

## Scoping Report

### Proposed Industrial Development – Lot 152 Raven Street, Kooragang

#### Proponent

Port of Newcastle (PON)

#### Site

Lot 152 DPI202468 – Known as L152 Raven Street, Kooragang

#### LGA

City of Newcastle

#### Site Qualities

The site has an approximate area of 1994Ha. It is vacant, flat and has no vegetation. A 20-metre-wide right of carriageway (ROC) runs along the western boundary which burdens the site and benefits the land at the rear (Lot 1 DP775775 - Port Waratah coal operations). The subdivision pattern in the immediate area is best described as disjointed and as a result Lot 152 has a driveway handle which will result in the development being setback from the immediate street frontage. Raven Street is owned and managed by PON. The site is not affected by heritage or mine subsidence.

Surrounding development is largely industrial in nature. Development to the north consists of Port Waratah coal operations, which involves the stockpiling of coal for transfer by a conveyor network to a nominated wharf for loading onto ships for export. The site itself has previously been used for the general storage of materials.



Figure 1: Extract of the deposited plan showing Lot 152 with a 20metre wide ROC, shown as (A).



Figure 2: Aerial photo of the locality with the proposed development site identified as Lot 152 (source: Six Maps)





Figure 3: The site when viewed from Raven Street looking north. The boundary with Lot 151 is the fence line to the left. (source: Google Maps).



Figure 4: The site is in the background when viewed from Curlew Street looking west (source: Google Maps).





Figure 5: Development to the east of the development site (source: Google Maps).



Figure 6: Intersection of Curlew Street and Raven Street with the site to the left (red truck) (source: Google Maps).





Figure 7: View of Raven Street looking east with the intersection of Curlew Street (source: Google Maps).



Figure 8: View of Raven Street looking west with the intersection of Curlew Street in the right foreground (source: Google Maps).

## Proposed Development

The proposed development consists of:

1. Construction of a two unit industrial/warehouse building with ancillary offices:
  - Unit One 1323sqm with a 200sqm office and 27 parking spaces.
  - Unit Two 1372sqm with a 100sqm office and 17 parking spaces.
2. Driveways and manoeuvring areas suitable for semi-trailers.
3. Landscaping and fencing.

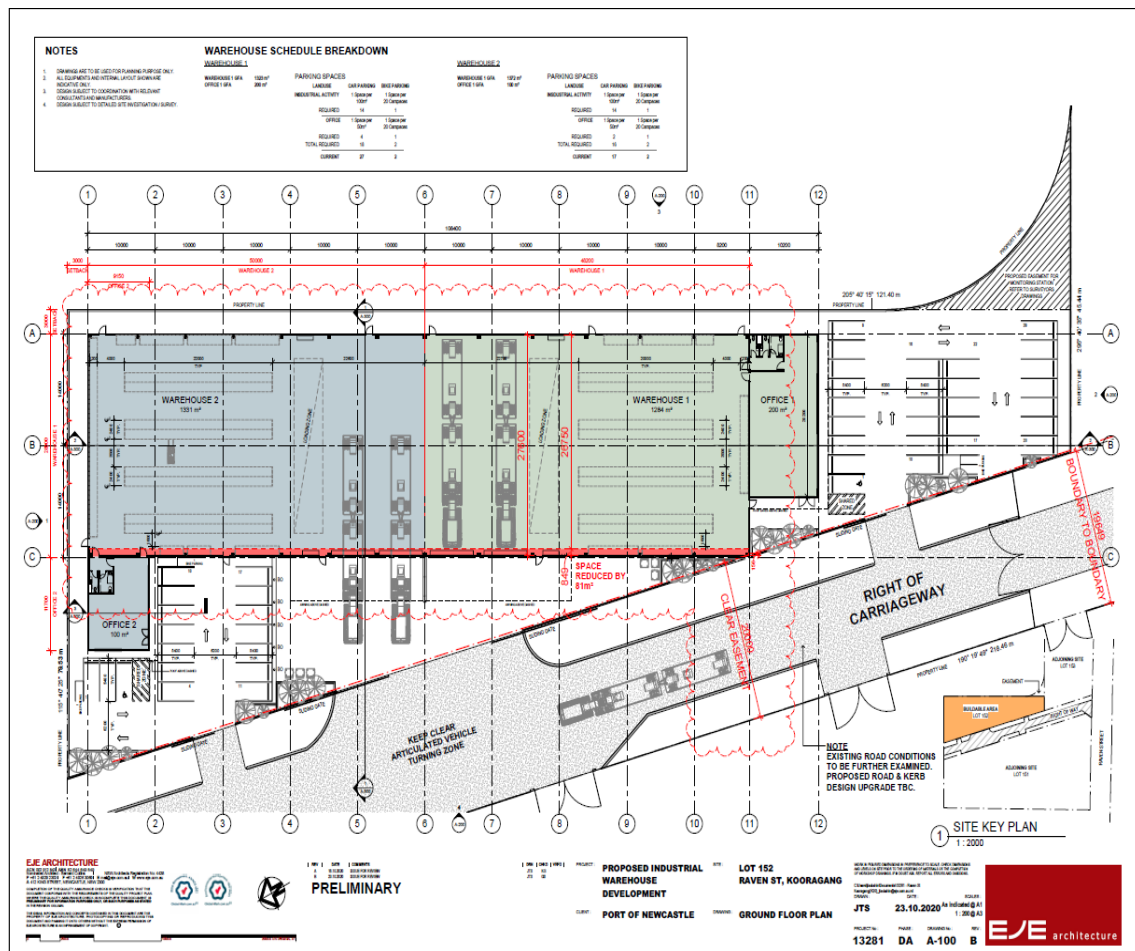


Figure 9: Concept Site Plan

## Applicable Planning Policies

### State Environmental Planning Policy (Three Ports) 2013

#### Zoning

The site is located within the mapped Lease Area of State Environmental Planning Policy (Three Ports) 2013 and zoned SPI: Special Activities.

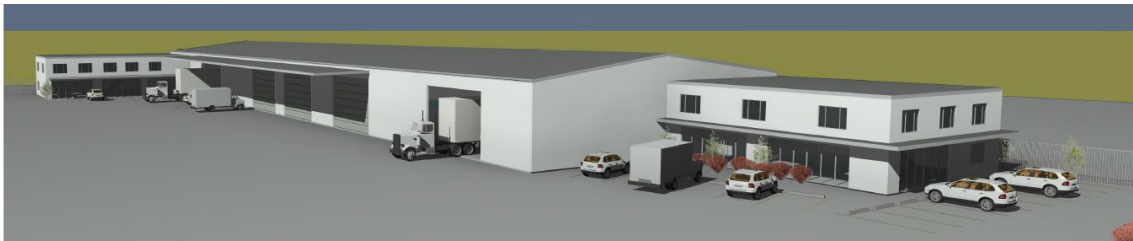


Figure 10: Concept plan showing the potential external appearance of the development (EJE Architecture).

### ***Permissibility***

Under the Land Use Table of the Three Ports SEPP, industrial and warehousing uses are permissible in the SPI Zone with development consent (as they are not listed as being prohibited). At this stage, the specific industrial or warehouse use or uses for the site have not been identified, this will be subject to tenant arrangements.

### ***Consent Authority***

Under clause 8(a) of the Three Ports SEPP the Minister is the consent authority for development in the Lease Area.

### ***State Environmental Planning Policy No. 55 – Remediation of Land (1998)***

Given the previous uses of the site and surrounding sites, a contamination report will be prepared for the development application.

**Note:** Newcastle LEP and DCP does not apply to the site given it is located in the Three Ports SEPP Lease Area. No height or FSR controls apply. Regard has been given in the design to the DCP (e.g. carparking, stormwater, vehicle manoeuvring and landscaping), together with the qualities of the existing and future built form.

### ***Integrated Development***

No integrated development approvals are triggered by the proposed development.

### ***Planning Considerations***

#### ***Potential impacts on surrounding land uses in the locality***

Consideration has been given in the design to accommodate the ROC to provide access to Port Waratah site. Power poles in the immediate locality will be removed in the first quarter of 2021 with servicing being placed underground. It is considered given the qualities of the existing surrounding uses that the proposed development will not detract in an operational or aesthetic sense.

#### ***Traffic generation***

A traffic report is being prepared and will be submitted as part of the development application. It is considered that sufficient capacity exists within the road network to accommodate and manage the increase in traffic which will be generated by the development.

**Consultation**

Prior to lodgement of the development application, PON will be consulting with the City of Newcastle Council and Port of Newcastle Lessor Pty Limited.

**PON Contact**

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