

2nd October 2025

Department of Planning, Housing and
Infrastructure
Attn: Thomas Bertwistle

RE: DA/2025/6864 295 Cormorant Road, Kooragang

Dear Thomas

With reference to the above-mentioned DA and in response to Council's request for further information from the 18th June 2025, please refer to the updated documentation.

This letter has been prepared in association with DA25/6865, associated with the self storage units at 205 Cormorant Road, Kooragang (the site). It has been prepared to provide a response to the submissions received from government agencies and other organizations during the public exhibition period. In accordance with the DPIE State Significant Development Guidelines, the issues raised in the submissions have been categorized as outlined in Table 1 below.

Category of Issue		Summary of Matters Raised
The project	Nil	Nil
Procedural matters	Nil	Nil
Environmental Impacts	Transport and access	Multiple clarifications required
	Stormwater	Updates to plans regarding capacity
	Waste	Detailed plan updates

During the exhibition of this application, a submission was received from the Department of Planning and Environment. Newcastle City, also comment, along with TfNSW and Ausgrid.

In response to these submissions updating documentation and plans listed in Table 2 have been appended to this response package.

Table 2

Document	Consultant
Traffic report	Seca Solutions
Civil Engineering plans	Eclipse Consulting Engineers
Architectural Plans	Brown Commercial Building

Additionally, clarifications and further information has been provided in Table 3 below and are appended to this response.

Table 3

Submission	Response
Newcastle Council	
1. Land Use & Signage The submitted SEE appears to include a contradictory typo:- 'Self- Storage Units best suits the use definition for these units, as they will not be solely used for the purposes of storage. The proposed Characterisation of the proposed units needs to be clarified as, based on the submitted details, appears to be more likely small light industrial units than self-storage units (noting both are permissible). It is additionally queried, if the proposal is for self-storage units why these would require any signage, especially at the size proposed.	The use of self storage units is appropriate for this application, as this is a speculative DA. If a different use is required, further approvals will be sort. As this storage will be for Port Related uses, signage has been considered as useful and will allow the facility to be easy to find and provide visibility from the street.
2. Flood Management The stormwater plans prepared by Eclipse Consulting indicate the proposed buildings floor level will be 4.45m Australian Height Datum (AHD). Surrounding vehicular access and parking areas and associated cut/fill have also been indicated on the stormwater plans. No objections are raised to the proposed building floor levels and surrounding vehicular access and	RLS have been added to the architectural plans

parking area levels as shown on the Eclipse Stormwater plans. It is noted that the architectural plans do not detail the proposed floor levels to AHD on the architectural plans for proposed buildings, surrounding vehicular access and parking areas. Revised architectural plans detailing the AHD levels consistent with the stormwater plans by Eclipse Consulting need to be provided.	
3. Stormwater Management The submitted Stormwater Management Plan (SWMP) is insufficient and it is recommended the applicant provide additional or amended details to address the following: a) The stormwater discharge is proposed to be connected to the existing service station system. The submitted details do not demonstrate that the service station stormwater infrastructure is adequate to service this new proposal. In this regard, the proposal has not provided any information for the existing service station stormwater infrastructure nor has the submission demonstrated if the entire site catchment is being appropriately managed. b) In particular, service stations are required to have specifically designed stormwater catchment with fuel treatment structures for the bowser areas. There are concerns this proposal could directly undermine the existing service station stormwater infrastructure. c) Stormwater reuse has not been considered as part of the proposal. There is an opportunity to capture roof water via rainwater tanks and reuse within the development, particularly to proposed toilets and external landscape and washing. d) The proposed stormwater detention design is a concern. The use of pipes as a detention system is not supported. The stormwater design needs to be amended to be a self-sufficient design providing for full scale detention/retention, WSUD and stormwater reuse. e) The development must be designed to ensure all of its stormwater run-off is fully contained within its portion of the site as any overland flows will directly impact on the existing service station driveway area, hence potentially impact on traffic movement.	An amended stormwater plan has been provided that addresses all concerns.
4. Vehicle Access, Parking and Manoeuvring Management TfNSW The turning plan and traffic report by SECA Solutions indicates use of 8.8m service vehicles (MRV) as the largest expected vehicle to access the	This is a statement.

proposed buildings. The proposed storage buildings will use the existing Shell Service Station driveway on the western side accessed directly from Cormorant Road (which is a State Road) and this driveway is the main entry for the service station for all types of vehicles including fuel delivery trucks (i.e. semi-trailers and heavy rigid vehicles- HRV). TfNSW recently upgraded Cormorant Road with dual lanes and a speed limit of 80Km/hr applies. Typically, TfNSW requires a deceleration lane for these types of developments and speed zones. It is recommended advice of TfNSW be sought on this proposal in terms of traffic impacts, the historic issues associated with the Cormorant Road driveway access for the site and potential need for a deceleration lane.	
Safety and risks Driveway Design/Vehicular Access It is noted the proposal is designed for a 8.8m long Medium Rigid Vehicle (MRV). Entry to the proposed buildings is via the southern accessway and exit via the northern accessway. It appears this provides for traffic as a one-way operation. Concern is raised regarding potential vehicular conflict and safety issues due to the proposed southern entry accessway to the proposed self-storage units being in close proximity to the main entry driveway of the service station at the west side of the frontage via Cormorant Road. Any delays in access at this southern access, such as gate openings and queuing at this gate, will potentially create safety issues on vehicles entering and/or approaching the service station driveway (travelling at 80Km/Hr) due to no available deceleration lane and fast approaching vehicles at the Cormorant Road driveway. It is recommended the impacts at the Cormorant Road driveway be addressed by redesign of the internal access layout. It is suggested the applicant consider using the proposed northern accessway as the entry and southern accessway as the exit (i.e. reversing the direction of flow). This will allow vehicles accessing this proposal to travel further into the site and any access or delay impacts being minimised. Any amended design must demonstrate suitably clear turning paths that do not impact on the operation of the proposed buildings, the existing service station and overall turning movements external and internal to the	See attached traffic response.

site.

Sightlines & Visibility

It is noted the current Cormorant Road entry driveway has clear unrestricted sightlines when approaching the driveway from the west, therefore any queues at the service station, including the entry driveway, are visible from a long distance.

Proposed fencing and landscaping along the Cormorant Road frontage and part of the western boundary will directly impact sightlines to the service station and its entry which could increase safety risks for traffic along Cormorant Road and entering the site.

It is recommended the design either: -

EITHER

i) provide further details addressing these safety concerns and demonstrating how these issues are mitigated, or

ii) be redesigned to minimise impacts on sightline visibility.

Internal Vehicular Access

The turning diagrams for the proposed self-storage units show a medium rigid vehicle (MRV) can travel through the site but no details have been made for parking of these vehicles. It appears that MRV servicing the site are required to park within the common driveway for unloading and this will impact operation of other units and vehicular access through the site which is not acceptable. Further details are required to address this issue with a redesign likely required.

The submitted details do not address vehicular access to the individual units. The size of the proposed roller doors may facilitate access by larger vehicles therefore turning diagrams (entering/exiting) for the largest vehicles intended to access the proposed individual units need to be provided (which may also address the above concern).

Parking

The documentation indicates 1-2 workers at each unit, resulting in a potential 36 staff for the 18 units. The development proposes 15 car parking spaces which may not be adequate for the proposed use. Concern is raised the proposed on-site car parking is not sufficient and may impact on the site operations and further parking impacts offsite. It is noted the design does not include one

dedicated parking space per unit, an issue that could be further exacerbated if the proposed units are Strata-title subdivided.	
Waste Management It is noted waste management is proposed to be via private contractors. The proposal, if subdivided by strata title, would be separately rated under the Business Waste Management Service Charge (BWMSC). This would entitle each unit to 1 x 140 general waste bin per week and CN does not support collection of a large number individual bins from the kerb. In this instance, no clear collection methodology of bins has been indicated inclusive of HRV movements. It is recommended that a bulk waste bin alternative for the site may be an acceptable and that you discuss any potential waste management solutions with David Thomas (Manager Service Delivery - 4974 6046) prior to submitting a revised Waste Management Plan (WMP).	A waste area has been provided, that is a resolution to all issues listed in this commentary.
5. SEPP (Resilience and Hazards) - Hazardous and Offensive Development The proposal has been reviewed and does not include the storage of any dangerous goods, however an assessment of the safety of the proposed development in accordance with SEPP (Resilience and Hazards) addressing the storage of dangerous goods at neighbouring properties to ensure safe operations of the site. While the gas storage at the neighbouring Elgas facility exceeded the initial screening threshold, subsequent hazard analysis determines the societal risk is negligible and the proposal is acceptable. Further assessment against the Hazardous Industry Advisory Paper (HIPAP) No. 10 risk criteria confirmed the risks associated with the Elgas facility do not pose an unacceptable risk to the proposed storage facility and therefore the proposed development is suitable. These conclusions are made on the basis that no dangerous goods are to be stored within development site itself. The Riskcon SEPP (Resilience and Hazards) assessment report recommends that dangerous goods are not to be stored at the storage facility. It is recommended a condition of consent be imposed such as:- During occupation and ongoing use, storage of dangerous goods is prohibited at the premises.	Noted
6. Subdivision Is the proposal intended to be subdivided via	There is currently no intention to strata these units.

Strata title now or into the future? Considering the nature of the proposed development, the proposal should address possible strata title subdivision to avoid potential issues into the future (e.g. parking as discussed above).	
7. Contributions The subject site is within the Newcastle LGA and is subject to CN's Section 7.12 Development Contributions Plan (2022). It is recommended an appropriate condition of consent is imposed which requires the applicant pay a development contribution to Newcastle City Council. The contribution is required to be 1% of the identified Estimated Development Cost (EDC). It is recommended that an Estimated Development Cost report be submitted to confirm the EDC prior to imposition a condition for these contributions.	Noted
TFNSW	
The proposed access arrangement and the internal configuration creates the potential for vehicles entering the subject development to queue on the classified road, causing a safety risk to other road users.	See attached traffic response
Conflicting traffic movements between the proposed development traffic and the types of vehicles accessing the existing service station could inhibit safe egress from the development site.	See attached traffic response
It is noted there are inconsistencies relating to the type of development identified in the architectural plans and the traffic letter. The development presents as a self-storage facility however the addition of wash facilities could change the categorisation of land use to light industry, which has a higher trip generation rate and could exacerbate the abovementioned conflicts.	See attached traffic response
TfNSW recommends further investigation of alternative access arrangements and internal configuration to minimise the risk to the classified road network.	See attached traffic response
DPHI	

Transport and Access 1. The proposal requires exiting vehicles from the storage unit development to utilise the hardstand area adjacent to the heavy vehicle petrol bowzers. The traffic assessment included observations of the existing service station use between 6:30 am–8:30 am and 3:30 pm–5:30 pm. However, only data for the first hour of each observation period has been provided. Please supply the traffic data for the second hour of both the AM and PM peak periods to complete the assessment. 2. The traffic assessment states that there are six bowzers available, however, due to the size of the heavy vehicles utilising the facility, only four can be used simultaneously. The Department notes that the traffic assessment observed approximately two vehicles entering the heavy vehicle bowser area every 15 minutes. Given that heavy vehicles often require more than 15 minutes to refuel, it is likely that all available bowser positions could be occupied simultaneously. Accordingly, the Department holds concerns that this could obstruct the egress path from the development site. Further clarification is required on how this potential conflict will be managed. This should include consideration of alternative egress arrangements or the potential to decommission one bowser lane to enable a dedicated and unobstructed exit for vehicles from the development. 3. It could be expected that users of the self-storage units may use the existing service station and food outlet. Please provide details on how pedestrian access can be safely provided between the proposed development and these existing facilities. 4. Please provide details of any proposed fencing for the development, including the type, height, and location of fencing, and whether any gates are proposed for access to the facility. If gates are proposed, please clarify their operation (e.g. manual or automatic) and how access will be managed for users and emergency services. 5. Several issues relating to access and traffic have been raised by the City of Newcastle Council (Council) and TfNSW. It is requested that each matter is addressed.	See attached traffic response
Stormwater 6. The Department notes Council has raised several concerns relating to how stormwater will be	As noted previously, the stormwater design has been amended.

managed. The Department also requests further information on the capacity of the existing stormwater system to accommodate the additional runoff generated by the development.	
Waste 7. While it is acknowledged locations for waste storage have been provided, it is unclear where the designated bin collection area is to be located. Please provide details on where bins will be collected, noting changes may be required due to Council's advice.	See above for previous waste comments.
Ausgrid	
Clearance to 'As Constructed' Development may not be Compliant The Developer is required to submit an overhead powerline clearance report (to Ausgrid) to be completed by an authorised ASP3 overhead designer. The ASP3 report must contain plan and elevation views of all overhead powerlines within 5 metres of the proposed development clearly indicating the location of the overhead powerlines in relation to the proposed construction works.	The building height has been reduced on building 1 to allow for compliance to be achieved.
Supply Of Electricity It is recommended for the developer to engage an electrical consultant/contractor to complete an Connection Application via https://www.ausgrid.com.au/Connections/Get-connected "Connection Application – Large, Multiple and Remote Connections" for the connection of the opposed development to the adjacent electricity network infrastructure. An assessment will be carried out based on the information provided which may include whether or not the existing network can support the expected electrical load of the development. For some developments, a substation may be required on-site. If an upgrade to the electricity network is necessary, the timeframe between the submission of the connection application and availability to connect the development will vary and may be exposed to a lengthy design and construction period. The submission of the Connection Application will allow us to begin planning and processing the connection and hopefully minimise any delays.	Noted.
Proximity to Existing Network Assets During Construction	Noted.

There are existing private 33kV overhead electricity network assets adjacent to the development. Workcover Code of Practice 2006 – Work Near Overhead Powerlines outlines the minimum safety separation requirements between these mains / poles to structures within the development throughout the construction process. It is a statutory requirement that these distances be maintained throughout construction. If standard construction and scaffolding practices are employed, there may be insufficient clearance for scaffolding to be erected adjacent to the live mains, necessitating a power isolation to proceed. It is recommended that the developer should email Ausgrid at servicesupport@ausgrid.com.au with potential compliance issues regarding the relevant Workcover Code of Practice 2006 – Work Near Overhead Powerlines at their earliest convenience.	
Private Overhead Powerlines Private 33kV overhead mains are located along the western boundary of the development site. The owner of this network (Boral Cement) must be consulted to obtain approval for any works proposed adjacent to their infrastructure. Further consultation will be required during the construction phase to confirm clearance requirements and, if necessary, to negotiate a power outage.	Noted.
Existing Electricity Easements A title search of the development site should be completed to check for existing electricity easements. If easements are present, Ausgrid or the owner of the easement must assess the proposed activity within the easement. Please direct the developer to Ausgrid's website, www.ausgrid.com.au to download our "Living with Electricity Easements" brochure.	Noted- no easements for electricity.
Avoid planting any vegetation that is likely to impact on the Ausgrid network mains or the adjacent private mains, do not plant trees directly under powerlines, this is to reduce the need for future trimming. Plant trees at least five metres away from powerlines or a distance equal to its mature height. We have a list of species appropriate for planting near the network available at https://www.ausgrid.com.au/-/media/Documents/In-your-community/Councils/Suitable-Planting-Species.pdf	Noted.

If you require any further information to assist with the assessment of this application, please don't hesitate to contact us.

Regards,

Wayne Brown

Director

Brown Commercial Building Pty Ltd