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Submission Marstel Terminal Mayfield

Based on the following background we wish to object to approval being granted and particularly draw attention to the following:-

1 The NPC Concept Plan for the Mayfield site has not been approved.

The Marstel Terminal sits within the NPC Concept plan which has not been approved

We object to a second stage proposal being approved before first stage.

There is not enough information about legal rights of way, obligations of access if Marstel was to be approved before the concept plan.

The terms of the deed of agreement between Marstel and NPC agree that NPC undertake construction of intersections, access ways and services to the Site boundary. Any approvals that would be required for these road works would be sought and obtained by NPC. Marstel is not itself seeking approval for these works as part of this application.

Under a deed of agreement between Marstel and NPC, NPC would provide legal access for Marstel and its contractors to the Site. This provision of access by NPC would include the construction of intersections, access ways and services to the Site boundary, and would form part of NPC's management of the Bulk Liquid Storage Precinct as part of the broader Mayfield Concept Approval Plan. Marstel has been advised that NPC is currently seeking the required approvals to provide this access. Marstel is reliant on NPC to undertake the necessary construction works to provide site access. The predicted impacts of the Facility on the proposed road upgrades

The access road referred to below as not been in any information or documentation by NPC nor was it in Marstel first submission.

We object to not having all relevant information on public display prior to approval

As part of the Mayfield Concept Plan, an access and services corridor has been designated near Bull Street for provision of the necessary infrastructure to the various precincts of the Concept Plan area, including the Bulk Liquids Precinct. It is intended that infrastructure in this corridor would service the proposed facility The Bull St corridor is scheduled to be constructed as part of the initial stage of the Intertrade Industrial Park Development.

We object to any legal obligation by NPC to provide access to the Marstel project prior to the NPC Concept Plan being approved

The existing access at Selwyn Street would be used during the construction phase as the formal connection of the Mayfield Concept Plan area and Ingall Street will be undertaken as part of Stage 1 of the Intertrade Industrial Park. During the operational phase of the Facility, NPC would provide Marstel and its contractors with access to the Site with a permanent road and services access from Ingall Street (refer Figure 5). This would be the only access once the fuel terminal facility is fully operational.

2 There is no Port Master Plan

To comment on this project in the absence of a Port Master Plan and in the absence of an approved Mayfield Concept Plan. There is simply no way a community member can gauge the cumulative impacts.

Noise & Air pollution:

Mayfield East, one of Newcastle's oldest schools (150+ years) occupies the block bordered by Industrial Drive, Ingall Street & Crebert Street. It's a beautiful school with windows we can open and shady trees. The number of Australian native plants is substantial; you can hear the birds sing. Our learning environment is rich and meets the needs of all our children.

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

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

Why was the noise impact assessed for the school at night, the cumulative noise impact of the construction with day time traffic needs to be assessed?

The noise impacts on schools are to be assessed during school hours. As there is not a significant variation in noise levels between the day and night operations, the predicted night time noise levels at the school have been assessed against the school criteria to determine the noise impact.

We object to Marstel using NPC flawed Traffic data from the Concept Plan

A Traffic Impact Assessment has been prepared to accompany this EA (Appendix D), to assess the impacts of the proposal, and recommend measure to reduce impacts to acceptable levels. This TIA demonstrates that acceptable performance criteria for the existing intersections will be met.

Both intersections would operate within the LOS criteria under a standalone project scenario. The industrial Drive / Ingall Street Intersection would operate at a LOS F in 2024 under a Concept Plan 'fully developed' scenario. Traffic modelling has shown that diverting traffic from Ingall to George Street where there is capacity at peak times would result in both intersections meeting LOS criteria. Peak hour truck movements would equate to two trucks

Marstel's own submissions states the uncertainty of traffic modelling for the Concept Plan. Cumulative effect cannot be determined

Interim modelling and management of traffic committed to under the Concept Plan would see any traffic management issues, monitored, identified and addressed as they arise meaning conditions are likely to change from those used in the 2034 modelling. Furthermore, it is likely that other elements of the Concept Plan and/or the Intertrade Industrial Park will trigger changes to traffic management in the future. 2034 modelling makes a number of assumptions about the local road network and annual traffic increases which maybe not be accurate out to 2034. As a rule modelling/forecasting past a ten year horizon (in this case 20+ years) provides less certainty in outcomes.

It is considered that these specific requirements will be addressed in the various management plans and post approval documentation that will need to be prepared and approved prior to the construction and operation of the proposed Marstel Facility

3 The documentation on the NPC web site about the Ports future infrastructure is very limited.

We object to the use of out-dated data and information used from NPC Concept Plan
Mayfield CCC has only met once this is defunct group.

NPC would be responsible for continuing to liaise with the Mayfield CCC to periodically update them on the status of development of the proposed concept and to discuss issues of concern to the community. The proposal will result in positive economic impacts as detailed in Section 19.0 of this report. Potential impacts of the proposal on traffic, air quality and noise are addressed within this report in Sections 13.0, 9.0, and 12.0 respectively. Impacts from these have been shown to be minimal and with appropriate criteria. Through NPC, the proponent will periodically liaise with the Mayfield CCC regarding the status of the development as described in Section 5.0 of this report.

4 Economic Benefits

Marstel will only employ 3 F/T staff, how is this of economic benefit to the community it will impact on.

We need a Master Port Plan with long term objectives with supporting infrastructure, to have a diverse 21st century working port.

Regards
Claire Charles
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