



## ***Correct Planning & Consultation for Mayfield Group***

[www.cpcfm.org](http://www.cpcfm.org)

for the seven new wharfs of Mayfield.

Nicholas Hall

NSW Planning

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Dear Nicholas,

Here is our Submission to oppose approval of an application by Marstel Terminals to construct and operate a Bulk Diesel Tank Farm Terminal on Newcastle Port Corp ( NCP ) Land ( part of the Old BHP Steel works site ), adjacent to Wharf 7 at Mayfield.

### 2011 Planning Tests

What we need from Governments in general, and NSW Planning in particular - in 2011, are tests guiding decisions on development applications etc, that ensure that:

The Community is kept safe;

That the proposed works and business operation result in Zero emissions;

That no poisons, dust, sound, vibrations light etc are allowed to escape into the air, water or ground.

Not achieving these 2011 Planning Tests should lead to a FAIL, and the applicants / proponents should be sent back to the drawing board, and told to start again.

The arguments put by applicants / proponents that the development will be “good for Jobs”; or “good for the Economy”, should not be allowed to overrule the Planning Tests listed above.

We know that, with automation, the creation of large numbers of jobs with new developments is very often a myth, and such claims require very detailed scrutiny.

Scrutiny of the Marstel Jobs claim reveals three permanent full time jobs. For many hours each week, the 24x 7 x 365 day operation will be unmanned; and controlled via video camera from a site in Melbourne. (Or, as one community member said at a Marstel information session: “Melbourne this week – will it be India next week??”.)

The “Good for the economy” claim very often fails to detail “whose economy”.



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The Marstel application should reveal that Marstel is 100% owned by overseas shareholders. Until recently, it has been 100% owned by a New Zealand family. Recently 75% of its shares have been sold to Stolt – Nielson, a Northern Hemisphere Company. So 100% of any after tax profits it makes in Australia has flown to, and will continue to flow. overseas.

Marstel tell us the tank farm is being developed for Shell. Shell is 100% overseas owned.

Shell tell us the transport of their fuel will be in trucks belonging to a selection of 3 transport companies, none of whom are based in Newcastle; and we understand most, if not all drivers will not be Newcastle or Hunter residents.

Whose Economy???

### Cumulative Effects

We know from many enquiries we have made over several years to NSW Planning and other Agencies, that Planning Staff, and staff at other agencies such as Environment Protection Agency, have found it impossible to calculate the cumulative effects of the large number of existing and proposed new developments in and around Newcastle.

We will list some of the problems concerning Cumulative Effects “Knock On” issues arising from the Port Corp Concept Plan and the Marstel Terminals

Our Group – CPCFM, was established in August / Sep 2010 specifically to respond to the NPC Concept Plan for 7 new wharfs, and their associated cargo precincts, on part of the old BHP Lands at Mayfield.

CPCFM now has between 500 and 600 members and supporters, who have consistently told NCP; NSW Planning; Planning Ministers, and other Responsible Ministers of the former Labor Government, and the Current Coalition Government; that they oppose the Concept Plan on many grounds; with the main one being there are no Genuine and Practical Land Transport proposals to carry the vastly increased cargos planned for these 7 new wharfs.

Other agencies, including Newcastle City Council have told NSW Planning that Industrial Drive will fail, if the current proposals are implemented; and have provided other criticisms of the Concept Plan



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The NPC Concept Plan has not been approved, and we and the Community are completely in the dark about how our 170 submissions are being treated by NSW Planning. in weighing up the decision for approval or rejection; or approval, subject to many strict conditions.

The Marstel application is for wharf 7 and adjacent land in the same Concept Plan.

So our objections to, and criticism of the NCP Concept Plan, apply equally to the Marstel Application.

Take one example – The Marstel Application has no proposal for any of the Bulk Diesel to be transported from its Tank farm, other than by road; and indeed, there is also a serious requirement by Marstel for Bio fuels to be transported into its tank farm by road.

In Stage one, estimates of up to 16,000 heavy vehicle movements pa ( B doubles and the like ) have been made – all spewing onto Industrial Highway at a single intersection, being the intersection with Ingall St, Mayfield.

The lands on the North Eastern boundary of this intersection are part of the Play grounds of Mayfield East Public School – which was established in the 1850s, and which has an enrolment of about 200 students in classes K to year 6.

In Community meetings with Marstel, they have told us that in a second stage, they hope to take the throughput of the tank farm up from 300M L to 600M L; and in a possible stage 3 they want to build additional large tanks to add to the capacity , and possibly / probably add petrol to the bulk storage. So maybe the capacity, and the truck movements will be:

|                        |                           |
|------------------------|---------------------------|
| Stage 1 300 M L Diesel | Truck movements 16,000 pa |
|------------------------|---------------------------|

|                        |                           |
|------------------------|---------------------------|
| Stage 2 600 M L Diesel | Truck movements 32,000 pa |
|------------------------|---------------------------|

|                                 |                           |
|---------------------------------|---------------------------|
| Stage 3 900 M L Diesel / Petrol | Truck movements 48,000 pa |
|---------------------------------|---------------------------|

We know there will be serious impacts on residents of Mayfield, and further away on the routes all these trucks take.

These impacts will include Noise, Vibration, Toxic Diesel exhaust fumes; and the real risk of more and more truck accidents on our already very busy, and often choked local roads, arterial roads, bridges, and highways.

So how are these Cumulative Impacts being calculated, and taken into account?



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Marstel tell us they do not want their Truck movements to be looked at, in conjunction with the rest of the activity that could arise from the Port Corp Concept Plan.

Measurement of the Cumulative Impacts of the Marstel Application, against the larger picture of developments in and around the Port of Newcastle is also severely hampered by the total absence of a Newcastle Port Master Plan.

### **Ammonium Nitrate and Diesel are a BAD COMBINATION !!!**

The Orica Plant is only a few hundred metres across the water from the proposed Marstel Fuel Tank Farm.

Orica wants to nearly double its production of Ammonium Nitrate.

Incitec Pivot, adjacent to Orica, currently imports Ammonium Nitrate, and wants to commence making Ammonium Nitrate.

Eastern Star Gas, adjacent to Incitec Pivot, wants to establish a Liquid Gas export facility.

These four businesses, all in close proximity, have the potential for a massive explosion if there is a combination of bad events. Such a Witches Brew could blow up more than half of Newcastle.

The Ammonium Nitrate Factory explosion in Toulouse in France in 2001 killed 31, and registered 3.4 on the Richter scale. This could happen in Newcastle, and the effects would be far worse, as the combined quantities of chemicals in these 4 plants are much greater.

There also additional safety factors to be taken into account.

Hundreds of thousands of Tonnes of Ammonium Nitrate, from the Kooragang Island manufacturing and importation plants, goes up the Hunter Valley to the mines every year, to be used as explosives in the mines. It all travels by road.

Travelling on the same roads are Diesel and Petrol tankers carrying hundreds of Millions of Litres of Combustible and Inflammable fuel. The Marstel Application would add hundreds of millions of litres of additional fuel to the same roads every year.

It is not a matter of **IF**, but only a matter of **WHEN**, before we have an almighty explosion on the very busy, and often choked roads in The Hunter.



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Who is looking at the Cumulative impacts of this??

### **FAIL**

On the facts and projections and likely outcomes from the NCP Master Plan, looked at in conjunction with the Marstel proposal, we say any fair assessment must lead to a FAIL for both.

We say they both should be sent back to the Drawing Board.

### **Request to be able to add to this submission during Jan 2012**

This submission has been prepared in haste, against the backdrop of enormous calls on the time, availability and resources of the Newcastle Community over the last 4 months to respond to a multiplicity of new Planning Proposals; and the very serious consequences of four chemical spills by Orica at the very close Kooragang Island; and the Christmas close down of Schools and businesses.

Accordingly we formally request that we have the opportunity to add to this submission during January 2012, if we need to.

Lodged on behalf of our 500 to 600 Members and supporters by

John L Hayes

For

**Correct Planning & Consultation for Mayfield Group  
Trains not Trucks for the 7 new Mayfield Wharfs**

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