

Correct Planning and Consultation for Mayfield

CPCFM wishes to lodge a submission to the following project:-

Carrington Engine House alterations and additions including access ramp and concrete slab

Project Details

PAN-221510

Consent authority's ID number DA22/6312

Address

106 Bourke Street Carrington 2294

Type of development

Demolition, Other

Type of application

Development Application

Exhibition start - end date

31/05/2022 - 11/07/2022

Consent Authority

Consent authority name

Independent Planning Commission

Correct Planning and Consultation for Mayfield views the building and its precinct as a very important feature in a key strategic location within the Port of Newcastle.

The massive and very striking historic building lends itself to a high level of adaptive reuse featuring strongly in tourism and industrial heritage.

CPCFM believes the building should become the cruise terminal and multi-purpose function center. Features of the building and precinct could include:-

- a glass floor with sub floor lighting to preserve the amazing metal grid and plant lay out
- A moving footway from the building to the channel berth (cruise berth)

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- A 1/50 scale hydraulic model of the original layout
- External Café and toilet block
- Landscaping, car parks, coach parking and signage.
- Maybe a walking trail to Tippler Bridge could be an added feature.

Despite the importance and implications of the works proposed in the DA the Community Liaison Group of the Port of Newcastle has not been consulted.

CPCFM is unaware of other organisations that have lodged a submission. We feel this is due to the lack of awareness about the project.

It is CPCFM's view that works on the building should not be carried out simply to make the structure safe, prevent further decoration and or to be "doing something"

CPCFM believes that it is very important that this historic building and a serious relic of early "port automation and mechanization" is part of the modern day port activity in a key area of the Port.

The building needs to include as many of the original features as possible. For that reason the grid floor should be maintained and with modern lighting capabilities be made a feature.

The building needs to be connected to other key features nearby. These include the Cruise Terminal, Tippler Bridge and the Basin wharfs. A moving footway from the Cruise Berth to the Pump House could enable the building to be used as the Cruise Terminal building, function centre and serious point of interest to be discovered as visitors and tourists move about.

The moving footway and associated walking paths will provide safe and controlled ways for people to move about a dynamic section of our working harbour.

In conclusion the works on the pump house should assist in developing a highly desirable tourism item that will have a long life, have a degree of viability and importantly provide a unique experience.

CPCFM apologises for the lateness of this submission and trust that our views can be accommodated.

Rick Banyard 8 8 2022

Research Officer CPCFM

For and on behalf of John L Hayes Convenor CPCFM

About Correct Planning and Consultation for Mayfield (CPCFM)

Origin

Our Community group - **Correct Planning and Consultation for Mayfield (CPCFM)** was established in 2010 to consider the **Newcastle Port Corp's** Application to NSW Planning for approval of **The Mayfield Concept Plan**, which included a proposed Container Terminal for 1,000,000 containers pa.

Principles

Our 500+ members and supporters were in favour, but only on condition that the vast bulk of containers were carried on Rail.

Detailed study of the Application Documents revealed the transport arrangements were for 60% containers on Road and 40% on Rail.

Further analysis concluded that would involve about 1,440,000 trucks pa entering and leaving Industrial Drive at just one intersection of Industrial Drive and George Street; and that would lead to total "gridlock" of Industrial Drive.

Newcastle City Council and the **Dept of Roads and Maritime** agreed with that conclusion.

Background

Eventually - The Mayfield Concept Plan (MCP) set the design for the ex BHP site to be developed in precincts with fuel being the first.

For the Container precinct container numbers were to be restricted to 350,000 teu pa, and other conditions were attached.

No Container Terminal has ever been built and in 2014 the port was leased to the Port of Newcastle.

Current Position

CPCFM has maintained a continuing watching brief on the various Container Terminal Plans - as announced since 2010; and other developments within the boundaries of The Mayfield Concept Plan.

We have regularly asked the new lessee of the port – the **Port of Newcastle**, for details of their plans.

The PoN's public statements say they want to develop a Container Terminal to handle 2,500,000 containers pa.

Involvement

Our Convenor – John L Hayes, and Research Officer – Rick Banyard, are members of the Community Panels of the following six organisations;

Port of Newcastle (PoN); Port Waratah Coal Services (PWCS); Newcastle Coal Infrastructure Group (NCIG); Orica; Stolthaven Fuels; Koppers; Rick Banyard is a member of the EPA convened Newcastle Community Consultation Committee for the Environment (NCCCe).

CPCFM plays an active role on many Planning issues in Newcastle and the Hunter, and collaborates with many other community groups on such issues.