

2020-05-13

David Koppers
Senior Environmental Assessment Officer
NSW Department of Planning, Industry and Environment
Locked Bag 5022
Parramatta NSW 2124

Dear Mr Koppers

Response to Request for Information

I refer to correspondence received on the 24 March 2020 for further information regarding the proposed modification to Development Consent DA 8137. It is recognised that primarily, request for further information has come from Newcastle City Council, with Transport for NSW raising no further inquiries as well as noting '*Industrial Drive and George Street intersection currently operates well, and the additional trips associated with the subject development is unlikely to reduce the efficiency of the intersection*'. Please find below our response to the information requested.

Concept Plan Approval:

- *Provide further details in relation to the requirements of Condition 2.1(d) of the approval in relation to the cumulative impact of the proposed modification on existing and approved developments on the site and adjoining sites.*

As identified in traffic impacts below, the additional traffic movements are identified as not having a material impact on the current and future operation of Industrial Drive and George Street Intersection and will perform similarly to existing conditions.

The Stolthaven Fuel Storage Terminal and Mayfield Cargo Storage Facility are the only two projects located within the Mayfield Concept Plan Area. The Port of Newcastle is required to monitor the overall traffic volumes for projects associated with the Mayfield Concept Plan area identified in the Concept Approval 09_0096. As documented by the Port of Newcastle in their bi-monthly traffic management report (Attachment B), the overall truck movements for the Mayfield Concept plan area are approximately 5% of total truck movement limits which is substantially less than the limit identified in the concept plan approval.

In considering recently approved projects within the Mayfield area, a search of the Major Projects website identified four Major projects which have been determined or are currently under assessment since March 2015. There are no further projects that are known of that are currently planned in the Mayfield area. These projects are summarised below:

Table 1: Major Projects Determined or Currently being assessed since 1/03/2015

Project	Description	Site Access
Stolthaven Fuel Storage Terminal	Bulk Fuel terminal	Access to the site is via Ingall Street and Industrial Drive. Cumulative traffic considerations are managed by the Port of Newcastle (see below)
Orica Ammonium Nitrate Upgrade	Manufacturing site located on Kooragang Island which produces ammonia, nitric acid and ammonium nitrate	Access to the site from Cormorant Road, Kooragang Island, (not within Mayfield)

Mayfield Cargo Storage Facility	Open air cargo storage facility.	Proposed modification is identified as not having a material impact on the George Street/Industrial Drive intersection
Mayfield West Recycling Facility	Resource Recovery Facility operated by Benedict Recycling Pty Ltd	Only access intersection at Steel River Boulevard and Industrial Drive.

The Stolthaven Fuel Storage, Mayfield West Recycling Facility and Orica (located in Kooragang Island) do not rely on George or Selwyn Street for access as identified in the table above. As such, the proposed modification would not impact the current use of George and Selwyn Street by these projects.

Furthermore, TFNSW have raised no objections to the modification nor the capacity of the intersection of Industrial Drive/Selwyn Street/George Street to cope with the minor increase. Cumulative impacts will continue to be addressed and monitored in accordance with the requirements in the Mayfield Concept Plan approval.

Given the minor nature of the proposed modification, infrastructure upgrades, service improvements or management measures will need to be undertaken as part of the modification and would not have a significant cumulative impact on existing and approved developments on sites and adjoining sites.

Traffic Impacts:

- *The assumption of actual project measured traffic is not supported by adequate evidence. You are requested to provide further information to confirm that the stated movements are in fact the actual movements for the site;*

The data provided with the modification application was from Rex J Andrews, who is the sole operator for the Mayfield Cargo Storage Facility (MCSF). The data provided has been collected in accordance with the periodical truck movement reporting (bi-monthly) required by the Mayfield Cargo Storage Facility Operational Environmental Management Plan (OEMP), pursuant to DA consent No.8137, and, accordingly, pertains to the whole site. There are no intentions at this time for the MCSF to be operated by more than one transport operator.

- *Current intersection traffic counts and SIDRA modelling is to be provided to verify the assumption that the modification will have a negligible impact on the intersection of Selwyn and George Streets, and to verify if there has been an increase in traffic generation utilising the intersection due to potential surrounding land use intensification which utilises the local road network;*

As agreed with DPIE and Newcastle City Council, conducting 2020 traffic surveys would not be representative due to the impact of COVID19, and as such an increase of 2% per annum is to be applied to survey volumes collected in 2016 bring them in line with expected traffic movements in 2020.

An update to the Traffic Impact Assessment memorandum has been provided in Attachment A which explores the traffic implications of the extension in site area and provide an update to the existing traffic impact assessment for the Cargo Storage Facility (AECOM 2016). Specifically, the memorandum provides an update to the Industrial Drive & George Street SIDRA model (AECOM 2016) to account for the traffic impacts of background traffic growth and modification traffic growth, to ensure that the intersection will remain operating at an acceptable level of service.

The Traffic Impact Assessment memorandum concluded that the proposed modification would have a negligible traffic impact with intersection modelling indicating that the modification would have no material impact on the current and future operation of the Industrial Drive and George Street intersection. Please refer to Attachment A for further detail.

- *The Traffic Memorandum does not confirm the way that all cargo will be transported to and from the site and this should be confirmed.*

With regards to Roll on/Roll off (RORO), the intention of including this type of cargo is more in relation to means on which cargo would be unloaded. For example, wind turbines (and other project cargo) can be carried on a RORO vessel. They are exactly the same cargo whether they are lifted off the vessel with a crane (LOLO) or rolled off on a trailer (RORO). Primarily, the proposed amendment is suggested in relation to "yellow goods", such as mining and construction machinery and equipment, tractors and agricultural equipment and other oversized wheeled equipment. These items are all to be transported off site by truck after arriving to the MCSF by ship. It should also be noted that there are no plans to store motor vehicles at this point in time, and that even if this were to eventuate in the future, the transfer of all new vehicles to the show room (under their own steam) is not the supported method of transfer, rather this would likely occur also by truck.

As such, it is believed that exclusion of this type of cargo is an unnecessary exclusion from the cargos that can be stored on site. It is recommended that a condition or amendment to the OEMP be made to allow this type of project cargo (RORO), however, a requirement may be included requiring all RORO cargo to be transported from the MCSF either by truck or ship.

Yours sincerely

A handwritten signature in black ink, appearing to read "Jack Rixon".

Jack Rixon
Consultant, Aurecon

Attachments

Attachment A – Traffic Impact Assessment Memorandum

Attachment B – Mayfield Concept Plan Bi-Monthly Traffic Management Report