Appendix I.

A previous approval was granted for excavation at this site by the NSW Heritage Council (Excavation Permit 2005/S140/041 modified in 2008). Works under this permit commenced in 2006 and the nominated Excavation Director has been overseeing the excavation. This permit requires archaeological monitoring in the vicinity of the following items:

- Hunter River Smelting Co. Precinct;
- No. 1 Blast Furnace Precinct;
- No. 1 Blower House Precinct;
- No.1 Pig Mill Precinct;
- No. 2 Blast Furnace Precinct;
- Ferro-Manganese Blast Furnace;
- Original Open Hearth Building Precinct;
- No. 1 Bloom and Rain Mill Building Precinct;
- Steel Foundry Precinct;
- DC Substation Precinct;



- Original Timber Wharves Precinct;
- No. 3 Blast Furnace Precinct;
- AC Saltwater Pump House Precinct;
- Mould Conditioning Building Precinct;
- No. 4 Blast Furnace Precinct; and
- BOS Plant Precinct.

The EA identified a number of specific items that were considered to hold significant archaeological potential these were the:

- No. 1 and 2 Pig Mill;
- Original No. 1 Pig Mill;
- Ferro-Manganese Blast Furnace;
- No. 1 Blast Furnace;
- No. 2 Blast Furnace; and
- Hunter River Smelting Company Precinct,

It should be noted that the No. 1 and 2 Pig Mill and two other extant items (the Pattern Store and Master Mechanics Building) are outside of the area of disturbance.

With regard to commitments, on page 189 of the EA it is stated that *it is understood that HDC intend to continue with the Excavation Permit to the extent necessary to complete the remediation works.* Additionally, in the Statement of Commitments (Section 11.9, page 257) the applicant's commit to undertaking the following:

- Undertaking archaeological testing, monitoring, recording and salvage should there be impacts, such as the installation of footings and services, in those areas of archaeological potential (as identified in Section 9.7 of this EA) that have not been investigated by HDC;
- Undertaking archaeological testing, monitoring, recording and salvage should there be impacts, such as the installation of footings and services, in the area of the No.1 and 2 Pig Mills; and
- Undertaking archaeological testing, monitoring, recording and salvage should excavation within the area of the Hunter River Copper Smelting works exceed two metres.

Although the EA states that archaeological testing, monitoring, recording and salvage should be undertaken in areas where there are likely to be impacts no research design has been provided or suggested nor has an Excavation Director been nominated for these works. The following recommended conditions of consent are made in regard to this development:

- All conditions of approval for the existing excavation permit (2005/S140/041) are to remain in force for works impacting the following parts of the site (copy attached):
 - Hunter River Smelting Co. Precinct;
 - No. 1 Blast Furnace Precinct;
 - No. 1 Blower House Precinct;
 - No.1 Pig Mill Precinct;
 - No. 2 Blast Furnace Precinct;
 - Ferro-Manganese Blast Furnace;
 - Original Open Hearth Building Precinct;
 - No. 1 Bloom and Rain Mill Building Precinct;
 - Steel Foundry Precinct;
 - DC Substation Precinct;
 - Original Timber Wharves Precinct;



- No. 3 Blast Furnace Precinct;
 - AC Saltwater Pump House Precinct;
 - Mould Conditioning Building Precinct;
 - No. 4 Blast Furnace Precinct; and
 - BOS Plant Precinct.
- Prior to further excavation works commencing an Excavation Director must be nominated who meets the NSW Heritage Council's *Excavation Directors Assessment Criteria* for working on State significant sites.
 - A Research Design and Methodology for the proposed excavation/monitoring works is to be submitted to the Heritage Council for approval prior to works commencing.
 - The Applicant must ensure that if substantial intact archaeological deposits and/or State significant relics not identified in project documentation are discovered, work must cease in the affected area(s) and the Heritage Council of NSW must be notified in accordance with section 146 of the *Heritage Act 1977*. Additional assessment may be required prior to works continuing in the affected area(s) based on the nature of the discovery.
 - The Applicant must ensure that the archaeological work is carried out under the supervision of the nominated Excavation Director and in accordance with the approved Research Design and Methodology.
 - The Applicant must ensure that the nominated Excavation Director takes adequate steps to record in detail relics, structures and features discovered on the site during the archaeological works in accordance with the approved research design and current best practice guidelines.
 - The Applicant must ensure that the nominated Excavation Director briefs all personnel involved in the project works which may affect archaeological relics in relation to the proposed archaeological program. The briefing should be undertaken prior to the commencement of onsite excavation works.
 - The Applicant must ensure that the nominated Excavation Director is given adequate resources to allow full and detailed recording to be undertaken prior to the commencement of on-site excavation works.
 - The Applicant must ensure that any unexcavated artefacts, structures and features are not subject to deterioration, damage or destruction.
 - The Applicant is responsible for the safe-keeping of all relics recovered from the site.
 - The Applicant must ensure that the nominated Excavation Director cleans, stabilises, identifies, labels, catalogues and stores any artefacts uncovered from the site in a way that allows them to be retrieved according to both type and provenance.
 - The Applicant must ensure that a summary of the results of the field work, up to 500 words in length, is submitted to the Heritage Council of NSW within one (1) month of completion of archaeological field work.
 - The Applicant must ensure that a final excavation report is prepared by the nominated Excavation Director, to publication standard, within one (1) year of the completion of the field based archaeological activity unless an extension of time or other variation is approved.
 - The Applicant must ensure that one (1) electronic copy of the final excavation report is submitted on CD to the Heritage Council of NSW together with two (2) printed copies of the final excavation report. The Applicant must also ensure that further copies are lodged with the local library and/or another appropriate local repository in the area in which the site is located.



- The Applicant must ensure that the information presented in a final excavation report includes the following:
 - a. An executive summary;
 - b. Due credit to the client paying for the excavation, on the title page;
 - c. An accurate site location and site plan (with scale and north arrow);
 - d. Historical research, references, and bibliography;
 - e. Detailed information on the excavation including the aim, the context for the excavation, procedures, treatment of artefacts (cleaning, conserving, sorting, cataloguing, labelling, scale photographs and/or drawings, location of repository) and analysis of the information retrieved;
 - f. Nominated repository for the items;
 - g. Detailed response to research questions;
 - h. Conclusions from the archaeological programme. This information must include a reassessment of the site's heritage significance, statement(s) on how archaeological investigations at this site have contributed to the community's understanding of the site and other recommendations for the future management of the site;
 - i. Details of how this information about this excavation has been publicly disseminated.

These conditions have been recommended as the site has been identified as being of State significance. The above conditions are consistent with the existing excavation permit and are considered appropriate for excavation on site of this nature.

If you have any questions regarding the above matter please contact Gary Estcourt at the Heritage Branch on (02) 9873 8562.

Yours sincerely



30/08/2010

Vincent Sicari
Manager
Conservation Team
Heritage Office
Department of Planning



Heritage Council
of New South Wales

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PWP
FILE
S91/06832

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Contact: Siobhan Lavelle
Telephone: 9873 8546
siobhan.lavelle@heritage.nsw.gov.au
File: S91/06832
URL: 35168

Mr Paul Bender
Regional Land Management Corporation
PO Box 586
MAYFIELD NSW 2304

Dear Mr Bender,

**Re: Excavation Permit – BHP Steelworks 'Closure Area'
Selwyn Street (off), Mayfield North, NSW**

I refer to your application under Section 140 of the *Heritage Act 1977* (the Act), to undertake archaeological works within the former BHP Steelworks 'Closure Area' (Heritage Precinct), Selwyn Street, Mayfield North, NSW, 2304 (Application number 2005/S140/041).

Under delegated authority approval is given for the S140 application for an archaeological excavation permit. Please note this permit is subject to the conditions attached. Acceptance of these statutory conditions by the Applicant and Excavation Director is a requirement of this permit.

You are reminded that it is a condition of this permit that the Applicant is responsible for the safe keeping of artefacts recovered from this site. You are required to nominate a repository for archaeologically excavated material, as well as referencing the final location in the excavation report as per section 146(b) of the Act. This is to enable a record to be kept of the location of all archaeologically excavated material.

It should be noted that an approval for an archaeological permit under the Act covers only those archaeological works described in the application. Any additional archaeological investigations will require a further approval. It should also be noted that an approval for an archaeological permit under the Act is additional to those which may be required from other local, State or Commonwealth Government authorities. Inquiries about any other approvals needed should, in the first instance, be directed to the local council, State and Commonwealth Government where appropriate.

You are also requested to provide the following information:

- (1) The estimated total cost of the archaeological investigations (both in the field and laboratory), including GST;
- (2) The estimated total cost of the development/redevelopment, including GST;
- (3) Whether this project creates new long term jobs (for example through providing a new service or facility);
- (4) If this project creates new long term jobs, how many? and
- (5) How many construction and professional workers will be engaged on this project during the life of the project?



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Heritage Council



of New South Wales

This information will help the Heritage Council of NSW determine the economic role of heritage in development in NSW and should be submitted to the Director of the NSW Heritage Office for approval within one (1) month of the completion of the field excavation programme. This information should be updated at the end of the project and updated figures should be submitted with the Final Excavation Report to the Director of the NSW Heritage Office for approval within one (1) year of the completion of the field excavation programme.

This permit is issued to the applicant on the condition that the nominated Excavation Director is present at the site supervising all archaeological fieldwork activity likely to expose significant relics. Permits are not transferable without the written consent of the Heritage Council of New South Wales. Your attention is drawn to the right of appeal against these conditions in accordance with section 142 of the *Heritage Act, 1977*.

Inquiries on this matter may be directed to Siobhan Lavelle on 9873 8546 or via e-mail at Siobhan.Lavelle@heritage.nsw.gov.au.

Yours sincerely

 21/05/05

Vincent Sicari

Principal Heritage Officer

CC: Mr Paul Rheinberger, Excavation Director, Nexus Archaeology, PO Box 635, Morisset, 2264
General Manager, Newcastle City Council, PO Box 489, Newcastle, 2300

ENDORSED CONDITIONS OF APPROVAL – Application No. 2005/S140/041

BHP Steelworks site; Former, Newcastle Archaeological Site

Selwyn Street Mayfield North NSW 2304

NOTE: For the purpose of these conditions, 'relic' is defined in Section 4 of the Heritage Act, as Amended, as any deposit, object or material evidence relating to the settlement of the area that comprises NSW, not being Aboriginal settlement and is 50 or more years old'. This definition also includes the archaeological terms 'artifact', 'feature' and 'structure' and includes relics in land covered by water.

1. This permit covers archaeological monitoring and salvage associated with ground disturbance, excavation works, clearing and leveling for the redevelopment of the former BHP Steelworks site. These works are associated with the redevelopment of the site as a multi-purpose goods handling terminal. This approval applies to the archaeological works as described in the 'Assessment of the Historical Archaeology and Research Design: Newcastle Steelworks Closure Area' prepared by Umwelt Pty Ltd dated May 2005 (3 vols) and in the S140 Application submitted by the Regional Land Management Corporation and received in June 2005.
2. This permit is for the archaeological monitoring and salvage of relics and deposits, which have been mainly assessed as being of Local significance. It does not cover the removal of any State significant relics if these are located during the archaeological works.
3. This permit is valid for five (5) years from the date of approval.
4. The Heritage Office must be informed of the commencement and completion of the archaeological program at least 5 days prior to the commencement and within 5 days of the completion of work on site.
5. The Applicant must ensure that if substantial intact archaeological deposits and/or State significant relics not identified in the relevant documents are discovered, work must cease in the affected area(s) and the Heritage Office must be notified. Additional assessment and approval may be required prior to works continuing in the affected area(s) based on the nature of the discovery. Relevant documents for this approval are:
 - 'Assessment of the Historical Archaeology and Research Design: Newcastle Steelworks Closure Area' prepared by Umwelt Pty Ltd dated May 2005 (3 vols)
6. The Heritage Council, or its delegate, must approve any substantial deviations from the approved methodology (including extent and techniques of excavations) as an application for the variation or revocation of a permit under Section 144 of the NSW 'Heritage Act 1977'.
7. The Applicant must ensure that the nominated Excavation Director, Mr Paul Rheinberger, or the nominated Co-Director Ms Susan Singleton, carries out the archaeological work. Under the supervision of the nominated Excavation Director, the work is to be completed in accordance with the approved research design and methodology outlined in the Research Design and S140 Application prepared by Umwelt dated April 2005. The Director of the Heritage Office must approve any substantial deviations from the approved research design (including extent and techniques of excavations) as an application for the variation or revocation of permit under section 144 of the NSW Heritage Act, 1977.

ENDORSED CONDITIONS OF APPROVAL - Application No. 2005/S140/041

BHP Steelworks site, Former, Newcastle Archaeological Site

Selwyn Street Mayfield North NSW 2304

8. The Applicant must ensure that the nominated Excavation Director takes adequate steps to record in detail relics, structures and features discovered on the site during the archaeological works in accordance with the approved research design and current best practice guidelines. This work must be undertaken in accordance with the Heritage Office guidelines, 'How to Prepare Archival records of Heritage Items' and 'Guidelines for Photographic Recording of Heritage Sites, Buildings and Structures' (2004).
9. The Applicant must ensure that the nominated Excavation Director briefs all personnel involved in the project works which may affect archaeological relics about the requirements of the NSW 'Heritage Act 1977' in relation to the proposed archaeological program. This briefing should be undertaken prior to the commencement of on-site excavation works.
10. The Applicant must ensure that the nominated Excavation Director is given adequate resources to allow full and detailed recording to be undertaken to the satisfaction of the Heritage Council.
11. The Applicant must ensure that any unexcavated artefacts, structures and features are not subject to deterioration, damage or destruction.
12. The Applicant is responsible for the safe-keeping of all relics recovered from the site.
13. The Applicant must ensure that the nominated Excavation Director cleans, stabilises, identifies, labels, catalogues and stores any artefacts uncovered from the site in a way that allows them to be retrieved according to both type and provenance.
14. The Heritage Council and staff of the NSW Heritage Office authorised under section 148(1) of the 'Heritage Act, 1977' reserve the right to inspect the site and records at all times, as well as access any relics recovered from the site.
15. The Applicant must ensure that a summary of the results of the fieldwork, up to 500 words in length is submitted to the Director of the NSW Heritage Office within one (1) month of the completion of archaeological fieldwork.
16. In accordance with section 146(b) of the NSW Heritage Act, 1977, the Applicant must ensure that the final report is prepared by the nominated Excavation Director, to publication standard, within one (1) year of the conclusion of the project unless an extension of time is approved by the Heritage Council of NSW. Two hard copies of this report must be submitted to the NSW Heritage Office. At least one copy should also be submitted to the NSW Heritage Office in CD-Rom format. A further copy must be lodged in the Local Council local library or another appropriate local repository.
17. The Heritage Council of NSW requires, as stated in section 146(b), that the final report shall include:



ENDORSED CONDITIONS OF APPROVAL - Application No. 2005/S140/041

BHP Steelworks site, Former, Newcastle Archaeological Site

Selwyn Street Mayfield North NSW 2304

- a/. An executive summary
- b/. Due credit to the client paying for the excavation on the title page
- c/. An accurate site location and site plan
- d/. Historical research, references, and bibliography
- e/. Detailed information on the excavation including the aim, the context for the excavation, procedures, analysis, treatment of artefacts (cleaning, conserving, sorting, cataloguing, labelling, scale drawings, photographs, repository)
- f/. Nominated repository for the items
- g/. Detailed response to research questions
- h/. Details of how this information about this excavation has been publicly disseminated

16. Should any Aboriginal 'objects' be uncovered by the work, excavation or disturbance of the area is to stop immediately and the National Parks and Wildlife Service, Department of Environment and Conservation is to be informed in accordance with Section 91 of the 'National Parks and Wildlife Act, 1974'.

325DA199; I
30/08/2010
AT



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, received on 2 August 2010, (Your reference S09/00444), regarding the exhibition of Environmental Assessment for the subject concept plan which was forwarded to the Roads and Traffic Authority (RTA) for comment. I also refer to the RTA's letter dated 8 January 2010 in response to an adequacy review for the subject project.

The RTA's primary interests are in the road network, traffic and broader transport issues, particularly in relation to the efficiency and safety of the classified road system, the security of property assets and the integration of land use and transport.

In accordance with the *Roads Act 1993*, the RTA has powers in relation to road works, traffic control facilities, connections to roads and other works on the classified road network. As Industrial Drive (MR 316) is a classified (State) road, RTA concurrence is required for connections to that road under section 138 of the Act with Council's consent. RTA consent is required for traffic control signals under section 87 of the Act. Council is the roads authority for Industrial Drive and all other public roads in the area.

In accordance with the *State Environmental Planning Policy (Infrastructure)* the proposed development met the requirements under *Clause 104* and *Schedule 3 Column 2* for referral to, and consideration by, the RTA and Hunter Regional Development Committee (HRDC). The Hunter Regional Development Committee (HRDC) considered the project application in its meeting dated 17 August 2010.

The HRDC and the RTA has undertaken a review of the Transport Assessment prepared by AECOM, dated 19 July 2010, and has identified a number of deficiencies related to the assessment and impacts on the State and local road network as follows:

- The cumulative and interactive traffic / transport impacts of adjacent developments, particularly the proposed Intertrade Industrial Park, have not been included. The total development area of 150 hectares must be included in a revised Transport Assessment.

Comment: The traffic / transport impacts of this development must be put in the context of the total area of the old BHP site to be developed. Staged development of intersection / road upgrades would be considered by the RTA.

- 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.

Comment: The RTA advised in the meeting with the Newcastle Port Corporation and Connell Wagner on 26 May 2008, that surveys of a site such as Port Botany was required to justify the trip generation rate for the proposed development.

Surveys undertaken by Maunsell Australia for the Port Botany Expansion project in June 2002 derived a trip generation rate of 1.21 containers per truck, which is significantly less than the rate of 2 containers per truck adopted for the assessment of the NPC proposal. The trip generation rates for the bulk, general cargo and bulk liquids have also been under-estimated.

- The traffic surveys carried out 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 shall 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 too low. A growth rate of 1% per annum shall be adopted for this analysis.
- The analysis of the intersections of Industrial Drive / George Street and Industrial Drive / Ingall Street shall 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 interaction between proposed rail movements and vehicular traffic has not been adequately addressed and shall be investigated further and included in the revised Transport Assessment.

Comment: There is the potential for trains accessing the port to conflict with vehicular movements, causing delays and queues extending to Industrial Drive and impacting on traffic signal operations / traffic flows during peak traffic times. Also, with any train breakdown / derailment, traffic flows within the site would be impeded. Grade separation of rail and road within the site should be considered.

- 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.
- The impact of construction traffic has not been assessed as part of this Transport Assessment. The impact of construction traffic on the surrounding road network shall 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 shall 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.

The above issues shall be addressed and a revised Transport Assessment is submitted to the RTA for review to enable an appropriate assessment of the proposed development.

Please contact me on (02) 4924 0355 if you require further advice.

Yours sincerely



Dave Young
Manager, Land Use Development
Hunter Infrastructure Services

31 August 2010

Cc Mr David Ryner
Newcastle City Council

Mr Andrew Fattal
Transport NSW

2 September 2010

Our ref: W10/460

Ms Rebecca Newman
Senior Environmental Planning Officer
Infrastructure Projects
GPO Box 39
SYDNEY NSW 2001

Attn: Lisa Chan

By email to: lisa.chan@planning.nsw.gov.au

Dear Ms Newman


**Port Terminal Facilities at Mayfield (MP09_0096) – Exhibition of
Environmental Assessment**

I refer to your letter dated 29 July 2010 inviting a submission on the above Environmental Assessment.

NSW Maritime has reviewed the Environmental Assessment and does not intend to make a submission at this stage.

If you have any questions please contact Mr Ian Tait, Assessments Officer on telephone 9563 8812 or email itait@maritime.nsw.gov.au.

Yours sincerely



Allan Young
Manager Property Planning
Property, Planning and Infrastructure Division

Lisa Chan - Online Submission from Amanda Crick (other)

From: Amanda Crick <amandacrick@internode.on.net>
To: Lisa Chan <lisa.chan@planning.nsw.gov.au>
Date: 3/09/2010 8:35 PM
Subject: Online Submission from Amanda Crick (other)
CC: <assessments@planning.nsw.gov.au>
Attachments: Mayfield Port Submission.pdf

Attached is a letter outlining my concerns for the residential area I live in.

Name: Amanda Crick

Address:

12 Kitchener Parade, Mayfield East NSW 2304

IP Address: ppp121-44-148-82.lns20.syd7.internode.on.net - 121.44.148.82

Submission for Job: #3124 Port Terminal Facilities Mayfield - Concept Plan Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3124

Site: #1934 Port Terminal Facilities
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1934

Lisa Chan

P: 02 9228 6226

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

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Hi,

This submission is a response to the public exhibition of major project 09_0096, Port Terminal Facilities Mayfield - Concept Plan Application (proponent Newcastle Port Corporation).

I am a resident of Kitchener Parade, Mayfield East.

I was a little alarmed when I started reading the EA for this project. It indicates a potential for a 7 dB night-time exceedance of noise criteria at my house – a significant impact under current guidelines as I understand. I was surprised that no consultation with local residents had been undertaken either, aside from a presentation to a community consultative committee whom most residents and I have never heard of. More surprising is the fact that the EA states that road noise mitigation measures including the replacement of building facades (with what, lead?), will be required for residences on Industrial Drive – and that the owners of these residences have not been consulted with.

I have since come to the following conclusions:

- Night-time noise exceedances occur in the vicinity of the eastern end of Crebert St, Mayfield under each scenario modeled for the EA including neutral conditions.
- Exceedances of up to 7 dB occur during worst-case meteorological conditions.
- No analysis of the frequency that worst-case meteorological conditions may occur has been undertaken – it is therefore not clear how often significant noise exceedances might be experienced.
- As modeling has only been undertaken for a small number of point locations surrounding the site, it is not clear exactly how many residences may be affected by noise from this project. I am unsure of the exact potential for noise impacts at my residence under this proposal.
- Output from noise modeling shown in Figures 6.1 and 6.2 Appendix E is too coarse to be accurately interpreted. These figures also show that intervening structures have been added to the noise model. As shown by the noise contours in these figures, these structures make a difference to predicted noise levels at residential areas in the vicinity of Kitchener Pde. It is not clear why these structures have been included in the noise model, and why other intervening structures have not.

I realize that this assessment is for a concept approval and provides performance criteria which will apply to operations at the site, and that these include the meeting of noise goals. However, this assessment also represents the only cumulative noise assessment that is likely to be undertaken for the site. Any future development is unlikely to occur under one approval, and any further noise assessments are likely to only apply to individual operations. I therefore believe it is necessary to get the prediction of impacts right now.

While I am supportive of the development of the site, I have concerns over the outcomes of the EA. I request that additional action is taken by the proponent to address these concerns. The actions I request are as follows:

- Provide details of the frequency of worst-case meteorological conditions occurring, in relation to noise impacts.
- Provide more clarity on the noise model. Include figures showing individual noise sources used in the model; identify the intervening structures that have been added and explain why these have

been added while other structures have not. Make street maps easily visible against the noise contours so that residents can determine if they are impacted or not.

- Provide exact details of the number of residences that may be affected by noise impacts – this can easily be achieved through analysis of aerial photographs against noise contours (refer to Figures 6.1 and 6.2 of the EA).
- Consult directly with any residents who are predicted to be impacted by the proposal.
- Provide any residents who may be potentially impacted and were not consulted with directly prior to public exhibition of the EA with the means to make a submission on this project to the Department of Planning prior to a determination being made.

Yours Truly

Amanda Crick

Lisa Chan - Online Submission from [REDACTED] Resident (object)

From: [REDACTED] >
To: Lisa Chan <lisa.chan@planning.nsw.gov.au>
Date: 3/09/2010 1:04 PM
Subject: Online Submission from [REDACTED] Resident (object)
CC: <assessments@planning.nsw.gov.au>

My main concern regards the distinct lack of community consultation regarding this project. The planning documents state that "The Closure Area has an established community consultation mechanism via the Mayfield Community Consultative Committee (CCC" and that this group has been consulted in August 2009.

My concern is that despite extensive web searching I can get no sense of who formed this committee; for what purpose it was formed ; and who belongs to it. It is therefore not possible to say that this committee represents the local residents of Mayfield who will be affected by the development.

To my knowledge there has been NO general consultative community mechanism put in place where residents are invited to be briefed and can provide feedback. If the developer was committed to genuine community consultation this would have occurred.

Furthermore as it stands the social impact section of the document does not address social impact only economic impact. It is truly disappointing to think that there has been no consideration to addressing social impact and gathering data to do this in an evidence-based manner which includes developing genuine community consultation.

I request that a genuine, broad community consultation strategy be developed so that the residents can be informed about the proposal and so that they can ask questions: This is surely an entitlement under the legislation.

It seems that the proponent has "pulled a swiftie", so to speak by thinking that they can get away with talking to a community consultative committee that is a mystery to local residents and not representative of them.

Unless appropriate community consultation occurs, it is not possible for me to support the project. Please extend the time for community consultation.

Regards
[REDACTED]

Name: [REDACTED]
Organisation: Resident

Address:
[REDACTED]

IP Address: - 134.148.48.1

Submission for Job: #3124 Port Terminal Facilities Mayfield - Concept Plan Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3124

Site: #1934 Port Terminal Facilities
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1934

3 September 2010

Senior Environmental Planning Officer
Infrastructure Projects
NSW Planning
GPO Box 39
SYDNEY NSW 2001

Attention: Lisa Chan

(Sent by email to lisachan@planning.nsw.gov.au; original by mail)

Dear Lisa

**Port Terminal Facilities at Mayfield (MP09_0096)
Exhibition of Environmental Assessment (the "proposal")**

In reference to your letter dated 29 July 2010 seeking written submissions on the *proposal*, please be advised of the following.

Hunter Development Corporation (HDC) officers have briefly reviewed the *proposal* and raise the following issues for Planning's consideration.

In 2007 the State issued a call for proposals for the development of all of the former BHP steelworks site at Mayfield and this process became known as the Intertrade process. Newcastle Port Corporation (NPC) was originally involved in this process but withdrew during the second round.

After progressing through 3 rounds of the Intertrade process, in December 2008 the Buldev Intertrade Consortium Pty Ltd (Buldev) was shortlisted as the preferred developer for part of the site. This part amounts to approximately 62 hectares and is shown as Lots 1 and 2 in the attached plan. Lots 1 and 2 are shown in the proposal at figure 5-1 on page 53 as "Future Intertrade Industrial Park". Lot 1 represents approximately 52 hectares of general industrial land and Lot 2 approximately 10 hectares of land for an intermodal facility.

In December 2008 Cabinet determined that ownership of the site, from a State Government perspective, would be divided between HDC and NPC. HDC is the intended owner of Lot 1 and NPC of Lots 2 and 3. HDC would however continue to manage the Intertrade process in respect of both Lots 1 and 2.

In June of this year the current land owner of the entire site, the State Property Authority, entered into a Project Delivery Agreement (PDA) with Buldev for the development of Lots 1 and 2. Buldev does not have any rights in respect of Lot 3.

Under the PDA, Buldev has rights to purchase and develop Lot 1 in stages and to lease Lot 2. Buldev is also required to construct at its cost trunk items of infrastructure such as roads, drainage, a new electrical substation and water mains all of which are capable of supporting Lot 3. Buldev is also required to complete remediation works.

The redevelopment is expected to bring up to 3,000 jobs to Newcastle and involve a range of general industrial, freight and related activities consistent with the master plan developed for the site.

Reference: MF4050B10

Whilst the *proposal* recognises this development under its consideration of "Infrastructure" issues, HDC is concerned that Planning should also take into consideration the cumulative impacts, and the likely timeframes for these impacts, arising from both the *proposal* and the Buldev development in other relevant areas, including but not necessarily limited to:

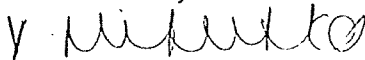
- Road Transport: Including the impact on the existing adjacent roadways, level of service calculations and the like.
- Freight Rail Transport: Sidings, rail capacity and the like.
- Other Environmental Impacts: Including but not limited to:
 - Air Quality
 - Hazard and Risk
 - Water Management
 - Heritage and Cultural
 - Infrastructure
 - Contamination
 - Socioeconomic

Although the PDA with Buldev is underway, it has not yet formally come before Planning and Buldev is not expected to formally lodge a planning application until next year. HDC is concerned that the relevant cumulative implications are suitably factored into Planning's considerations of the *proposal*.

It is also noted that the *proposal* submitted by NPC (as shown on page 53 as Figure 5-1) contains an area marked Proposed Access Corridor. It contains a shorter arm and a longer arm. Planning is advised that the longer arm is actually part of Lot 1 and is not land intended to be transferred to, or under the control and management of, NPC. Rather it is land intended to be transferred to, and under the control and management of, HDC and in turn land to which Buldev has development rights and obligations. Those obligations include providing an industrial grade suitably serviced road generally. The shorter arm is not on the same title as the rest of the site.

Please do not hesitate to contact Valentina Misevska on 02 49042750 should you require any clarifications or further information.

Yours sincerely



Valentina Misevska
DEVELOPMENT MANAGER

Email: [valentina.misevska @hdc.nsw.gov.au](mailto:valentina.misevska@hdc.nsw.gov.au)
Telephone: 4904 2772

Plan of: Proposed Subdivision of
Lot 33 DP.1116571

Location: Industrial Drive & Selwyn Street
Mayraia

Intertrade Initial Subdivision Plan

Council: Newcastle

Datum: n/a
Source: n/a
Projection: ISG (56/1)
Source: PM 14211
North Direction: Grid
Contour Interval: n/a

Date: 8th September 2009
Sheet: 1 of 2
Plan by: RCMS
Project Manager: TC
Plan Purpose: Contracts

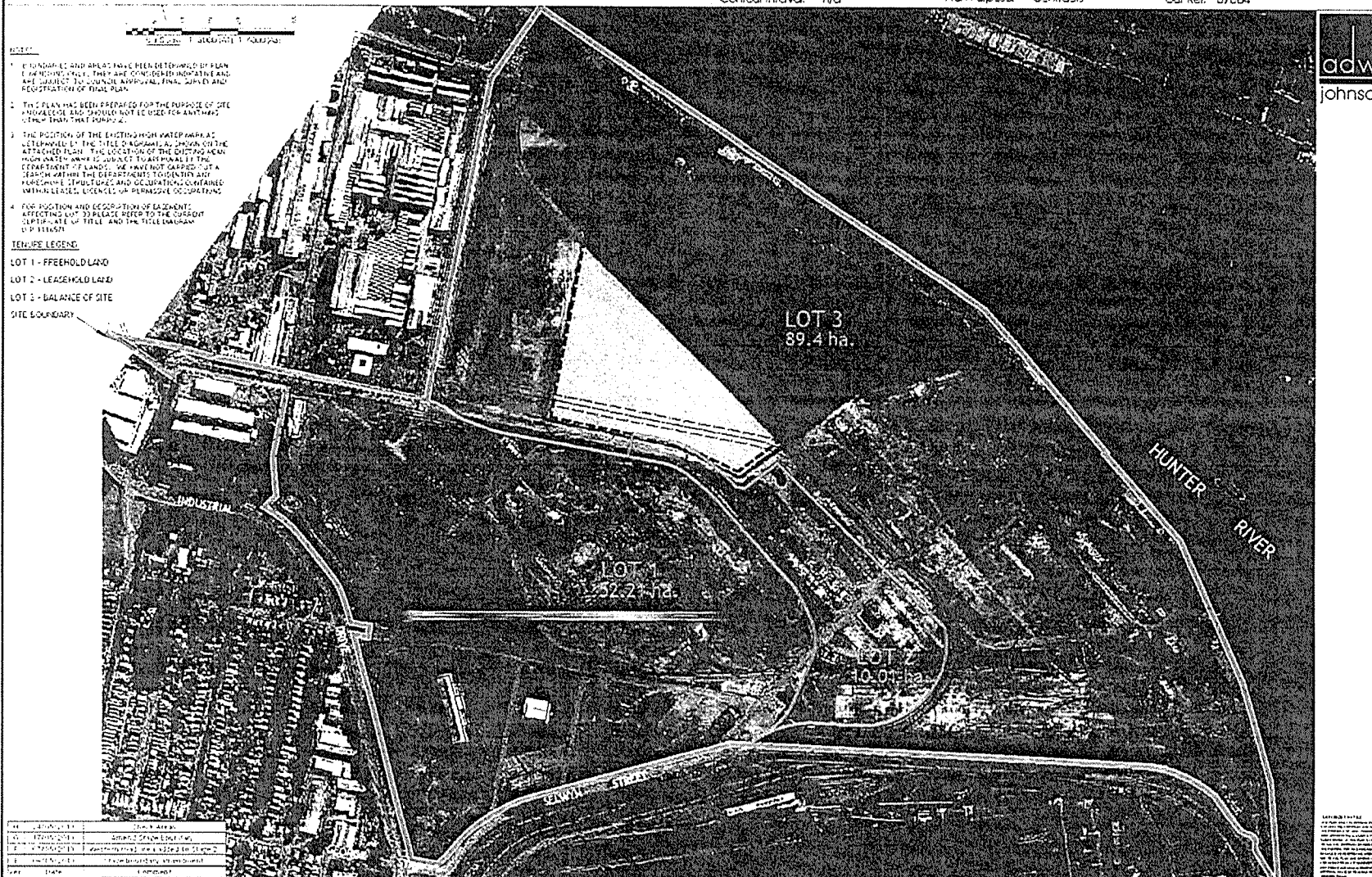
Version: H (24/05/2010)
Client: Hunter Development Corp.
Civiload: Z:\ccoads\ymail\36974.ap
AutoCad: NA ... dwg\37864-SUB-002-H
Our Ref: 37864

NOTES

1. FOUNDATIONS AND AREAS HAVE BEEN DETERMINED BY PLAN E AND NOTED HERE. THEY ARE CONSIDERED INDICATIVE AND ARE SUBJECT TO COUNCIL APPROVAL, FINAL SURVEY AND REGISTRATION OF THIS PLAN.
2. THIS PLAN HAS BEEN PREPARED FOR THE PURPOSE OF SITE PROPOSAL AND SHOULD NOT BE USED FOR ANYTHING OTHER THAN THAT PURPOSE.
3. THE POSITION OF THE EXISTING HIGH WATER MARK AS DETERMINED BY THE TITLE DIAGRAM AS SHOWN ON THE ATTACHED PLAN. THE LOCATION OF THE DISCHARGE HIGH WATER MARK IS SUBJECT TO APPROVAL BY THE DEPARTMENT OF LANDS. WE HAVE NOT CARRIED OUT A PERSON WATER THE DISCHARGE TO IDENTIFY AND PURCHASE IT. MULTIPLE AND OCCASIONAL CONTAINED WATER LEVELS, LICENSED OR PERMISSIVE OCCUPANCY.
4. FOR POSITION AND DESCRIPTION OF EASEMENTS AFFECTING LOT 33 PLEASE REFER TO THE CURRENT CERTIFICATE OF TITLE AND THE TITLE DIAGRAM D.D. 1116571.

TERM/USE LEGEND

- LOT 1 - FREEHOLD LAND
- LOT 2 - LEASEHOLD LAND
- LOT 3 - BALANCE OF SITE
- SITE BOUNDARY



DATE	20/09/2009	BY	RCMS
DATE	20/09/2009	BY	RCMS
DATE	20/09/2009	BY	RCMS
DATE	20/09/2009	BY	RCMS
DATE	20/09/2009	BY	RCMS
DATE	20/09/2009	BY	RCMS

adw johnson pty ltd

Unit 7, Building 5, 335 Highborough Road, Wainwright Bay 2282

ph: (02) 49786100 fax: (02) 49786199 hunter@adwjohnson.com.au abn: 62 129 146 398



THIS PLAN IS A PRELIMINARY PLAN AND IS NOT A FINAL PLAN. IT IS NOT TO BE USED FOR ANYTHING OTHER THAN THAT PURPOSE. THE LOCATION OF THE DISCHARGE HIGH WATER MARK IS SUBJECT TO APPROVAL BY THE DEPARTMENT OF LANDS. WE HAVE NOT CARRIED OUT A PERSON WATER THE DISCHARGE TO IDENTIFY AND PURCHASE IT. MULTIPLE AND OCCASIONAL CONTAINED WATER LEVELS, LICENSED OR PERMISSIVE OCCUPANCY.

**Lisa Chan - Online Submission from MARK STAMP (other)**

From: MARK STAMP <marksarah@aapt.com.net>
To: Lisa Chan <lisa.chan@planning.nsw.gov.au>
Date: 4/09/2010 8:19 AM
Subject: Online Submission from MARK STAMP (other)
CC: <assessments@planning.nsw.gov.au>

I WOULD LIKE TO MAKE A SUGGESTION REGARDING THIS PROJECT. WITHIN THE OLD BHP AND CURRENT ONE STEEL SITE, THERE IS A FULL HEAVY TRANSPORT ROAD THAT RUNS FROM THE SITE OF YOUR PROJECT RIGHT THROUGH TO TOOLE STREET. THIS WOULD BE PREFERRED ROAD TO BE USED FOR TRUCK MOVEMENTS AND QUEING OF VEHICLES. THIS ROAD IS ALREADY USED BY TRUCKS WORKING ON THE REMEDIATION OF THE SITE. THIS WOULD REMOVE THE NOISE IMPACT ON THOUSANDS OF HOMES IN THIS AREA. MY STREET WOULD DIRECTLY IMPACTED BY THIS DEVELOPMENT, CURRENTLY WE ALREADY HAVE NOISE FROM FUEL TANKERS, WHO START THEIR MOVEMENTS IN THE EARLY HOURS OF THE MORNING. AS IT STANDS THESE TRUCKS ALREADY WAKE US FROM OUR SLEEP. THE AMOUNT OF TRUCKS YOU PREDICT IN YOUR STUDY WOULD SERIOUSLY OUR QUALITY OF LIFE. I ASK YOU TO CONSIDER MY SUGGESTION WHICH WOULD REMOVE THIS PROBLEM COMPLETELY.

Name: MARK STAMP

Address:
32 KITCHENER PARADE MAYFIELD EAST NSW 2304

IP Address: c-59-101-91-106.syd.connect.net.au - 59.101.91.106

Submission for Job: #3124 Port Terminal Facilities Mayfield - Concept Plan Application
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Site: #1934 Port Terminal Facilities
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1934

Lisa Chan

P: 02 9228 6226
E: lisa.chan@planning.nsw.gov.au

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Lisa Chan - Military Study Warns of a Potentially Drastic Oil Crisis; Australian crude oil imports could decline by 5% in next years

From: Matt <mushalik@tpg.com.au>
To: <sam.haddad@planning.nsw.gov.au>, metrostrategy
 <metrostrategy@planning.nsw.gov.au>, Planning NSW
 <information@planning.nsw.gov.au>, <contact_us@dpc.nsw.gov.au>,
 <ocg@dpc.nsw.gov.au>, <peter.duncan@dpc.nsw.gov.au>
Date: 4/09/2010 9:01 AM
Subject: Military Study Warns of a Potentially Drastic Oil Crisis; Australian crude oil imports could decline by 5% in next years
CC: <info@planning.org.au>, <taskforceinfo@dpc.nsw.gov.au>, taskforcereview
 <taskforcereview@dpc.nsw.gov.au>

To

Director Planning NSW

DPC

c/c PIA

Madam, Sir

Military Study Warns of a Potentially Drastic Oil Crisis

<http://www.spiegel.de/international/germany/0,1518,715138,00.html>

A summary in English can be found here:

<http://www.theoil drum.com/node/6912#more>

Original 100 page report: "Security implications of scarce resources" (in German)

<http://peak-oil.com/download/Peak%20Oil.%20Sicherheitspolitische%20Implikationen%20knapper%20Ressourcen%2011082010.pdf>

My latest post:

3/9/2010

Australian crude oil imports could decline by 5% in next years

<http://www.crudeoilpeak.com/?p=1843>

The RTA, in its final report on the M2 widening, again dodged alternative fuel and energy CALCULATIONS (as opposed to opinionated arguments and wishful thinking)

Regards

Matt Mushalik (MIEAust, CPEng)

Epping 2121

From: Philip Dwyer <Philip.Dwyer@newcastle.edu.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 4/09/2010 1:08 pm
Subject: Newcastle Port Corp-Mayfield Site

Dear Lisa,

I'm writing to express my concern over the lack of community consultation surrounding the development of the container terminal at the old Mayfield BHP site. My understanding is that there has been little or no real consultation, something that is deeply concerning considering the tremendous impact the projected increase in truck traffic will have on the surrounding suburbs as well as the town of Newcastle. I would urge you to consider delaying approval of the proposal until a proper assessment of the impact -- noise and pollution -- is carried out.

Yours sincerely,

Philip

Associate Professor Philip Dwyer
Discipline Convenor-History
School of Humanities & Social Science
University of Newcastle
Callaghan NSW 2308
Australia

Lisa Chan - Submission re: NewcastlePort Corporation Mayfield Site Port-related Activities Plan

From: Nat Marquet <natmarquet@optusnet.com.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 4/09/2010 1:50 PM
Subject: Submission re: NewcastlePort Corporation Mayfield Site Port-related Activities Plan
CC: <office@mckay.minister.nsw.gov.au>, <Sharon.Grierson.MP@aph.gov.au>, <kmcpherson@ncc.nsw.gov.au>, <shayne.connell@pacific.net.au>, <bobcook@pacific.net.au>, <ncc-mosborne@hunterlink.net.au>, <mike.jackson@pacific.net.au>, <sharon.claydon@pacific.net.au>, <aaronbuman@smartchat.net.au>, <premier@www.nsw.gov.au>, <LOP@parliament.nsw.gov.au>, <hdc@hdc.nsw.gov.au>

I wish to oppose the approval of this concept plan as it exists. In the absence of adequate consultation I believe the plan will require significant changes before it is safe and acceptable.

The public consultation process undertaken to this point has been unsuccessful and deeply inadequate. The letterbox drop and advertising undertaken has been ineffective and would appear to be of token value.

There was apparently a static display of some photos and maps held at the Mayfield Sport and Recreation club. The 1600 page Plan was available to view for a short period of time. I did not attend as I was ignorant of the event. Following a public meeting this week it became obvious why so few attended this display - no one knew about it. This is not an adequate consultation on such a major development. As such I request the consultation period be extended and a serious process be entered into.

The Mayfield Community Consultative Committee appears to be non-functioning. As such it cannot be considered as a valid and reliable source of community feedback. Any reported consultation with the Committee should be backed up with evidence that community members were in fact present. I am given to understand that no community representatives were in attendance at a briefing given by the Newcastle Port Corporation.

At a community meeting held at Mayfield East Primary School on Saturday 4 September, figures were given which challenge the assumptions in the plan and which I believe require detailed responses.

1. Containers

1 million container movements per annum. 80% to be moved by truck. That means 800,000 container movements.

Assuming an average of 2 containers per truck, that required 400,000 ingress and 400,000 egress truck movements per annum. 800,000 truck movements per annum.

2. Bulk Liquids

1,010 million litres of bulk liquids. 100% in by ship. 330 million litres ULP, 300 million litres Diesel, 40 million litres biodiesel, 300 million million litres fuel oil and 40 million litres ethanol. 100% to be moved by truck. In addition ther will be 2 operator using the site, potentially lessening the efficient use of capacity and infrastructure.

My personal calculation assuming a B-double tanker with 40,000 litre capacity for every load gives me a figure of 25,250 trucks, which would need to ingress and egress resulting in over 50,000 truck movements on these assumptions alone.

The reality is that it is unlikely that the majority of trucks will be B-doubles, or filled to capacity.

A conservative estimate would be well in excess of 100,000 truck movements of hazardous materials. This figure needs to be fully examined, clearly quantified and planned for.

Estimates given to the meeting were as high as 500,000.

3. Bulk and General Precinct

Covering Grain and other bulk dry goods such as Cement, fertilizer, Coke. There would also be bulk storage areas such as silos and covered storage with associated conveyor systems.

Estimates given on truck movements were 250,000.

4. General Purpose Precinct

This area includes provision for Roll on roll of cargo, heavy machinery and storage of containers.

Again an estimate of 100,000 truck movements per annum.

This result in a combined conservative estimate of the increase in truck movements through Mayfield and the greater Newcastle and lower Hunter area of 1.2 million movements per annum above existing levels.

This increase does not take into account the adjacent development of the Intertrade Industrial Park which will be dependant upon the same access routes as the 4 Ports Corporation Precincts. Based on similar developments elsewhere such as the proposed Intermodal freight terminal at Moorebank, a figure of 1 million additional truck movements seems a reasonable estimate that would require detailed refutation before being dismissed.

There is no impediment for trucks to use local roads to rat race around the 'planned routes'. Industrial Highway, Maitland Road, Hanbury/Vine Sts and Ingal are permissible for all trucks.

All other local road in Mayfield exclude only B-doubles. Newcastle Council has not indicated that these will be rezoned in the light of this development. 'Advisory signs' will do nothing. Only a properly developed and enforceable local roads plan will provide any hope of preventing rat racing by heavy vehicle and smaller trucks through residential areas. I live in Henson Ave Mayfield, which is not an obvious route and even now we get large trucks short cutting down our street late at night. This problem would go from being an annoyance to being an unqualified nightmare under the proposed level of increase in truck movements.

The developments on Kooragang provide some salient lessons. I work at Williamstown. Since the opening of the new coal loader on Kooragang Island the drive to and from Williamstown grinds to a bumper to bumper 40km/h traffic jam between the Tourle St Bridge and the large roundabout past the new loader. This traffic is not increased trucks but workers. The port side development had been complemented by massive infrastructure investment in rail and the new Tourle St bridge. The vast bulk of material being transported to the loader comes in by rail. Even so, we have traffic jams morning and evening because at this point the road infrastructure cannot handle the arrival and departure of workers vehicles.

If the development of the port is to proceed (and I believe the development and employment opportunities involved are too important to foul this up) then;

1. The plan as it stands needs major revision
2. Major investments and improvements in transport infrastructure need to be funded and put in place to sustainably service the new facilities.
3. Enforcable road plans need to be put in place to shield residential areas from race racing by heavy vehicle.
3. The plans and impacts of both the Ports Corporations precincts and the Intertrade Industrial Park need to be considered and assessed together and not as separate somehow unrelated realities.
4. Greater use of heavy rail needs to be explored. One possibility is to explore using rail to shuttle containers to a purpose built container handling area adjacent to the Freeway. This would dramatically reduce truck movements in Newcastle and free up land in the port area.

The proposed level of increase in truck movements overlaid on existing infrastructure is unsustainable and will take Newcastle back to being the unhealthy, unattractive industrial wasteland that we have spent the last 20 years emerging from.

The Port land is essential to the future and growth of Newcastle. Properly planned for, serviced and resourced beyond the entrance gates of each precinct unit it can be the life blood of a region. It can be a 21st Century show piece.

Alternately, if we build it first and hope that the resultant damage to health, environment and community will prompt 'them' to plan and build the needed infrastructure afterwards, we will condemn ourselves to living in a 19th century industrial wasteland for 50 to 100 years.

Together with many of my fellow residents, I call for a series of open and well advertised public meetings in Mayfield so that residents and businesses can be fully informed of these proposals.

Further, I submit that no approvals should be given to these plans without such effective public consultation and without significant alterations to take account of the issues raised above.

Sincerely,

Nat Marquet
16 Henson Ave Mayfield East
0249601850

Lisa Chan - Newcastle Port Corp. Mayfield Site

From: Claire Charles <clairecharles1964@hotmail.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 5/09/2010 6:07 PM
Subject: Newcastle Port Corp. Mayfield Site
Attachments: img019.jpg; img020.jpg; img019.jpg; img021.jpg

Hi Lisa could you please extend the deadline for approval of this planning until community consultation has taken place.

Cheers
Claire

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

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

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

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

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

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

1. Containers

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

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

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

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

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

2. Bulk Liquids

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

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

Say 250,000 each way to give 500,000

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

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

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

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

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

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

Address – Printed 36 Crebert st Mayfield 2304

Tel or email contact 49672495

Signature A. Parker Date 4/9/10

I am concerned the developments have no plans for
oil and ore dumping on will choke our already congested
roads. 2

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.

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

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

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

Noise, Air Quality,

Hazzard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

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

Name – printed.....Kate Parker.....

Address – Printed ..36 Crebert st.....mayfield.....2304

Tel or email contact

Signature[Signature].....Date 4/9/10.....

As a community member I am concerned
about the noise pollution associated with
the plan

Lisa Chan - Newcastle Port Corp concept plan

From: Ralph Wilson <ralphwilson41@yahoo.com.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 5/09/2010 9:22 PM
Subject: Newcastle Port Corp concept plan

Dear Lisa, I write requesting the present plan for Newcastle /Mayfield redevelopment not proceeded, until further environmental impact statements are called for. As a resident of Mayfield and more especially as a Newcastle resident, I am concerned about the lack of community consultation with all Newcastle residents, as we will experience the impact of this plan. Consultation should be open and publicised to all residents before these present plans are implemented. I am not against the redevelopment of this site, however want explanations about the structural requirements to enable the movement of materials with safety for all both environmentally and socially . Hopefully these developments can state of the art future planned projects rather than adhoc projects which do not consider other planned development in the adjacent area.

I have recently spoken to a number of residents who are keen to be involved in these discussions.

Raisa Miller

73 Woodstock St; Mayfield

Ph 02 49608118

Lisa Chan - newcastle port corp mayfield

From: Laurel Parker <laurel.parker@uon.edu.au>
To: "lisa.chan@planning.nsw.gov.au" <lisa.chan@planning.nsw.gov.au>
Date: 5/09/2010 6:11 PM
Subject: newcastle port corp mayfield
Attachments: img022.jpg

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Name – printed.....Laurel Parker.....

Address – Printed36 Crebert st Mayfield 2304.....

Tel or email contact(31)4006 @uon.edu.au.....

Signature .....Date 4/9/10.....

I am worried about the long term health effects on my families health.

Lisa Chan - Opposal to the approval of the exisiting Mayfield precinct site.

From: "Kelly & Stephen Scott" <spenlew@bigpond.net.au>
To: <Lisa.chan@planning.nsw.gov.au>
Date: 5/09/2010 9:31 PM
Subject: Opposal to the approval of the exisiting Mayfield precinct site.

Dear Lisa Chan,

I have posted a signed petition for the opposal of the approval of the exisiting precinct plan in Mayfield. You should recive it by mail this week.

Yours,

Stephen Scott.

Lisa Chan - Newcastle BHP site development

From: "Russ and Ros Hancock" <hanco5@bigpond.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 5/09/2010 9:48 PM
Subject: Newcastle BHP site development

Dear Lisa

I am a concerned resident of George St, Mayfield East, which is close to the BHP site.

I have only just become aware of the proposed re-development and some of its likely impacts on our suburb, and indeed, many other suburbs of Newcastle also. I am particularly worried about the number of extra truck movements this development is likely to bring. Even more worrying than this however, is the lack of awareness among residents about these development plans, and the lack of consultation with the community which causes this lack of awareness.

I would like to ask that this submission is not considered until such consultation has taken place. I am sure that this development will be good for Newcastle, but its impact on the suburbs must be minimised. A good consultation process will lead to the best possible solution for the developers and the residents of the area.

Please consult with us.

Your sincerely

Russell Hancock

Lisa Chan - Online Submission from Kate Connor (object)

From: Kate Connor <kateh@ferntree.com>
To: Lisa Chan <lisa.chan@planning.nsw.gov.au>
Date: 5/09/2010 10:00 PM
Subject: Online Submission from Kate Connor (object)
CC: <assessments@planning.nsw.gov.au>

* my apologies - this is the version without spelling mistakes, please ignore last*

I have only recently heard about the proposed container terminal in Newcastle and as a local resident I have some serious concerns. I am concerned about the increase in air pollution, noise pollution and traffic associated with this proposal.

Six Hats Early Childhood Centre (where my kids go to pre-school) and Mayfield East Primary School (the school my 4 and 2 year old are zoned for) are both located on Industrial Drive in Mayfield. I am sure there are other such facilities also located on this road. A significant increase in truck movements along Industrial Drive will have an awful impact on both facilities. I am also concerned about the possibility of trucks entering the local suburban streets and the impact that could have.

Mayfield is a suburb already suffering from coal dust from the PWCS Coal Loaders, the noise and air pollution from OneSteel Bar and Rod operations at Mayfield and the air pollution from Orica operations at Kooragang Island.

It was always my belief that planning laws would protect residential areas from any negative impacts from Industry - that does not seem too much to ask.

Is it possible that all movements to and from this site could be via boat or rail - these seem to be the most environmentally friendly and local resident friendly options. Alternatively could the truck movements be scheduled out of day care/ school hours.

I look forward to hearing from you.
Kate Connor

Name: Kate Connor

Address:
15 Tarin Street
Mayfield East NSW 2304

IP Address: ppp121-44-247-41.lns20.syd7.internode.on.net - 121.44.247.41

Submission for Job: #3124 Port Terminal Facilities Mayfield - Concept Plan Application
https://majorprojects.onhiive.com/index.pl?action=view_job&id=3124

Site: #1934 Port Terminal Facilities
https://majorprojects.onhiive.com/index.pl?action=view_site&id=1934

Lisa Chan - Newcastle Port Corp (Mayfield Site) Concept Plan

From: Andrea Low <andrealow@live.com.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 5/09/2010 10:30 PM
Subject: Newcastle Port Corp (Mayfield Site) Concept Plan

Dear Lisa,

It has recently come to my attention that Newcastle Port Corp has plans for the old BHP site which will have a very significant impact on not only local residents, but also on the region generally. There has not been a proper process of community consultation on this most important issue, and I urge you to bring this to your department's attention as a matter of great urgency.

Yours,
Andrea Low

Lisa Chan - Submission EA Mayfield Port Site

From: "Rick" <cdcopy@hunterlink.net.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 6/09/2010 8:50 AM
Subject: Submission EA Mayfield Port Site
CC: "Lindy Hyam" <lhyam@ncc.nsw.gov.au>, "Mail Newcastle City Council" <mail@ncc.nsw.gov.au>, "Judy Jaeger" <jajeager@newcastle.nsw.gov.au>
Attachments: Post Corp Development Submission 5 9 10 Final Version.doc

Submission attached for EA at Mayfield Port site.
From Rick Banyard

Rick Banyard

14 Bell St Maryville

cdcody@hunterlink.net.au

5th September 2010

Lisa Chan

NSW Department of Planning

lisa.chan@planning.nsw.gov.au

Newcastle Port Corporation Development Mayfield East

I strongly object to the Environmental Assessment of Port related activities as proposed and as documented on the July 2010 CD as distributed.

I support the re development of the old BHP site and realise the importance for the economy and employment. The relative isolation of that site allows considerable activity and provides considerable economic scope.

The old BHP activity was massive however was based on manufacturing on the site with the import of most raw materials by ship and the export of much product also by ship. Rail provided considerable movement and large numbers of staff entered the site by tram and push bike. The road traffic impacts were minimal.

One prime reason for the construction of the Industrial Drive was to remove through traffic from Maitland Rd through Mayfield, Tighes Hill, Islington and Wickham. The Port was only a minor consideration. The road is relatively new however does carry considerable traffic and is subject to flooding.

The proposed development is a major contrast to the past and will have major ramifications off site.

The off site ramifications have barely been assessed in the Environmental Assessment.

The total lack of community consultation is of very major concern as the community and most affected organisations and authorities are still totally unaware of the proposal or its impact. There has been no community meetings conducted by the applicant. Letter box drops and newspaper information minimal. An information session was held however there was very little publicity, short notice and only one poorly timed session.

To further compound the poor consultation is the failure to process other major developments and port related expansion concurrently. The cumulative impact is truly massive and will have a major

impact on the total Newcastle LGA, Lower Hunter and also other state significant infrastructure like the F3, Hunter Expressway and Pacific Highway.

The CD contains considerable information about the design, site preparation and construction of the proposed facility however contains very limited information about the proposed operation. For example Appendix A contains information about a large number of early stage plans but does not require an Operational Environment Management Plan until the facility is ready to be placed in operation. How is the community able to consider the impact of the operation of the facility if the document is not available?

Appendix A (page 28) also requires to the formation of a Community Consultative Committee. That group is not proposed to function until the start of the construction phase. Surely the group should be functioning now as the proposal raises many issues that need addressing at an early stage. The makeup of that group is also of concern. The requirement of 2kms from the site boundary is totally unrealistic for two reasons. Firstly much of the 2km zone is river, industry and other non residential area. Secondly the external site ramifications would seem to be very extensive and far reaching. It is noted that the report considers noise at the TAFE at Tighes Hill (page 12).

The traffic measures listed on page 18 of Appendix A would seem to be totally inconsistent with the vehicle numbers listed elsewhere in the proposal. Resident calculations show that as many as 2,000,000 truck movements are necessary to handle the material listed in this proposal and conceivably another 2,000,000 truck movements in other nearby foreshadowed proposals. That is 4,000,000 EXTRA trucks to travel on Industrial Drive. The document only talks about very minor works on Selwyn St. There is no information about works required for other site entry points other than to name it as an intersection of interest on figure 2.1 of the transport Section. Why not?

The resident's calculation of truck movement seems reasonable and must place the consultants figures of 520,020 in question. How can the consultants figure be only 25% of sound logic?

The traffic data in table 2.2 is greater than six years old and given the changes in the area is probably most unreliable.

Why is the Selwyn St rail connection to be used? This line is already subject to considerable complaint from residents. This line requires trains to travel through residential areas from Warrabrook to Mayfield east. A distance of about 5kms of heavily populated residential housing. Why is the rail not going to connect to the Coal line at Sandgate. This would allow rail access not only to the proposed site but also all other industrial sites along the southern side of the south arm of the river/harbour. The document does not discuss the option of double deck rail cars. Why not given the huge environmental gains?

The Director General's requirement to consider this application requires the application to address the issues. Part 5 of the requirement clearly states that regional and precinct issues must be addressed.

5. an **assessment of the key issues**, with the following aspects addressed for each key issue (where relevant):
- describe the existing and future environment, including base performance levels and goals at a site, precinct and regional level, based on current policy and/or monitored information;
 - develop environmental performance criteria and development standards at a site and precinct level, based on an assessment of:
 - relevant strategic and statutory land use planning controls and approvals, and legislative principles;
 - site and regional environmental goals and infrastructure capacity,
 - interaction with adjoining and future development (including berthing facilities), and
 - cumulative impacts;
 - describe other measures (for example, physical infrastructure enhancements) and associated triggers required at a precinct, site and regional level to avoid, minimise, manage, mitigate, offset and/or monitor the impacts of the project;

Nowhere does the document address many of the key issues and most certainly nowhere does it reasonably assess the infrastructure capacity of the region to handle the transport (road and or rail) requirements.

Nowhere are the cumulative impacts quantified or explained. Nowhere is there an explanation as to how the cumulative impacts will be minimised.

There is no description of other measures to counter the external impacts of the project.

The document in section 6.2.8 indicates that the site is not part of the foreshore despite its inclusion in SEPP71. Clearly public access to the site foreshore must be provided. It is appreciated that the port operations can limit access but to totally prevent it is totally unreasonable. It should be noted that in the past section of this foreshore was Mayfield Beach. A public recreation area with high usage.

Access should be provided in order to allow the very important industry of tourism to function.

It is noted that the RTA was not present at the Planning Focus meetings despite being invited.

It is further noted that the community, residents and the public were not invited to the Planning Focus Meetings despite the major impact of the proposal on the community.

It is also noted from Table 7.2 and of major concern that Newcastle City Council has not raised any issues. Is this a result of the Council not being made fully aware of the scale of the project in a timely manner?

The Director General's requirement to consider this application requires the application to address the issue of consultation. The requirement clearly states that the issues of interested groups and the public must be addressed, documented and responded to.

The failure to providing reliable data, information and explanation to the community clearly demonstrates that this criteria has not been addressed. How were the issues raised by the residents and the public generated when the residents and public were not told of the development and are currently denied information about the Buldev / HDC proposal referred to on the adjoining site?

Consultation	<p>You should undertake an appropriate level of consultation with relevant parties during preparation of the EA, including (but not limited to):</p> <ul style="list-style-type: none"> • local, State or Commonwealth government authorities such as: <ul style="list-style-type: none"> o Department of Environment and Climate Change; o Department of Primary Industries (Fisheries); o Department of Water and Energy; o Roads and Traffic Authority; o Ministry of Transport; o NSW Maritime; o Hunter Development Corporation; and o Newcastle City Council; • service and infrastructure providers such as: <ul style="list-style-type: none"> o Australian Rail Track Corporation; and o Integral Energy; and • specialist interest groups and the public, including adjoining and affected landowners. <p>The EA must describe the consultation process, document consultation undertaken and identify the issues raised (including where these have been addressed in the EA).</p>
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Transport and access were listed as the number one key issue by the Director General to be addressed as per the section following.

Key issues	<p>Transport and Access - including but not limited to:</p> <ul style="list-style-type: none"> • access to, from and within the project and to surrounding lands and development (for all modes); and interaction and integration with existing and planned transport infrastructure and services, taking into account of the <i>Guide to Traffic Generating Developments (RTA)</i> and the <i>Draft Interim Guidelines on Transport Management and Accessibility Plans (DoT/RTA)</i>.
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It would seem that this key issue has not been assessed except within the site. I can find no reference as to how this projects transport and access fits within the State Plan and or the Lower Hunter Transport Study. I am also unaware as to how this project has been considered in the context of the Newcastle City Centre LEP and the associated traffic modelling.

The Appendix G covering the hazard analysis does not identify or discuss any risks associated with the transport to or transport from the site of product. The very large truck and vehicle numbers must in themselves create a hazard even without considering their loads.

The transport data provided would seem to very greatly understate the true figures when the quantities in table 4.2 (for the first stage only) are considered. This stage it is claimed only generates 360,000 truck movements. Clearly a figure that should be challenged.

The stage two data which again would seem to be greatly understated shows vehicle movements to and from the site equating to over 2000 vehicles per day (1452 heavy trucks, 300 employee cars plus service vehicles and visitors etc.

It is reasonable to double these figures for the other proposed nearby developments.

A considerable number of pages in the document contain no information and are labelled as blank pages. In most cases it would seem that the reports on exhibition have had information removed. One can only conclude that the applicant did not want the public to view data that may be detrimental to their application.

The documents indicate that much of the travel by trucks and site visitors will be to Sydney. The document contains no heavy haulage route maps. Surely given the extent of the off site activity of this project considerable information should have been provided.

The issue of the extra trains crossing the Clyde St and Adamstown railway gates is a major issue. There is no comment on how this extra congestion will be addressed.

Is it a reasonable conclusion to draw from table 4.18 that the reason to limit trains to 20% of the freight is to eliminate the need to build additional rail infrastructure on the Sydney line? This would seem to be totally unreasonable and very environmentally unsound.

Based on the stated figure of 214 trucks per hour stated in figure 4.2 it is clear that the impact on the normal traffic, the environment and the quality of life of those nearby will be very considerable.

Table 4-2: Proposed Initial Operations (2024)

Precinct	Trade and Type	Approximate Volume	Likely Landside Transport Requirements
NPC Operations (Berth 1)	NCP offices	N/A	N/A
Bulk & General Purpose (Berth 2)	Dry Bulk storage (feed grain, rice, canola etc)	0.4 MTPA	70% Road, 30% Rail
	Coke	0.25 MTPA	70% Road, 30% Rail
	Cement	0.7 MTPA	100% Road
	Boutique coal	0.5 MTPA	70% Road, 30% Rail
	Soda ash	0.1 MTPA	100% Road
	Fertiliser	0.25 MTPA	100% Road
	Meals	0.1 MTPA	100% Road
	Sand	0.1 MTPA	100% Road
	Total	2.4 MTPA	-
General Purpose (Berth 3 and may share Berth 4 with the Container Terminal Precinct)	Heavy machinery	0.1 MTPA	100% Road
	Roll on roll off cargo	0.1 MTPA	100% Road
	Project cargo	0.05 MTPA	100% Road
	Steel products	0.4 MTPA	70% Road, 30% Rail
	Timber products	0.1 MTPA	70% Road, 30% Rail
	Ammonia Nitrate	0.1 MTPA	100% Road
	Scrap Metal	0.2 MTPA	70% Road, 30% Rail
	Pine logs	0.3 MTPA	70% Road, 30% Rail
	Total	1.35 MTPA	-
Container Terminal (Berths 4, 5 and 6)	Containers	600,000 TEU	80% Road, 20% Rail
Bulk Liquid (Berth 7)	Fuels and other bulk liquids	1,010 ML	100% Road

Source: Newcastle Port Corporation, May 2009

* MTPA = Million Tonnes per Annum

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*** TEU = Twenty-foot Equivalent Units of Containers

Table 4-19: Proposed Final Operations (2034)

Precinct	Trade and Type	Approximate Volume	Likely Landside Transport Requirements
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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 community with the key issues being cumulative impacts and transport strategies and impacts.

Rick Banyard

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

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

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Heritage & Cultural. Infrastructure.

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

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

Name – printed. ELIZABETH NEWMAN

Address – Printed 59 CREBERT ST MAYFIELD NSW

Tel or email contact 5522 6111 or 5522 6111 @ optusnet.com.au

Signature E Newman Date 6.9.19

22.

Lisa Chan - Newcastle Port Corporation proposal

From: "Michael Green" <michael@novocastrianconveyancing.com.au>
To: <lisa.chan@planning.nsw.gov.au>
Date: 6/09/2010 10:30 AM
Subject: Newcastle Port Corporation proposal
Attachments: Townsend let New Port proposal.pdf

Lisa,

As requested by Gary Townsend, I have scanned and attached a submission to you about the above.

30 Carrington St., Mayfield.
Sat., 4th Sept., 2010.

Submissions Secretary.
Hunter Ports Corp.

I am not housebound. I attend my letterbox daily, talk informally to local people, yet yesterday was the first time that I had heard of a development proposal about the vacant BHP site which is apparently being managed by the Port Cooperation: and that was via a letterbox drop from an informal interested local group. I go to the local library but don't always peruse the development proposals.

I attended a meeting at the local school this morning and was amazed by the extent of the proposal presented there. Apparently an information meeting sponsored by you was held at a local sports club.

The proposal obviously has impacts on us where we live if the coal dust that we experience from the coal loading area is any thing to go by. I muse as to why we have to have another bulk liquids terminal when there are three in close proximity.

There is the issue of the adequacy of the infrastructure to service such a development. Clearly a railservice to Cardiff-Glendale linking with a North-South railline and using the Ulan line to transport inland would be desirable, efficient and less intrusive on the communities affected. It is axiomatic that for Newcastle to survive and thrive there has to be an active, productive port. (Coal export will probably experience long term moderation and decline.) Otherwise it becomes a boutique coastal town like Port Macquarie when it has far more development potential and is ideally situated to service all of North western NSW and beyond. Sydney's stresses could be alleviated with huge economic efficiencies and social and cultural benefits.

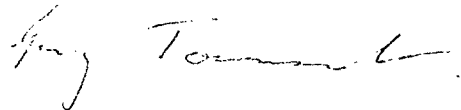
There is also the opportunity to return some of the waterfront land on the Northern side of Newcastle to public access. The alienation of this land does a disservice to the Mayfield community as it is already poorly serviced in terms of green space. The Southern side of the harbour was once a port facility and the upper Northern area of the Hunter was once a recreational area for the citizens of Mayfield (before WWII). So there is a consideration of balance and moderation in the use of the waterfront (which has hardly been exhibited in the Southern side development of the harbour. Inner west Newcastle is looking worse). I enclose part of an Addendum to a letter I wrote to Jodi Mac Kay a few years ago about the development of the city of Newcastle.

Addendum: There needs to be some public development on the BHP site by the River if Newcastle is to perceive themselves as "Hunter people".

By 2100 there might be a call to have the City Centre at Glendale. I would advise the establishments of easements now if it has not been done already.

There are probably more issues that I could raise with further knowledge of your proposal. If you have considered that you have undertaken a process of community consultation then I would respond that in my experience your efforts to consult me were non-existent and if you wished to be effective then you could ask the local informal group to be consulted.

Gary Townsend.



23.



Date:	6 September 2010
To:	Mr Daniel Keary
Attention:	Lisa Chan
Facsimile Number:	02 9228 6355
From:	Anne Klasen (on behalf of Ken Gain).
Our Ref:	
TOTAL NUMBER OF PAGES INCLUDING THIS HEADER: 4	

If there are any problems with this transmission please telephone (61 2) 4935 5601

Our facsimile number is: (61 2) 4935 5502

Dear Daniel

Please find enclosed OneSteel's submissions in relation to the application by Newcastle Ports Corporation for Concept Plan Approval for its Port Terminal Facilities Development at Mayfield.

Yours faithfully,

Anne Klasen (on behalf of Ken Gain).



6 September 2010

Mr Daniel Keary
Director, Infrastructure Project Branch
NSW Department of Planning
Bridge Street
Sydney NSW
Attention: Lisa Chan

Dear Daniel and Lisa,

By Fax: 02 9228 6355

Submissions on Concept Plan for Port Terminal Facilities Development at Mayfield by Newcastle Port Corporation

OneSteel ("OS") appreciates the opportunity to comment on the application by Newcastle Ports Corporation ("NPC") for Concept Plan Approval for its Port Terminal Facilities development at Mayfield (the "Proposal") which will affect the current and likely future use of OS's sites at Ingall Street and Industrial Drive Mayfield (the "OS Sites"). While OS does not currently object to the proposal, it asks that at least the following matters be considered in assessing the current application.

1. General operations and use

As you would be aware, the Proposal is in very close proximity to a number of sites operated by OS in the Mayfield area, including the OS Sites. We note all of the OS Sites have been operational for many years undertaking a variety of activities and works (including the manufacturing of various ranges of steel products) pursuant to longstanding approvals and licences issued by various State agencies.

The operations at these OS Sites together with the land on which these sites operate are valuable to OS's operations and of course to the local and regional community.

OS is currently examining potential options to lawfully further improve and enhance the use of the OS Sites including the area of land fronting the Hunter River.

OS requests that NPC be required to design, undertake and operate the Proposal in a manner that minimises the impact of the Proposal on OS's current operations and that the Proposal takes into account and does not unduly or unreasonably restrict any option which OS may implement to lawfully further improve and enhance the use of the OS Sites.

2. Traffic

We anticipate the Proposal will generate significant additional traffic in the vicinity of OS's land.

It is not clear from either the Preliminary Environmental Assessment of February 2009 (the "PEA") or the Environmental Assessment prepared in support of the Concept Plan dated July 2010 (the "EA") whether the proponent's traffic consultants have taken into account any traffic growth generated by or from OS's Sites (or that of the other existing neighbouring developments) or, if so, how that load growth will affect the existing road networks.



OS requests that NPC be required, as a condition of any concept plan approval or relevant operational development consent, to prepare a Traffic Management Plan in consultation with OS, the RTA and the local Council. Such a plan should clearly identify any new roads which NPC considers it may need to construct across any land owned or occupied by OS. OS would also request that any impact on OS's operations due to traffic associated with the development be minimised.

3. Rail Transport and Infrastructure

The PEA and EA both acknowledge that there will need to be a high degree of coordination between OS and NPC as to the use of the existing rail infrastructure.

OS requests that NPC be required, as a condition of any concept plan approval or relevant operational development consent, to prepare a Rail Infrastructure Management Plan in consultation with OS and the rolling stock and track owners/operators.

4. Dangerous Goods

The storage, loading, unloading and transport of hazardous or dangerous goods by NPC may pose a risk to OS, its operations and its on-site personnel. It is unclear from the PEA and EA exactly where on its site NPC intends to deal with these types of goods - presumably the subsequent and specific development applications will provide this information.

In any case, OS requests that, as a condition of any concept plan approval or relevant operational development consent, NPC be required to procure a full hazard and operability (HAZOP) and risk assessment report.

5. Services

To the extent that NPC considers it necessary to obtain any services (power, water, sewer, etc.) by means of easements or by other arrangements across land owned or occupied by OS, OS requests that NPC be required, as a condition of any concept plan approval or relevant operational development consent, to prepare an Access and Services Management Plan in consultation with it at the earliest practicable time.

6. Cumulative Impacts

OS is concerned that its current and future activities on its land not be constrained by reason of any predicted environmental impacts generated during the construction or, more critically, the operation, of NPC's planned facilities.

OS requests that, as a condition of any concept plan approval, NPC be required to consult with OS in relation to any predicted cumulative impacts which may affect OS's current and proposed operations before submitting any operational development applications.

7. Compatibility of Adjoining Land Uses

In assessing NPC's application, OS asks that the consent authority take into account the fact that NPC's Proposal is going to be operating in close proximity to a number of different industrial operations including those undertaken by OS and in this respect that any development consent granted to NPC to the extent necessary should require NPC to itself takes steps to mitigate any potentially adverse impacts which may be sustained in undertaking the Proposal in an area which has been lawfully utilised for industrial purposes for many years.



8. Remediation

OS notes that the authors of the EA have indicated (Executive Summary, p.2) that the 2001 remediation consent may be superseded by any concept plan approval issued to NPC.

To the extent that that consent is so superseded, OSL requests that NPC be obliged to consult with OS to ensure that any ongoing remediation is conducted in a way which adequately protects OS and its on-site staff and that does not unreasonably interfere with the conduct of its business.

9. Ongoing Consultation

OS requests that, as a general condition of any concept plan approval or relevant operational development consent, NPC be required to formally consult with OS at least once a month in relation to its development plans.

10. Further submissions

As the neighbour most likely to be significantly affected by the Proposal, OS reserves the right to make further submissions following the closure of the exhibition period today and before any determination is made by the consent authority on the current application.

I look forward to hearing from you in regards to these submissions. I will be on annual leave until 22 September 2010 and in my absence please could you contact Andrew Meyers, Senior Property Manager on (02) 8424 9897 or on MeyersA@onesteel.com.

Yours Faithfully

Ken Gain
OneSteel Superintendant Facilities (Mayfield)
Ingall Street Mayfield NSW 2304
Ph: 02 4935 4881
Email: GainK@onesteel.com

FACSIMILE MESSAGE TO:	
COMPANY:	ASH Plastics
ATTENTION:	Lisa Chan
FACSIMILE No.:	
DATE:	
No. OF PAGES INCLUDING THIS PAGE:	

FROM:	GLON
LOCATION:	
SENDER:	
PHONE:	
MESSAGE:	FOR

Ms Lisa Chan

Thank you for
accepting the

Submission 2 pages

Newcastle West Site

Mayfield

for GLON community

sign

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

Re: Newcastle Port Corp. Mayfield Site Port-Related Activities Concept Plan. *opposing the concept on local gov act*

guidelines encompassing liveability, amenity, standards and community sustainability on grounds of good health requirement and services to social fabric.

We oppose the Approval of this concept plan as it exists. It will require major modifications to protect 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. *People across the lower Hunter should also understand the implications of truck movement.*

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.

Newcastle must remain sustainable & liveable and
 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 P.A. 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.

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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

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

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

opposing the concept on local gov act guidelines encompassing liveability, amenity standards and sustainability on grounds of good health, requirement and service to social fabric.

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20

Lisa Chan - Newcastle Port Corp - Mayfield Site Port related activities Concept Plan

From: "Loughrea Construction" <loughrea1@bigpond.com>
To: <lisa.chan@planning.nsw.gov.au>
Date: 6/09/2010 12:11 PM
Subject: Newcastle Port Corp - Mayfield Site Port related activities Concept Plan
Attachments: Lisa Chan Pg 1.pdf; Lisa Chan Pg 2.pdf

Miss Chan

Please find opposal of Newcastle Port Corp – “Mayfield Site Port related activities Concept Plan” in attachments.

NO approval should be given to these plans unless these plans have been through the correct avenues. I am of the understanding that the environmental noise impact reports have not been satisfactorily completed and also the that residents of Mayfield and the surrounding areas have not been properly informed of these activities and the related consequences.

Thank you

Francis & Lisa Moran

88 Crebert St
Mayfield NSW 2304
P 02 49609389
F 02 49609384
M 0402 261 602
E loughrea1@bigpond.com

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

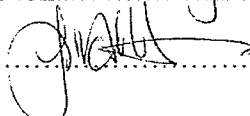
& Climate Change & Sustainability & Cultural.

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..... Lisa Moran

Address – Printed..... 88 Clebert St Mayfield NSW 2304

Tel or email contact..... lughnred4@bigpond.com

Signature.....  Date..... 4/9/10

Lisa Chan - Mayfield Portside Lands Port Related Activities Concept Plan

From: "Peter Hay" <peter.hay@internode.on.net>
To: <lisa.chan@planning.nsw.gov.au>, <newcastle@parliament.nsw.gov.au>, <kmcpherson@ncc.nsw.gov.au>, <jcorbett@theherald.com.au>
Date: 6/09/2010 12:23 PM
Subject: Mayfield Portside Lands Port Related Activities Concept Plan

Dear Ms Chan,

This proposal appears to be a very well concealed secret. When at home, as well as watching the news, I read the Ncle. Herald, SMH as well as the Australian. The first I heard of it was when friends told me yesterday. Putting copies in half a dozen public places smacks of tokenism. I have skimmed through your website, but as this appears to be the last day for submissions I will get this off before I have a chance to study it in detail. However I would like to make the following points.

- A container terminal can not exist without rail links. Bringing containers in and out in dribs and drabs on the back of trucks which suffer from horrendous traffic delays will not work.
- Road access from the Industrial Drive to the F3 is overloaded as it is.
- The ANL Balmain Terminal in Sydney should be an example. When workers lived there it got steam rolled through. When urban renewal happened and the "yuppies" moved in, it got removed.
- The same could happen here. If excessive road transport happens it could kill urban renewal. Alternatively urban renewal will slowly struggle through and then get it removed.
- For the last 50 years Australians have followed the American model and new houses have been built on larger blocks but further out of town. It is the younger generation who are increasingly choosing the European model. They accept the trade off of high density inner city living because of the closeness to amenities. This is undoubtedly the way forward.
- The Dyke Coal Loading berths show that the port can live with surrounding suburbs, but only because of the rail.

I do not want to be seen as against the project, but it can only proceed with rail access. How you will get this from Port Waratah or Kooragang will be the problem.

In conclusion, do I have your assurance that this concept plan will include the affect on the whole of the Newcastle Urban Renewal and not just Mayfield?

Yours sincerely,

Peter Hay

Lisa Chan - Online Submission from John Sutton (other)

From: John Sutton <john@jacobi-sutton.com>
To: Lisa Chan <lisa.chan@planning.nsw.gov.au>
Date: 6/09/2010 1:25 PM
Subject: Online Submission from John Sutton (other)
CC: <assessments@planning.nsw.gov.au>

To whom it may concern:

Thank you for the opportunity to submit the following comments in relation to the concept plan application for Port Terminal Facilities at Mayfield.

I am generally supportive of developing this site as a cargo terminal site, however I want to register my concern at a number of aspects of the current proposal:

1. The proposal leaves major questions regarding significant traffic and transport impacts unanswered. These include an apparent lack of consideration of infrastructure capacities and constraints, and the impact on public transport (both freight and passenger) associated with the site.
2. Related to the above, the proposal has the potential for major amenity and safety impacts on nearby residential areas (Mayfield, Tighes Hill, Maryville, Islington and Wickham). These areas are now emerging from a period of degraded residential amenity due to the impacts of nearby industry, and the historically recent improvements in this amenity have contributed very positively to the improvement of both the physical and social environment of these suburbs. The current proposal does not appear to adequately address these amenity impact issues (from traffic and rail freight transport, and associated noise, vibration and safety).
3. The proposal would benefit from an integrated planning approach that incorporated proposed future uses of other parts of the former BHP steelworks site. We have an historic opportunity here to engage in an integrated planning process for a major inner city, wharf-front employment generating site, and this will be lost if this particular development is assessed and approved in isolation from other related developments.
3. This proposal requires much more active and extended community consultation. It has not been widely known in the local community until relatively recently. In my own case, I have had limited time to examine the extensive documentation involved, and I know others in the community who are similarly placed. A proposal with this magnitude of potential impact requires significant community input and consultation. I request that the exhibition period be extended to allow for this.
4. I am also concerned at the potential detrimental impact on current efforts to revitalise the Newcastle CBD of the proposed relocation to the site of government offices currently located in the CBD. In addition, any such relocation would also involve a move away from the better public transport access provided by the CBD.

Thank you again for the opportunity to comment on these matters. I look forward to being able to do so more extensively in the future.

Regards

John Sutton
83 Henry St
Tighes Hill
NSW 2297

4969 2668

0411 154 004

Name: John Sutton

Address:

83 Henry Sr

Tighes Hill

Newcastle

NSW 2297

IP Address: 60-240-1-238.tpgi.com.au - 60.240.1.238

Submission for Job: #3124 Port Terminal Facilities Mayfield - Concept Plan Application

https://majorprojects.onhiive.com/index.pl?action=view_job&id=3124

Site: #1934 Port Terminal Facilities

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1934

Lisa Chan

P: 02 9228 6226

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

Powered by Internetrix Affinity

Monday, September 06, 2010

28.

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

We oppose the Approval of this concept plan at this time as we feel that there has not been adequate consultation with the community that will be affected by this development.

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.

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Nella & Graham Berry

.....

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29

Lisa Chan - Online Submission from Gregory Cameron (object)

From: Gregory Cameron <gregorycameron@aapt.net.au>
To: Lisa Chan <lisa.chan@planning.nsw.gov.au>
Date: 6/09/2010 3:04 PM
Subject: Online Submission from Gregory Cameron (object)
CC: <assessments@planning.nsw.gov.au>

As a nearby resident I have major concerns regarding the traffic this terminal will bring to surrounding streets such as mine. As I have been away recently had had some family issues I was unaware of recent displays and public forums until today when I returned home. I would like to provide further comment if time permits and I have had opportunity to fully view plans however in the interim I strongly object to any project that will place semi trailers with containers onto neighbouring suburban streets.

I believe more information needs to be provided to all nearby residents on exactly what is proposed. I strongly condemn the lack of information provided so far to residents. (I have received nothing other than a flyer from concerned residents) This is wrong!

Name: Gregory Cameron

Address:

6 Kitchener Parade Mayfield East NSW 2304

IP Address: c-59-101-9-193.hay.connect.net.au - 59.101.9.193

Submission for Job: #3124 Port Terminal Facilities Mayfield - Concept Plan Application

https://majorprojects.onhiive.com/index.pl?action=view_job&id=3124

Site: #1934 Port Terminal Facilities

https://majorprojects.onhiive.com/index.pl?action=view_site&id=1934

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Mayfield East Environmental Action Group – maveastenvactiongroup@gmail.com
6 September 2010

This submission is a response to the public exhibition of major project 09_0096, Port Terminal Facilities Mayfield - Concept Plan Application (proponent Newcastle Port Corporation).

We are not against the proposed overall use of the subject site, although we feel that we cannot endorse the proposal in its current form due to inadequacies in the Environmental Assessment and inadequacies in the conceptual design of the project. This submission is therefore an objection to the proposal.

The issues raised with the proposal are as follows:

1) Inadequate community consultation

The Director General's requirements for the EA require that consultation should be undertaken with '*adjoining and affected landholders*'. However, as stated in the environmental assessment, the only consultation undertaken with any local residents was to brief an existing and unrelated community consultative committee of the project, in August 2009. This CCC had been formed in 2001 under a consent relating to remediation of the subject site and we have never heard of it before, or have ever had any contact with its members.

We attended a community meeting at Mayfield East Public School on 4 September 2010, which was attended by about 80 other local residents. The purpose of the meeting was solely to discuss MP 09_0096. At this meeting we learned that the CCC which had been briefed about the proposal is no longer functioning (according to the CCC's own chairperson). The CCC is meant to meet once a year to discuss issues relating to the remediation of the former BHP site, although these meetings have not effectively occurred for several years. Not one of the residents attending the community meeting had ever heard of this CCC, including members of other local community groups such as Islington Residents Group, Mayfield East Residents Group and Mayfield Residents Group.

The Department of Planning's own *Guidelines for Major Project Community Consultation* outline the *adequate and appropriate* requirements for consultation being undertaken for relevant Part 3A/Major Projects. Amongst these is the requirement to specifically consult with residents who will be impacted by a proposal.

A single meeting held with a non-functioning CCC that was formed 10 years ago for a different project, whose members do not represent the local community at all, cannot be considered to be 'adequate and appropriate' community consultation. In addition to this, the meeting was held prior to the outcomes of any environmental studies undertaken for the project being finalized, so it was therefore impossible to inform the CCC at that stage, if they had been representative of the local community, of any predicted impacts.

The EA outlines a number of significant impacts that will be imposed on local residents. Amongst these are operational and road traffic noise impacts which, based on the information provided in the EA, are significant impacts under relevant guidelines. The EA even goes as far to state that modification of residences on Industrial Drive, including rebuilding of facades, double glazing etc., will be required in order for the proposal to be able to operate and meet relevant noise criteria.

None of the residents who are predicted to be impacted by this project have been consulted with, including those whose houses require rebuilding to mitigate against noise. The EA therefore contravenes the Director General's requirements for the proposal, as it has failed to undertake 'adequate and appropriate' consultation.

The EA should not have passed DoP's adequacy review process as it has failed to meet the Director General's requirements for consultation. As such, the EA should not have been placed on public exhibition.

The public deserve the right for a project that will create significant impacts to be adequately explained to them by the proponent – we should not have to rely on each other for such things. The public also deserves the right to liaise with the proponent once they understand what such a project actually means to them – this has not been achieved for this project. The only notification any local residents have had has been a pamphlet asking them to read a 1600 page technical document, and then formalize any comments they have on it, within a one month period. I understand one community consultation 'seminar' was held at a local club, although knowledge of this event was so low in the local community that only 3 people turned up to it. The fact that over 80 people turned up to a hastily organized community event to discuss the matter shows that the low level of attendance at the proponent's event was not due to a lack of interest.

An additional public exhibition period or process should occur once the EA has been revised to meet the Director General's requirements.

2) Transport Issues

The EA identifies that a huge number of truck movements will occur to and from the facility, with the bulk being generated by container terminal operations. Approximately 80 percent of containers received at the site will be transported by truck with the remainder by rail. Other components of the proposal are either 70% or 100% reliant on road transport.

The EA fails to provide an adequate justification of why such a high proportion of road transport is required for a site that is already serviced by rail. The EA states that limited land exists at the 90 hectare site to construct the additional rail loading facilities needed to achieve a higher proportion of cargo movement by rail. However, this is hard to believe at this stage of the development, as the site could obviously be redesigned in any number of ways to include more rail services. Only one option for the site layout is provided in the EA.

The EA does not provide an adequate assessment of alternative precinct layouts, as required by the Director General's requirements. The EA is therefore inadequate and should not have passed DoP's adequacy review for this reason either. The EA should be revised to show alternative precinct layouts and locations for additional rail loading areas, and should provide a strategic justification for why such a high proportion of road transport is required for a site that is already serviced by rail.

We are concerned about such a high level of road transport being proposed as it will create a number of significant impacts for local residents, the most serious being road noise and safety issues. The EA predicts that significant increases in road noise will occur, requiring rebuilding of a number of homes to make them noise proof. That aside, use of rail over road transport will provide a number of other benefits including: increased energy efficiency, decreased greenhouse gas and other air emissions, reduced noise impacts to the wider community, increased safety on local and regional roads, decreased wear to local and regional transport routes etc. Overall, it's just a much better and more logical way of doing things.

3) Local Traffic Issues

The EA does not include an assessment of local traffic impacts, stating that such assessments should be undertaken as part of future development applications for individual operations at the site. We believe this issue should be addressed as part of the current proposal as it

examines the overall effects of the site. Future analyses of individual operations will give a fragmented and disproportionate view of the actual local traffic impacts from this site. If this approach is taken, the cumulative traffic impacts of all operations at the site will never be adequately assessed.

The proposal, as it currently stands, will result in many hundreds of truck movements per hour at intersections that adjoin moderately dense residential areas. Alternate routes to local, regional and statewide transport networks are available through these residential areas, and these have not been identified or assessed in the EA.

As the proposal does not include any mechanisms to control truck movements through local residential areas, it is likely that a large number of trucks accessing/leaving the site will utilize them as alternate routes. We believe this is unacceptable, given the scale of the operation (i.e. over 2500 truck movements per day). A high number of large trucks travelling through a built up residential area is unsafe and will pollute our suburbs with noise, fumes, toxic gases and particulates that will affect our breathing. These trucks will also create traffic delays and hazards in our local streets and this has not been considered in the EA. Trucks servicing this site should be made to travel via Industrial Drive only. At a minimum, traffic control devices should be put in place at the intersections of George St/Industrial Drive and Ingall St/Industrial Drive to restrict trucks from entering local residential areas.

The effects of trucks from the proposal on the local road network needs to be evaluated. Mechanisms for restriction of truck movements into local residential areas need to be developed and committed to in the EA. These mechanisms should be developed in consultation with the local community.

4) Noise impacts

The EA indicates a potential for a 7 dB night-time exceedance of noise criteria in a number of residential areas. The EA states that such exceedances are '*not excessive or unmanageable*'. This is misleading and incorrect. Any predicted exceedance over 4 dB is considered to be a significant impact under current noise guidelines. It is also not clear if the noise management measures suggested in the EA would be effective. The suggested measures include the removal of reverse alarms on vehicles and the installation of noise barriers. If noise barriers are required, these should be built into the noise model.

The EA also fails to assess the frequency at which worst-case meteorological conditions may occur and it is therefore not clear how often significant noise exceedances might be experienced. It is our understanding that an assessment of the frequency that worst-case weather scenarios may occur is required under the Industrial Noise Policy, which are referred to in the DGRs, if worst-case conditions will result in noise impacts. This has not been undertaken for the EA, and the EA therefore again fails to meet the requirements of the Director-General.

There are other issues with the noise assessment provided in the EA:

- As modeling has only been undertaken for a small number of point locations surrounding the site, it is not clear exactly how many residences may be affected by noise from this project. We are therefore unsure of the potential for noise impacts our residences under this proposal.
- Output from noise modeling shown in Figures 6.1 and 6.2 Appendix E cannot be accurately interpreted. These figures also show that intervening structures have been added to the noise model. As shown by the noise contours in these figures, these

structures make a difference to predicted noise levels at residential areas Mayfield EAst. It is not clear why these structures have been included in the noise model, and why other intervening structures have not.

The EA needs to be revised so that it provides an adequate assessment of the exact number of residences that will be impacted by operational and transport noise by this proposal. We also request that the noise models used for this assessment be made publicly available so that we can review exactly where modeled noise sources and any intervening objects are located.

5) Social impacts

The EA predicts a range of benefits to the wider community of the lower Hunter region through the progression of the proposal however, it fails to adequately identify the costs at which the proposal will impose on the local community.

While it may benefit the wider population of the region, the proposal will de-value our homes, bombard us with significant noise impacts and place thousands of heavy trucks on our relatively quiet residential streets. The EA fails to adequately identify these local social impacts. Exactly how much will our homes be de-valued by following this proposal?

The EA suggests no ways to mitigate against these impacts, save for the forced re-building of homes on Industrial Drive so that their residents have some hope of living with the excessive road noise the proposal will generate.

Newcastle Port Corporation should include commitments in this proposal for ways to improve areas where it will impact local residents, in order to provide some form of balance against the heavy costs the proposal will create for these people. Such measures could include street beautification programs, playground equipment for local parks, improvements for local schools, road repairs etc. Given the level of disregard shown to local residents so far, making these commitments is the least they could do.

6) Cumulative Impacts

The EA identifies the potential for the proposal to contribute towards cumulative impacts associated with the simultaneous operation of it and other existing and proposed port and industrial operations nearby. Such impacts relate to noise, air quality, transport and water.

The individual assessments of these issues undertaken for the EA have not adequately considered cumulative impacts, despite the obvious potential for these impacts to be significant.

It is widely known that a site adjoining the subject site is earmarked for development as an industrial and commercial park. This land is located closer to residential areas than the proposal and is known as the Intertrade Business Park. Given that significant noise impacts are already predicted from the proposed port terminal site, the potential for significant cumulative impacts from the two sites seems inevitable.

We believe the EA should include a commitment for Newcastle Port Corporation to undertake a cumulative impact study in collaboration with the proponent for the Intertrade Business Park. A masterplan for the Intertrade Business Park is now available, and this, with the concept plan put forward for the Port Terminal Site, should provide adequate detail for a cumulative impact study to be undertaken. The study should focus on local air quality, noise and transport impacts at a minimum.

7) Assessment Process

We believe the Department of Planning should have identified the inadequacies of this proposal and its EA prior to the public exhibition process. We understand that the department undertakes a review of adequacy of the EA, which includes a review against the requirements of the Director-General. We would like an explanation of why the deficiencies in the proposal were not picked up during that review, or why the proponent was not required to address them prior to public exhibition, considering that they did not meet the requirements of the Director-General.

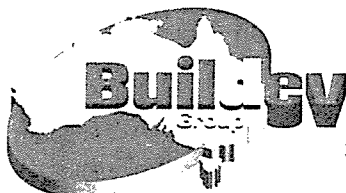
Due to the lack of consultation that has occurred, the local community does not understand exactly what this proposal entails, or what its effects on them will be, despite the fact that significant impacts are predicted to be imposed on them. It is therefore inconceivable that this project could now progress to a merit assessment process undertaken by the department. The inadequacies in the EA, including an adequate community consultation process, need to be resolved first.

We believe the project should be referred to the NSW Planning and Assessment Commission in regard to the inadequate justification given for its heavy reliance on road transport, despite the fact the site is serviced by rail. We also believe the Department of Planning has failed to prove its impartiality to the proponent given that significant inadequacies of the EA were not addressed prior to public exhibition. We believe that further consideration of the proposal needs to be overseen or audited by an independent body such as the commission.

We look forward to appropriate action being taken in regard to this proposal. As stated earlier, we are not against the proposed use of the former BHP site for port facilities. However, the site needs to be planned and managed properly from the start.

Yours truly

Amanda Holbrook
Mayfield East Environmental Action Group
maveastenvactiongroup@gmail.com



3rd September, 2010

NSW Department of Planning
23-33 Bridge Street
Sydney NSW 2000

Lodged Electronically via Website

Att: Ms. L. Chan

Re: 09_0096 – Port Terminal Facilities, Mayfield NSW

Dear Lisa

1 Background

Buildev Intertrade Consortium (BIC) is contracted via a Project Delivery Agreement (PDA) with the NSW State Property Authority (SPA) to conditionally purchase land immediately adjacent to the site of the proposed Port Terminal Facilities identified in the above described application.

SPA are represented in this transaction by the Hunter Development Corporation (HDC).

BIC has worked on this project since 2006 when the predecessor of HDC – the Regional Land Management Corporation (RLMC), first offered the entire 150ha site to the market.

BIC's initial bid for the site transitioned, at the request of RLMC, from the entire 150ha site back to 62.2 ha as identified in Attachment 1. Lot 1, being 52.21ha is to be a freehold acquisition acquired in a number of stages while Lot 2, being 10.01ha, is to be held under leasehold title.

The following figure illustrates the approximate limits of the two landholdings with the terms BIC Lands and NPC Lands used in future references throughout this submission.



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As a part of this transaction BIC is taking responsibility for the completion of the site remediation program for the BIC Lands in accordance with the Voluntary Remediation Agreement (VRA), the Contaminated Site Management Plan (CSMP) and the Remediation Action Plan (RAP).



Furthermore, BIC is also responsible under the PDA for the delivery of a range of water, sewer, electrical and other services to benefit not only the BIC Lands but the NPC lands. BIC is also responsible under the PDA for the delivery of a road network that facilitates vehicular access between the NPC Lands and the arterial road network which is defined by Industrial Drive.

BIC representatives have reviewed the material on exhibition on the DoP website and attended a stakeholders briefing session, conducted by the proponent NPC, on Thursday, 12th August 2010.

Notwithstanding BIC's long standing position as Preferred Proponent for the BIC Lands, nor the Contractual Relationship with SPA which has existed since 7 June, 2010, BIC has never been directly consulted by NPC with respect to the project that is the subject of application 09_0096.

While the application details a range of community engagement which has occurred, BIC has never had direct communication from NPC with respect to our position with respect to the aims and objectives of the NPC project.

Accordingly, BIC as a party to the PDA, would be grateful for the opportunity to further elaborate on the matters raised by it in this submission if the Department considers it necessary to achieve the project's objectives.

BIC has a number of significant concerns regarding this proposal which we have chosen to summarise into two categories – conceptual and technical.

Our Conceptual Concerns relate to how the two sites, the BIC Lands and NPC Lands, interact with one another and how the significant infrastructure investments that are to be made by both parties can be integrated to achieve the maximum benefit to all stakeholders. In particular, the BIC proposal has been predicated on a high degree of interaction between future Industrial tenants/users and the Port – particularly with respect to the ability to access marine berths. However, the EA provides no details on how this is to be facilitated.

Conceptually, issues relating to the contractual environment between BIC, HDC and NPC also have a significant impact on this project. While not a "conventional" planning issue, these inter-relationships have the potential to either enhance or compromise the objectives of the NPC project and as such must be considered.

The confidential nature of these contractual arrangements are such that they are not able to be documented in this submission, however BIC would be prepared, subject to the endorsement of HDC, to provide a private briefing note on this issue.

A complete summary of our Conceptual Concerns are detailed in Section 2 which follows.

Our Technical concerns relate to issues such as traffic, rail, noise, air quality and the like. Using BIC's own internal resources and those of external consultants, the technical reports have been reviewed and found to contain a number of serious deficiencies. The scale of these deficiencies is such that a significant amount of detailed investigation may still be required before the full impact of this project on the BIC Lands and surrounding infrastructure can be properly understood.

Full details of these Technical Concerns are outlined in Section 3 of this submission.

2 Conceptual Concerns

2.1 Port Access

A key element of the documentation prepared by RLMC during the initial process for this site was that BIC was required to demonstrate the ability of our project to facilitate port related activity. During the period since our initial submissions for this site BIC has fielded enquiry from a range of large scale, port related users, seeking to establish facilities to handle grain, fuel, cement, containers and bulk cargoes. Other users have expressed their interest in establishing manufacturing facilities that would utilise raw materials to generate products which in turn would be exported via the future, adjacent NPC berths.

All of these users are interested in establishing large scale infrastructure on the BIC Freehold Land (Lot 1) and gaining access to berths which would be established on the NPC Lands.

The proposed Concept Plan does not make allowance for any form of infrastructure corridors to facilitate this form of access.

BIC considers it essential that NPC reconsiders its current concept plan and engages with us to facilitate the identification of appropriate infrastructure corridors to allow for conveyors, pipelines, access roads and the like to be created between the berths and the BIC Lands.

2.2 Intermodal Terminal

The BIC Proposal includes a 10ha leasehold component proposed as an Intermodal Terminal. The location of this facility was determined based on the proposed alignment of the new railway connection, which traverses the site, and the commitment of NPC to upgrade the existing Mayfield Number 4 berth.

The ability for this BIC facility to interact with Berth Number 4, which is now refurbished and available for commercial activity, does not appear to have been considered within the EA.

As these two facilities have the potential to compliment each other significantly, it is important that they are considered holistically rather than in isolation.

BIC again considers it essential that NPC reconsiders its current concept plan and engages with us to facilitate the identification of appropriate infrastructure corridors and transport access arrangements between the proposed BIC Intermodal Facility and the existing Berth Number 4.

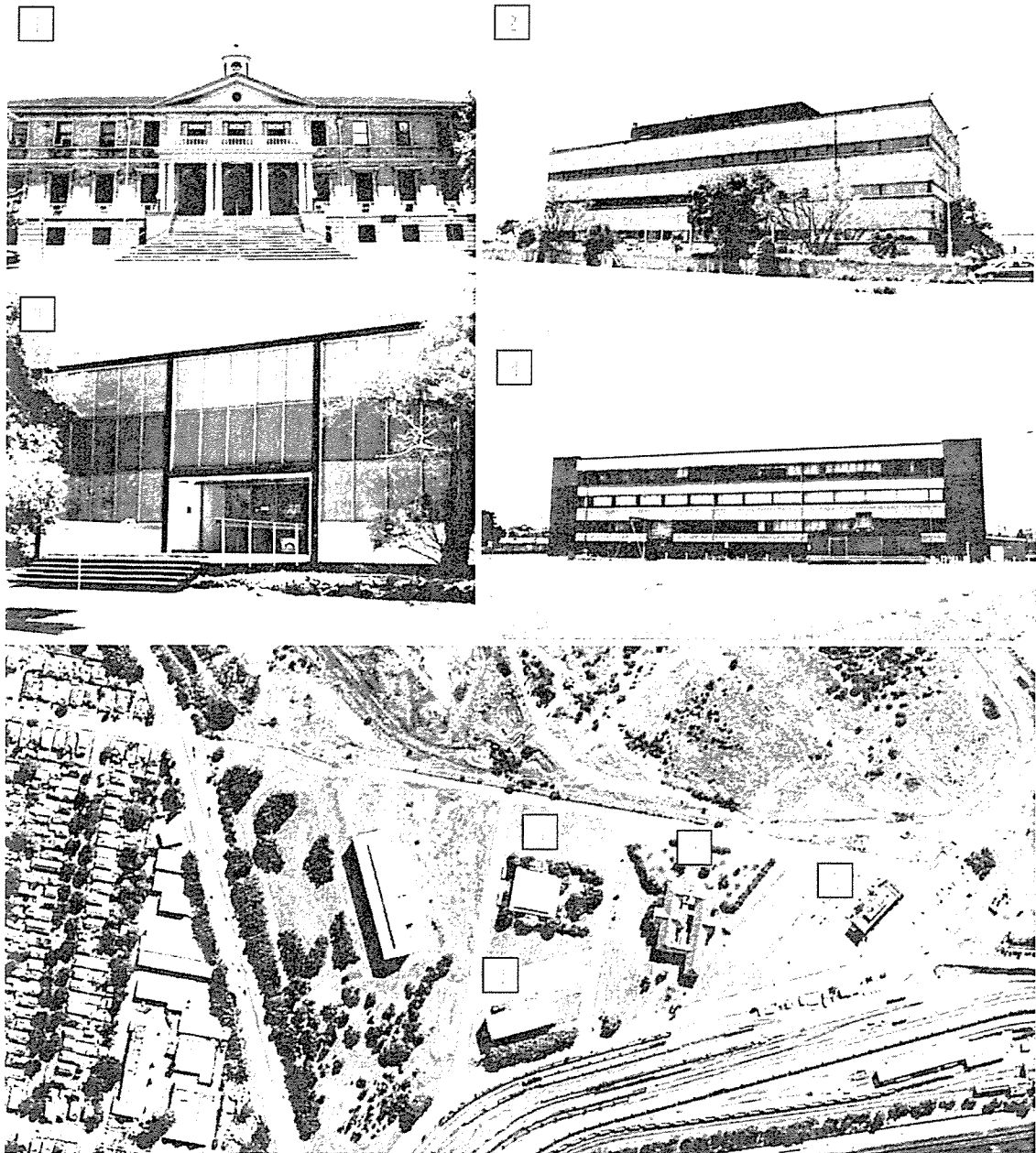
2.3 BIC Lands as a Neighbour

The EA process to date has not engaged with BIC "as a neighbour" with no direct consultation occurring within this process. While BIC has been jointly engaged with NPC and HDC in contractual negotiations flowing from the PDA and have responded, where possible, to second hand requests from HDC to provide information on our proposal, this process has been ad-hoc at best.

Within the EA documentation itself, little allowance has been made for the BIC Lands, either in their current form as administered by HDC or in the ultimate development scenario.

In the assessments for the impacts of Noise and Air Quality, no receivers have been located within the BIC lands while the traffic modelling has not made allowances for traffic potentially generated from our development. Significantly, the EA has not considered the impact of level crossing queuing on BIC road networks.

The BIC proposal includes a commercial element, focused around the original BHP Administration office, and supported by the other existing buildings which have been retained on site. The scale of these structures is highlighted by the following images.



The EA has not considered the future commercial use of these buildings in any of the assessments which have been undertaken.

2.4 Cumulative Impacts – Air, Noise, Vibration and Lighting

With respect to the assessment of these Environmental Elements, the analysis which has been undertaken fails to take into account any projections for generators which may result from the future development of the BIC Lands. This in turn means that any subsequent applications by BIC may be



subject to higher thresholds as a result of the NPC Project “lifting the baseline” levels even though their project will be running on a far longer timeline.

Negotiations need to be facilitated between the parties to ensure that adequate allowances are made for both sites, taking into account proximity to the nearest receptors; proportional areas of the total site occupied, the location of future generators and project timing for the delivery of actual facilities on the site.

2.5 Traffic

The traffic modelling which has been undertaken is discussed in detail within the Technical Concerns covered in Section 3 of this submission. The conceptual issues of concern include:

1. The lack of allowance for the development potential of the BIC Lands. While NPC requested, via HDC, for BIC to provide inputs for use in the traffic modelling BIC declined on the basis that, at that time, we were unable to make definitive predictions. Furthermore, our position was at that time that NPC, as the proponent, should make conservative assumptions for inclusion in the EA and that BIC would then be in a position to make comment. It is of concern to us that the BIC site seems to have been ignored in the EA.
2. The lack of assessment of the impact of the NPC traffic on the performance of the BIC road network. The most obvious example of this relates to the impact of level crossing queues on the performance of the BIC road network and the future users thereof.

2.6 Rail

The rail modelling which has been undertaken is discussed in detail within the Technical Concerns covered in Section 3 of this submission. The conceptual issues of concern include:

1. No allowance has been made for train movements to and from the proposed BIC Intermodal facility.
2. The NPC proposal seems to be predicated on trains leaving the site, in the initial stages, directly towards the main line through the Morandoo sidings against the current flow of trains. This is potentially problematic.
3. The NPC proposal includes sidings to support rail operations associated with port activities, most notably the future container precinct. The proposed short siding lengths, combined with the requirement to continually break down and shunt trains, makes for an extremely inefficient rail solution. This rail solution needs to be integrated with the BIC proposed intermodal Terminal to ensure maximum efficiency for both operations.
4. The NPC proposal allows for the future establishment of a link from the internal rail sidings to the Bullock Island Loop, traversing the south eastern section of the site. While not physically located on land which BIC proposes to acquire we note this is an extremely inefficient arrangement from a land use perspective. The resulting triangle of land inside the tracks will be difficult to access and there is a significant risk this land will become sterilised from any form of significant commercial activity.

2.7 Ingall Street

The NPC proposal relies on access to the site via the corridor from Ingall Street to the body of the site, as illustrated in the following figure. This corridor is located upon land that BIC is contracted to purchase from SPA. While the BIC proposal is to “open up” this corridor for access to the NPC and BIC Lands collectively, this is currently **not** programmed to occur in Stage 1. Furthermore, when BIC does take

control of this corridor it proposes to undertake significant civil construction activity with a view to allowing this corridor to be dedicated as public road. The scale of this activity is such that BIC would be proposing to fully close the corridor for the period of these works.



This has significant implications for the NPC project with respect to the ability to provide access to their site. There will also need to be in place a plan for alternate access arrangements for the period where this corridor is closed to allow for civil works to occur.

3 Technical Concerns

The following assessment is targeted at our technical concerns which have arisen after reviewing the EA and relevant appendices.

3.1 Road Transport

3.1.1 Traffic Data

Growth rates

Historical data has been used to generate traffic growth rates on Industrial Drive, with an identified growth rate adopted of 0.27%. BIC and our consultants are aware of several other developments along Industrial Drive and other sites within Newcastle where the NSW RTA has required a 2% growth rate to be adopted. The adopted rate is extremely important as it forms the basis of the road transport impacts for the project.

The raw data (generating the 0.27% growth rate) may be providing a misleading picture of traffic growth. The data does not account for the reduction in staff numbers and eventual closure of the steelworks which was historically a significant traffic generator.

BHP staff reductions were approximately as follows:

Table 1 Steelworks events

Year	Event	Staff numbers (approx)
1991	Recession	7000 to 5000
1991 to 1999	Gradual wind down	5000 to 3700
1999	Closure	Skeleton staff

These events are likely to explain why the adopted traffic data shows negative growth to 1998 and positive growth thereafter.

The road network and intersections will be sensitive to variations in the growth rate as indicated below. This is a simplistic representation based on the aggregate total demand flow (TDF) traffic at each intersection (in veh/h).

Table 2 Comparative growth rates

George St (PM)	TDF 2008	TDF at 0.27%	TDF at 2%	Change (%)
Year: 2024	2244	2343	3081	+ 31%
Year: 2034	2244	2407	3755	+ 56%
Ingall St (PM)	TDF 2008	TDF at 0.27%	TDF at 2%	Change (%)
Year: 2024	3141	3279	4312	+ 31%
Year: 2034	3141	3369	5256	+ 56%



The above example illustrates that variations in growth rate adopted for the modelling will have a significant impact on the outcomes for the environmental assessment, in particular the impact on the surrounding roads and possibly on the broader road network.

The actual growth figure that should be used should certainly be higher than has been adopted in the EA.

Traffic numbers

Clarification is required on the traffic numbers used as the basis for the intersection assessments at Ingall Street and George Street intersections. A review of the traffic number data at each intersection potentially indicates an anomaly, refer to page 6 of Appendix D.

- For city bound traffic, comparing Industrial Drive (W) at Ingall with Industrial Drive (N) at George St, there is approximately 26% difference in vehicles on the through traffic leg (1500 vs 1190) in AM and 10% in the PM peak.
- For outbound traffic, comparing Industrial Drive (S) at George St and Industrial Drive (E) at Ingall Street, there is a 38% difference in the AM and 35% difference in the PM.

There may be satisfactory explanation for this, such as different timing of the peak for each intersection, however it is not evident or addressed in the EA.

From a network and development point of view, there is no clear reason why this could be the case and there are no significant traffic destinations or generators to account for the anomaly. For city bound, there is no exit where this traffic could go – they must travel to the George St intersection from Ingall Street.

This discrepancy could have a significant impact on the performance on both intersections, especially if George St numbers should be higher. Further explanation within the EA should be provided on this point.

Road Rail Split

The NSW government target for freight movement by rail from Port Botany is 40% of the total volume. The EA appears to reference 20% as the target for rail movements. This is either an error or the EA should clarify why a different target has been adopted.

Intersection Arrangements

The EA initially assumes Ingall St intersection would be the preferred entry and exit. Through modelling it eventually negates the use of it longer term because of performance, it is still proposed for initial operations.

This has implications as:

- OneSteel may be sensitive to additional use of this intersection. Detailed consultation will be required as this is a significant staff and Heavy Vehicle entry and exit point for that organisation.
- Use of the access at Ingall Street in the short term requires membership to the Mayfield Industrial Estate (MIEA), the corporate entity responsible for the operation and maintenance of shared infrastructure within the original BHP Steelworks site. It is unclear if this has been considered in the EA assessment.

Road Performance Modelling

SIDRA is the software used to model the intersections. The abovementioned uncertainties with growth rates will impact reported performance if underestimated.

It would appear that the default SIDRA settings, used to calculate queue lengths, of 7m per car and 13m per truck may have been adopted. Given the potential for long queue lengths, it is critical that the correct truck length is used in the model to assess traffic impact and queues generated by the proposal.

The EA states elsewhere that it has been assumed that 2x 20 TEU containers per truck will be moved from the facility. This infers that 19m semi trailers will be utilising the road network rather than 13m rigid trucks.

Traffic Volumes

The stated capacity of the local roads is 1,100 veh/hr. This is for uninterrupted flow which will not occur given the BIC Lands, OneSteel and other neighbours to the site due to intersections and entering traffic. The capacity will be lower than this, probably around 900 vehicles or so, however it reinforces the need to consider adjacent developments. The traffic from OneSteel must be addressed given Ingall St is their staff entrance.

In terms of cross section, Selwyn Street to the east of the level crossing will not be adequate to cater for the proposed volume of traffic and proportion of large vehicles. The upgrade of this road is not addressed in the EA.

3.1.2 General comments

The following general comments are also relevant to the EA:

1. Cormorant Road is believed to be 60km/h westbound not 80km/h.
2. The Pacific Highway upgrade from F3 to Raymond Terrace is not currently being upgraded – it is under planning.

3.2 Rail Transport

3.2.1 Existing Environment

No reference is made within the EA to the recently commissioned additional dedicated coal loop delivered in NCIG Stage 1. Furthermore, no reference is made to the additional coal loading capacity proposed to be delivered via the PWCS upgrade and NCIG Stage 2+ expansions.

The Hunter Valley Coal Chain and Kooragang Island operations should be considered as an integral part of the study as projected coal tonnages will have a major impact on coal paths available for both up and down trains on the main line north as well as entry points into and out of Port Waratah Yard. There is also potential for interaction with coal moving between Newcastle and the Central Coast. The EA seems to only consider traffic from Sydney to Newcastle or 'mixed type traffic' from the North West and Western areas of the State.

As grain handling is seasonal pending wheat volumes from these North Western and Western areas – there needs to be an allowance for the unpredictable nature of these volumes.

3.2.2 Impact Assessment

The Main North Rail Corridor extends from Sydney to Wallangarra to the north of Newcastle however the EA appears to only focus on the Sydney to Newcastle segment. The EA should consider the traffic and constraints within the corridor north of Islington Junction.

The EA is based on the provision of 80 train paths per day on the Northern Sydney Freight Corridor. It is unclear if this is 40 loaded and 40 unloaded in the down and up direction respectively or a total capacity. It is also unclear if the 80 paths have been modelled to any extent.

The EA introduces the term "boutique coal" however this term is not defined and its source is not identified. It could be originating from the Hunter Valley or the Central Coast to port. This in turn has the potential to significantly impact on the operations of the proposed facility.

Furthermore, there is no evidence of consultation having occurred with PWCS with respect to their long term plans for their adjacent facility as this will have significant impacts on the number of paths available for both Hunter based and Central Coast coal to access the port.

The following section address specific areas of the EA.

Rail Operations – Unloading/Loading

The EA makes reference to rail operations within the proposed terminal and states that 114 wagons will be unloaded in a 1.2 hour period. The EA makes no reference to how these figures have been determined and what machinery will be utilised to achieve these rates.

Further information should be provided to the following questions:

1. Will access to both sidings be available?
2. Is the unload method via large fork trucks or over head gantry system?

Rail Operations – Shunting and Entry/Exit

The EA makes the assumption that the OneSteel line will be clear for the break up train however BICs knowledge of the current operations in this area is such that this may significantly restrict One Steel's operations.

When trains are being “made up” for departure there is likely to be a significant impact on the Selwyn Street level crossing. Notwithstanding this infrastructure is currency being upgraded, the increased number of truck movements may introduce a significant safety hazard and the impact of the number of movements which close the road may warrant grade separation at some future threshold level.

The EA also acknowledges the use of the Morandoo arrival roads and other roads. With the proposed increase in rail traffic there is a need to consider the current condition of this rail infrastructure, the need for any upgrades and the responsibilities for ongoing maintenance.

It is understood by BIC that this area may be under Pacific National lease which could present problems for use and access. The EA should clarify this point and provide an overview of this issue.

Rail Operations – Initial Terminal Exit

In the initial stages of development access back to the Main North Line is proposed in a Northern direction via XYZ crossovers and the Waratah arrival and departure roads. These roads, which are mainly used for coal traffic, also carry intra and inter state traffic into Port Waratah such as Steel Trains, Grain Trains, Cotton Trains and Ore.

This approach is extremely problematic and likely to create difficulty in the scheduling of movements not only for the proposed terminal but for a range of other operators who utilise this infrastructure, most notably PWCS but importantly other Carrington users such as the Toll Intermodal Terminal and the Grain Terminal.

A large amount of stakeholder discussion will be required to determine an appropriate means of dealing with this issue.

Rail Operations – Future Terminal Exit

The EA outlines a future proposal for trains to exit the site using the existing Bullock Island loop.

A subsequent section of this submission outlines issues associated with the impact on existing level crossings in the Carrington area which would need to be considered.

The EA makes little to no reference to the availability or otherwise of train paths on the Bullock Island loop.

The functionality of this area is significantly influenced by the number of departing empty coal trains departing from the PWCS Carrington terminal. As coal volumes through the Port of Newcastle continue to expand there will be increased pressure on the Carrington terminal to operate at maximum efficiency or to perhaps expand beyond its current thresholds via some form of upgrade.

The EA should provide a more detailed overview of this issue.

Rail Operations – Modelling

In summary, a large volume of work still needs to be completed with respect to operational modelling of the rail infrastructure at the site, in the surrounding Morandoo yards and Bullock Island loop and then onto the main Northern network before the impact of this proposal can be properly understood and subsequently assessed.

Boutique Coal

The EA uses the term “Boutique Coal from the Hunter Region” and estimates in the order 150,000 tonnes per year throughput. The EA should be specific as to what this “Boutique Coal” actually is, and where it is to be sourced from as 150,000 tonne equates to somewhere between 20 to 30 trains per year which may require access to the terminal.

The EA makes reference to 0.08 trains per day or 2 trains per month however it would be more likely that this coal would be moved in consolidated form, representing a higher frequency of arrivals over a short space of time as the market dictates.

3.3 Level Crossings

Comments regarding the Selwyn Street Level Crossing and the impact of queueing have already been provided in earlier sections of this submission.

In the longer term, the NPC proposal allows for the connection of the rail network to the Bullock Island loop creating an additional level crossing. Given the proximity of this new crossing to the existing Selwyn Street level crossing and ARTC's current practice of avoiding new level crossings, grade separation at this point may be required.

In addition to Selwyn Street, the use of the Bullock Island loop introduces an additional five level crossings which will interact with the rail traffic. These are:

1. Two private crossings in the eastern basin area.
2. Robertson St, Carrington.
3. Darling Street, Carrington.
4. PWCS (access controlled) near bulk terminal.

The EA has not addressed the current ALCAM rankings of these crossings. ALCAM (Australian Level Crossing Assessment Model) is used nation wide to assess the safety of level crossings and aims to rank level crossings in order priority for upgrade (ie safety). They account for parameters such as physical condition, traffic (road and rail) and danger of operation and rank. The ALCAM model is used to rank hundreds of level crossings throughout NSW.

The current NSW ALCAM rankings for the level crossings in question are:

Table 3 ALCAM rankings

Level Crossing	ALCAM rank
Darling St	33
Robertson St	48
Selwyn St	262

The Selwyn street level crossing is proposed to be upgraded by HDC in coming months as a part of their rail realignment project. Grade separation at this point has not been required based on the current road and rail traffic. However, an assessment should be made to ensure that the cumulative impacts of the proposed development, when combined with trains servicing Intertrade, areas beyond OneSteel (a small intermodal operation) and potential future users in the area, to determine at what point this threshold will be reached.

Particular attention is drawn to the proximity of the BIC siding points in relation to the level crossing on Selwyn Street. This siding will affect use and operation of the level crossing.

With respect to other level crossings in the network, The Darling Street and Robertson Street level crossings are virtually one. The RTA has recently undertaken assessment and minor safety improvements to this level crossing. Given the high ALCAM ranking of this level crossing, an assessment of the impact of the project needs to be specifically addressed in the EA. As this level crossing is of major safety concern to the RTA and NCC a specific treatment outcome should be specified.

The private level crossings are not ranked by ALCAM as they are private roads within land understood to be controlled by NPC. Given the high volume of large vehicles likely to be using these sites, an assessment should be undertaken as part of the EA.

Previous commentary regarding the SIDRA modelling with respect to truck lengths during queuing has been provided however we reinforce the importance of this. The use of a 12.5m rigid truck in the model is at odds with the assumption of 2 x TEU per vehicle will be moved as this requires a 19m semi. There is a significant impact of this assumption, with the potential for queue lengths to be underestimated by up to 35% in the case of 100% trucks queuing. This in turn has significant flow on impacts to overall site traffic operation and external road and intersection performance.

New Western Level Crossing

The new Western Road crossing of the rail line is likely, as a minimum, to require traffic protection in the form of type F lights and bells, given the area used by laden semi trailers and the increased volume of traffic using this route for a future container terminal.

There are potentially sight distances issues given the close proximity of rail shunting lines and existing adjacent tracks.

4 Air Quality

4.1 Emissions

The Air Quality assessment which has been undertaken seems to meet the requirements for assessment under the DECCW Approved Methods for modelling and assessment of air pollutants in NSW.



The predicted impact to air quality attributed to the operation of the Port is generally insignificant ie maximum predicted impact from Port operations comprise approximately 11% of the criterion concentration for the most significant pollutant (PM10).

The assessment is based on the Concept Plan, hence the assessment is reliant on numerous assumptions on the proposed Port operations. It is these assumptions that will drive the assessment output; therefore, the assumptions should be critically reviewed by a suitable qualified specialist with expertise in port operations.

If significant deficiencies are detected from such as review (eg Vessel movements are underestimated) then the follow on implications to air quality impact should be determined.

BIC's concerns with respect to this issue have been outlined within the Conceptual Concerns detailed in Section 2. The need to determine an equitable framework for the cumulative impact on air quality is critical from our perspective.

The modelling of air quality does not seem to have taken into account the future land uses within the BIC Lands with all receptors being located "off-site". While the development of the BIC Lands is primarily proposed for Industrial uses there is a significant commercial element which needs to be considered.

4.2 Noise

The noise assessment doesn't appear to address noise impacts on the BIC Lands. Even though development on the BIC Lands is to be industrial/commercial, it is also subject to specific noise targets under the Industrial Noise Policy.

BIC's concerns with respect to this issue have been outlined within the Conceptual Concerns detailed in Section 2. The need to determine an equitable framework for the cumulative impact of noise is critical from our perspective.

The modelling of noise impacts does not seem to have taken into account the future land uses within the BIC Lands with all receptors being located "off-site". While the development of the BIC Lands is primarily proposed for Industrial uses there is a significant commercial element which needs to be considered.

4.3 Vibration and Lighting

As with the previous comments regarding Air Quality and Noise, the assessment of Vibration and Lighting impacts on the BIC Lands has placed little relevance on the BIC Lands

BIC's concerns with respect to this issue have been outlined within the Conceptual Concerns detailed in Section 2. The need to determine an equitable framework for the cumulative impact of the environmental issues is critical from our perspective.

The modelling of the environmental impacts of these items does not seem to have taken into account the future land uses within the BIC Lands with all receptors being located "off-site". While the development of the BIC Lands is primarily proposed for Industrial uses there is a significant commercial element which needs to be considered.

5 Conclusion

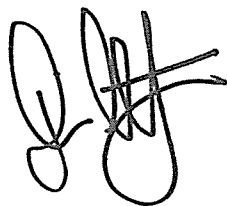
BIC has undertaken a comprehensive review of the Environmental Assessment (EA) for the Newcastle Port Corporation Major Project Application and find a number of issues which require further technical work or consultation.

We ask that the Department of Planning notes the Conceptual and Technical Issues outlined herein and convenes a meeting, workshop or other appropriate forum so that the complex issues outlined herein can be discussed in more detail.

Should you require any further information or wish to discuss any aspect of this matter please do not hesitate to contact the undersigned.

Yours Faithfully

Buildev Intertrade Consortium Pty. Ltd.

A handwritten signature in black ink, appearing to be "Jim Armstrong", written over a vertical line.

Jim Armstrong
Project Manager

Lisa Chan - Attached Files

From: "John L Hayes" <jlhayes@bigpond.com>
To: "Chan, Lisa(Dept of Plan)" <lisa.chan@planning.nsw.gov.au>
Date: 6/09/2010 4:29 PM
Subject: Attached Files
CC: "Bingham, Simon(NPC)" <simon.b@newportcorp.com.au>
Attachments: Email0493.jpg; Email0494.jpg; Email0495.jpg; Email0496.jpg; Email0497.jpg;
Email0498.jpg; Email0499.jpg; Email0500.jpg; Email0501.jpg; Email0502.jpg;
Email0503.jpg

Lisa Chan
NSW Dept of Planning

Dear Lisa,

Re Newcastle Port Corp Concept Plan

We were very shocked & disappointed to have your advice refusing extension of time for submissions.

We now attach scanned copies of 10 individually signed submissions.

We have only scanned the 1st page once for these 10, as they are all clear of additional handwritten comments. Please particularly note the requests and the handwritten comments and requests on p 2 .

We will post hard copies of all in an Express Post bag tonight.

We will send you another 4 emails, each with about 10 submissions, and also mail the hard copies.

So you will have about 50 submissions in the next 20 to 30 minutes

Cheers from Newcastle

John L Hayes

for

Correct Planning and Consultation for Mayfield Group

email: jlhayes@bigpond.com

PHN. 4967 3013

117 INGALL ST
MAYFIELD EAST NSW 2304

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

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

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

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

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

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

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

1. Containers

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

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

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

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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.

22

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

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

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

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

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

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

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

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

Noise, Air Quality,

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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..... ROSEMARY HAYES.....

Address – Printed 117 INGALL ST MAYFIELD.....

Tel or email contact 49673913.....

Signature RHAYES..... Date 4.9.10.....

This is a matter that we need more information and an extension of time for consultation.
PLEASE -

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

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34.

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Name – printed.....*John M. S. S.*.....

Address – Printed*24 Campbell St Mayfield*.....

Tel or email contact*John.M.S.S. @ Mayfield*.....

Signature*John M. S. S.*..... Date*14.11.2014*.....

Lisa Chan
 NSW Dept of Planning
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Names— printed.....STEPHEN DATE & ALISON DATE

Address – Printed574 INGALE ST., MAYFIELD

Tel or email contact02 4966 2253

Signatures.....Stephen Date.....Date 4 - 9 - 2010

PLEASE LET / HAVE SOME CONSULTATION, AS THIS PROPOSAL

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

Noise, Air Quality,

Hazard & Risk, Water Management,

Heritage & Cultural, Infrastructure,

Geology & Soils, Social & Economic,

Ecology, Waste Management,

& Climate Change & Sustainability & Cultural.

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

Name - printed..... PAULA WINTERBINE

Address - Printed 21 CREBERT ST MAYFIELD EAST

Tel or email contact paulaw@13@bigpond.com.au

Signature P Winterbine Date 4/9/10

• The Noise at night is unbearable.

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

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

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Name – printed... ALAN PETERSON

Address – Printed 51 WOODSTOCK ST MAYFIELD

Tel or email contact 189 681183

Signature Alan Peterson Date 4-10-09

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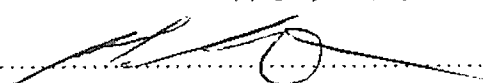
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Name – printed..... MARIE STAMP

Address – Printed 32 KILMENER PDE MAYFIELD EAST

Tel or email contact 0418434887 49677635

Signature  Date 3/9/10

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

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Name – printed.....ROTHY WALLINGTON.....

Address – Printed.....28 ANTILL ST MAYFIELD.....

Tel or email contact

Signature.....[Signature].....Date.....4.9.10.....

USE THE RAILWAY

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

40.

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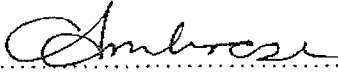
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Name – printed..... Cheryl AMBROSE

Address – Printed 54 Margaret St, Mayfield East

Tel or email contact 49679587

Signature  Date 4/9/10

I look forward to an opportunity for
some more consultation

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Name – printed..... Dion Ambrose

Address – Printed 54 Margaret St Mayfield East

Tel or email contact 49677587

Signature Dion Ambrose Date 7/9/10

As a Mayfield resident I feel there needs to be more consultation in regards to the development and proposed infrastructure to support it.

Lisa Chan
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Mayfield East is a residential area and the current transport infrastructure is inadequate to manage the proposed increase in heavy traffic passing through the area.

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Name – printed... NICK WOOD.....

Address – Printed 61 CREBERT ST 2304.....

Tel or email contact na.lex.8@bigpanda.com.....

Signature .....Date 24/07/12.....

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Say 250,000 each way to give 500,000

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Name - printed.....SANDRA O'DONNELL.....

Address - Printed1/26 CARRINGTON ST MAYFIELD.....

Tel or email contact02) 49608245.....

SignatureSandra O'Donnell.....Date4.9.2010.....

Imagine the pollution on our school children.

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

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Name – printed BERNARD O'DONNELL

Address – Printed 4 KITHENER PDE MAYFIELD

Tel or email contact ~~049681072~~ 049681072 FAX

Signature Bernard O'Donnell Date 4/9/00

Noise Pollution -
What about school children

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Name – printed. A. D. HAWKINS

Address – Printed 22 George ST Mayfield EAST

Tel or email contact 02149602396

Signature A. D. Hawkins Date 4. 9. 2010

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

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Name – printed.....William Gunnison.....

Address – Printed84 WARRAGANS ST MAYFIELD NSW.....

Tel or email contact

Signature [Signature] Date 9/9/10

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Name – printed.....ROSEMARY PEARS.....

Address – Printed.....23 FAWCETT STREET, MAYFIELD 2304.....

Tel or email contact.....rosemarypears@yahoo.com.au.....

Signature.....Rosemary Pears.....Date.....4.9.10.....

The absence of community consultation prior to adoption of the above plan is of major concern.
submission P.P.

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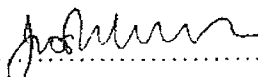
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Name – printed.....Joshua Walker.....

Address – Printed 87 Ingall Street Mayfield.....

Tel or email contactJoshuamarchini@optusnet.com.au.....

Signature.....Date 04/09/10.....

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Name – printed... COLLEEN HEDGES

Address – Printed ... 32 GREAVES ST MAYFIELD EAST

Tel or email contact 02 49 60 14 80

Signature ... C. Hedges Date 4.9.10

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

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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

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Name – printed..... GRAHAM McLAUGHLIN.....

Address – Printed 147 CREBERT STREET MAYFIELD NSW 2304.....

Tel or email contact 0407781286.....

Signature [Signature] Date 4/9/10.....

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Name – printed... MADELAINE ATKINS

Address – Printed ... 147 CREBERT STREET, MAYFIELD NSW 2304

Tel or email contact ... adelaide@intertrade.com.net

Signature ... M. Atkins Date 4/9/2011

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

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Name – printed... MARINELL A FRAGIACOMO.....

Address – Printed ... 124 CHIN CHEN ST... LSLY GTON 2296...

Tel or email contact ... 0420917944.....

Signature *M. Fragiaco*..... Date 4-9-10.....

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 GPO Box 39, Sydney, NSW, 2001
lisa.chan@planning.nsw.gov.au

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Name – printed..... Gail Crawford.....

Address – Printed 13 Carrington St Mayfield.....

Tel or email contact 49689090 gail.crawford@bigpond.com

Signature G Crawford Date 1 Sept 2010

I have not had any opportunity to be involved in consultation.

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Name – printed... Ashleigh Fernham

Address – Printed 62 George St Mayfield NSW

Tel or email contact ashleighfernham@gmail.com

Signature Ashleigh Fernham Date 21/5/2020

Submission by Hunter Business Chamber On Mayfield Portside Concept Plan

The Hunter Business Chamber supports development of the former BHP Steelworks site, and congratulates the Newcastle Port Corporation on progression of the Portside Concept Plan. In addition to commenting on the Plan, the Hunter Business Chamber and its members have taken the opportunity to address current operational deficiencies in the Port, and have suggested initiatives which would lead to more efficient operations.

Proposed Uses

Hunter Business Chamber agrees with the proposed uses for the Port site detailed in the Concept Plan. The following paragraphs provide comment on the identified precincts.

Container Terminal Precinct. With respect to the Container Terminal Precinct the Chamber supports Newcastle Port Corporations remit to obtain a private sector partner, but believes this would be more successful if the NSW Government provided some funding for the establishment of facilities to encourage private sector interest. There is insufficient detail in current NSW Government planning documents on this issue, in particular projections in the NSW Ports Plan on when investment in Newcastle will begin.

Bulk and General Precinct. Bulk freight operations in Newcastle Port are anticipated to increase substantially. Completion of the new Liverpool Ranges crossing will make the export of agribusiness originating north of Inverell more efficient via rail to Newcastle than its present road transport to Brisbane. Increased shipping to the Port will lead to the opportunity for the export of Hunter products – specifically aluminium – from Newcastle. There exists the potential to export surplus containers from Sydney and Brisbane.

With respect to the Bulk and General Precinct the Chamber believes this area of operations should be focussed on Kooragang Island rather than the Mayfield site. Kooragang already has an established bulk freight industry, however the current capacity of K2 and K3 has been reached. A small investment - specifically construction of K1 –would resolve this issue and achieve greater efficiencies than operations from two sites.

General Purpose Precinct. Residential growth and lifestyle expectations will lead to increasing community pressure on the viability of industrial activity in the vicinity of Carrington and Honeysuckle. Other major influences include the potential for cruise ship activities, and the future of Royal Australian Navy East Coast Fleet basing.

Major operations in the Carrington and Honeysuckle precinct include Forgacs, Graincorp and P&O. The Chamber recommends the Port Corporation

consider issues with the current citing of these businesses, and whether planning for their future operations should be considered in concert with planned operations on the proposed General Purpose and/or adjacent Bulk and General Precincts.

Other Issues

The Chamber has some concerns with proposed rail access to the site. The dependency for rights of access to the site upon Onesteel may present some logistic issues if the recommended activities in this submission come to fruition. One line into and out of the site will be insufficient to meet industry demand and alternatives should be investigated.

A handwritten signature in black ink, appearing to read 'P. Shinnick', with a horizontal line drawn underneath.

Peter Shinnick
Chief Executive Officer
Hunter Business Chamber

6 September 2010



Industry &
Investment

V10/2721_OUT10/ 136277

Lisa Chan
Department of Planning
GPO Box 39
SYDNEY NSW 2001

Dear Ms Chan

Thank you for your letter of 29 July 2010 concerning Port Terminal Facilities, Mayfield – (MP09_0096) concept plan.

Industry and Investment NSW has reviewed the information provided and notes that the most significant issue relating to the proposal is the management of spillages (e.g. oil, dangerous goods etc) and stormwater runoff from the hardstand areas of the site. The Department notes that this matter should be dealt with in the Stormwater Management Plan for the site and the Department expects this plan to be most rigorous in ensuring that no contaminated material enters the drains that convey the runoff water to the Hunter River

The Department has no objections to the concept plan being approved and looks forward to being involved in the final design and construction stages of the redevelopment of the site.

For further information, please contact Scott Carter, Senior Fisheries Conservation Manager, on 4916 3931.

Yours sincerely

A handwritten signature in blue ink, appearing to read 'Bill Talbot'.

Bill Talbot
Director, Fisheries Conservation and Aquaculture

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

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

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

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

Nor does a static display of several photos, storyboards & maps with about 1600 pages in 5 volumes on a table in the meeting room at the Mayfield Sport & Rec Club constitute a good Public Information display. Granted there were several staff from the Port Corp present to talk to those members of the public who came – 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. The briefing session provided by the Port Corp to this committee was a failure. Our understanding is that the “Community Representatives” attended the briefing, and so there was no feed back to the Port Corp from the 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. They 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, 400 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 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, Coal, etc. Covered Storage area, Storage silos, Conveyor Systems.

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

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

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

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

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

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

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

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

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

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

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

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

The direct consequences of these unacceptable increases in Trucks etc will 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.....Sally Port. Cox.....

Address – Printed70 Ingall Street Mayfield.....

Tel or email contact0249212061 s.port@ncc.nsw.gov.au.....

SignatureSally Port. Cox..... Date5-9-12.....

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Name – printed..... Claire Charles

Address – Printed 36 Crebert st Mayfield 2304

Tel or email contact clairecharles1964@hotmail.com

Signature Claire Charles Date 4/9/10

As a community member I would like to see proper consultation

60.

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

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Name – printed ANTHONY NEWMAN

Address – Printed 129 CREBERT ST MAYFIELD

Tel or email contact 02 8967 4400

Signature [Signature] Date 5/11/11