

12 August 2025

P2817A BC Cormorant Road Response to RFIs

Brown Commercial Building
P O Box 596
East Maitland NSW 2323

Attn: Caitlin O'Brien

Dear Caitlin,

Proposed Self-Storage Units, 295 Cormorant Road, Kooragang Island, NSW

Further to your correspondence and our discussions, we have reviewed the request for further information provided for the proposed self-storage units to be located at 295 Cormorant Road, Kooragang.

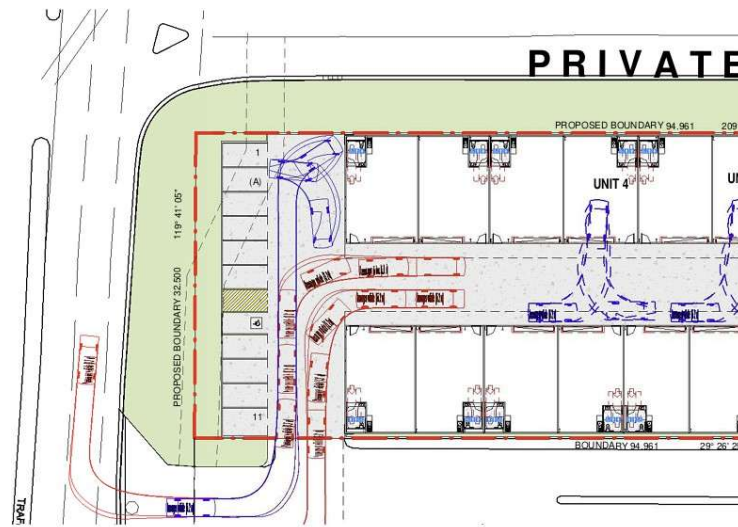
The following letter has been provided in response to items raised by the Department of Planning, Transport for NSW and City of Newcastle Council. The relevant items and response are following:

Department of Planning Comments

Responses

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.	Attachment B
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.	Refer amended plans for change in egress location. (Attachment A)
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.	The total site, including the self-storage units, operate as a shared area allowing the movement of pedestrians throughout the site including from the units. Pedestrians move between all different elements including parked cars, fuel pumps, vacuums, convenience store and food outlets creating desire lines that suit.
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.	No fencing or gates are proposed for the front or balance of the site allowing unimpeded access into the site without delays for gates to open.

Transport for NSW Comment	Responses
1.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.	The entry into the subject site has been designed to allow for unimpeded entry. The parking spaces closest to the entry have been widened to support efficient entry from a single movement. As a worst case the swept paths prepared for the project (below) demonstrate that should a vehicle need to slow or prop while a vehicle completes this parking manoeuvre it will not impede a vehicle entering the petrol station reducing the potential for a queue on the classified road. SHOULD AN ENTERING MRV ENCOUNTER A VEHICLE REVERSE PARKING INTO SPACE 1 THERE IS SUFFICIENT SPACE FOR THE MRV TO WAIT & NOT OBSTRUCT ENTRY TO THE DEVELOPMENT FOR OTHER VEHICLES 
2. 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.	Refer amended plans with egress to occur at the southern driveway as recommended by Council.
3. 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.	It is unclear what this comment relates to. The car wash is an existing approved use on the overall site.
4. TfNSW recommends further investigation of alternative access arrangements and internal configuration to minimise the risk to the classified road network.	The existing access arrangements and internal configuration has been reviewed in the context of this statement and potential risk of queues that may impact the classified road. The modified plan (Attachment A) demonstrates the safe movement of vehicles into and out of the self-storage unit site. Entry is left turn into the site with the entry wide enough to allow two vehicles to pass.



2 Vehicle Turning 2
1 : 350

The parking spaces closest to the entry have also been widened to facilitate easy entry to reduce delays.

City of Newcastle Comments

1. 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.

Responses

The site has been designed with no gate at the entry to ensure unimpeded entry into the site. As detailed above typical entry of vehicles into the petrol station can occur with the swept paths (TfNSW 1 above) demonstrating a vehicle could prop at the entry to the unit site without impacting these movements. The parking near the entry has been widened to facilitate easy entry/reduced manoeuvring into these spaces.

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 site.	Modifications to the design are unable to allow for this alternate approach for entry and exit movements.
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) ii) provide further details addressing these safety concerns and demonstrating how these issues are mitigated, or be redesigned to minimise impacts on sightline visibility.	No fence is proposed across the site frontage. This will maintain existing lines of sight for approaching motorists to see across the site which is well set back from the carriageway. The boundary fence will be reduced in height or be open in design from the front corner to the beginning of the carpark area within the site. This will enhance forward visibility to the site access for a driver to anticipate motorists entering the service station or the subject site.
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).	Refer updated plans.

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.

The Newcastle DCP does not provide a parking rate for self storage units. Applying the rates outlined in the updated (2022) Parking and Traffic Study undertaken by Stantec for the Self Storage Association of Australasia between 5 and 7 parking spaces is applicable.

Benchmarking this against the DCP rate for warehousing or industrial units (1 space per 200m² / 1 space per 100m² GFA or 1 space per 2 staff, whichever is the greater) would require between 6 and 12 spaces given there are no regular staff on site, except potentially a manager.

15 spaces are provided which exceed these requirements and ensure all parking can be contained on site.

Parking /loading has also been designated within individual units.

We trust that the above satisfies the various requests for further information.

Should there be any further queries please feel free to contact our office on 4032 7979,

Yours sincerely,



Cathy Thomas

Director

Attach:

A-Updated plans including swept paths

B-Traffic data at site entry

Attachment A – Updated plans and swept paths

Attachment B – Traffic Counts at site entry

Turn Count Summary

Location: at Cormorant Road, Kooragang

GPS Coordinates:

Date: 2024-10-24

Day of week: Thursday

Weather: Sunny

Analyst: ST

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:25	0	0	0	0	0	0	0	0	0	6	110	0	116
06:30	0	0	0	0	0	0	0	0	0	20	319	0	339
06:45	0	0	0	0	0	0	0	0	0	17	330	0	347
07:00	0	0	0	0	0	0	0	0	0	16	391	0	407
07:15	0	0	0	0	0	0	0	0	0	21	368	0	389
07:30	0	0	0	0	0	0	0	0	0	17	339	0	356
07:45	0	0	0	0	0	0	0	0	0	8	251	0	259
08:00	0	0	0	0	0	0	0	0	0	15	316	0	331
08:15	0	0	0	0	0	0	0	0	0	9	268	0	277
08:30	0	0	0	0	0	0	0	0	0	10	245	0	255
08:45	0	0	0	0	0	0	0	0	0	18	255	0	273
09:00	0	0	0	0	0	0	0	0	0	14	166	0	180
09:15	0	0	0	0	0	0	0	0	0	20	247	0	267

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
06:25	0	0	0	0	0	0	0	0	0	5	105	0	110
06:30	0	0	0	0	0	0	0	0	0	18	295	0	313
06:45	0	0	0	0	0	0	0	0	0	13	313	0	326
07:00	0	0	0	0	0	0	0	0	0	14	363	0	377
07:15	0	0	0	0	0	0	0	0	0	19	350	0	369
07:30	0	0	0	0	0	0	0	0	0	16	322	0	338
07:45	0	0	0	0	0	0	0	0	0	6	242	0	248
08:00	0	0	0	0	0	0	0	0	0	14	301	0	315
08:15	0	0	0	0	0	0	0	0	0	9	248	0	257
08:30	0	0	0	0	0	0	0	0	0	8	223	0	231
08:45	0	0	0	0	0	0	0	0	0	16	228	0	244
09:00	0	0	0	0	0	0	0	0	0	13	152	0	165
09:15	0	0	0	0	0	0	0	0	0	19	230	0	249

Trucks traffic

	SouthBound			Westbound			Northbound			Eastbound			
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Intersection Peak Hour

06:45 - 07:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	0	0	0	71	1428	0	1499
Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.91	0.00	0.92
Approach Factor	0.00			0.00			0.00			0.92			

Peak Hour Vehicle Summary

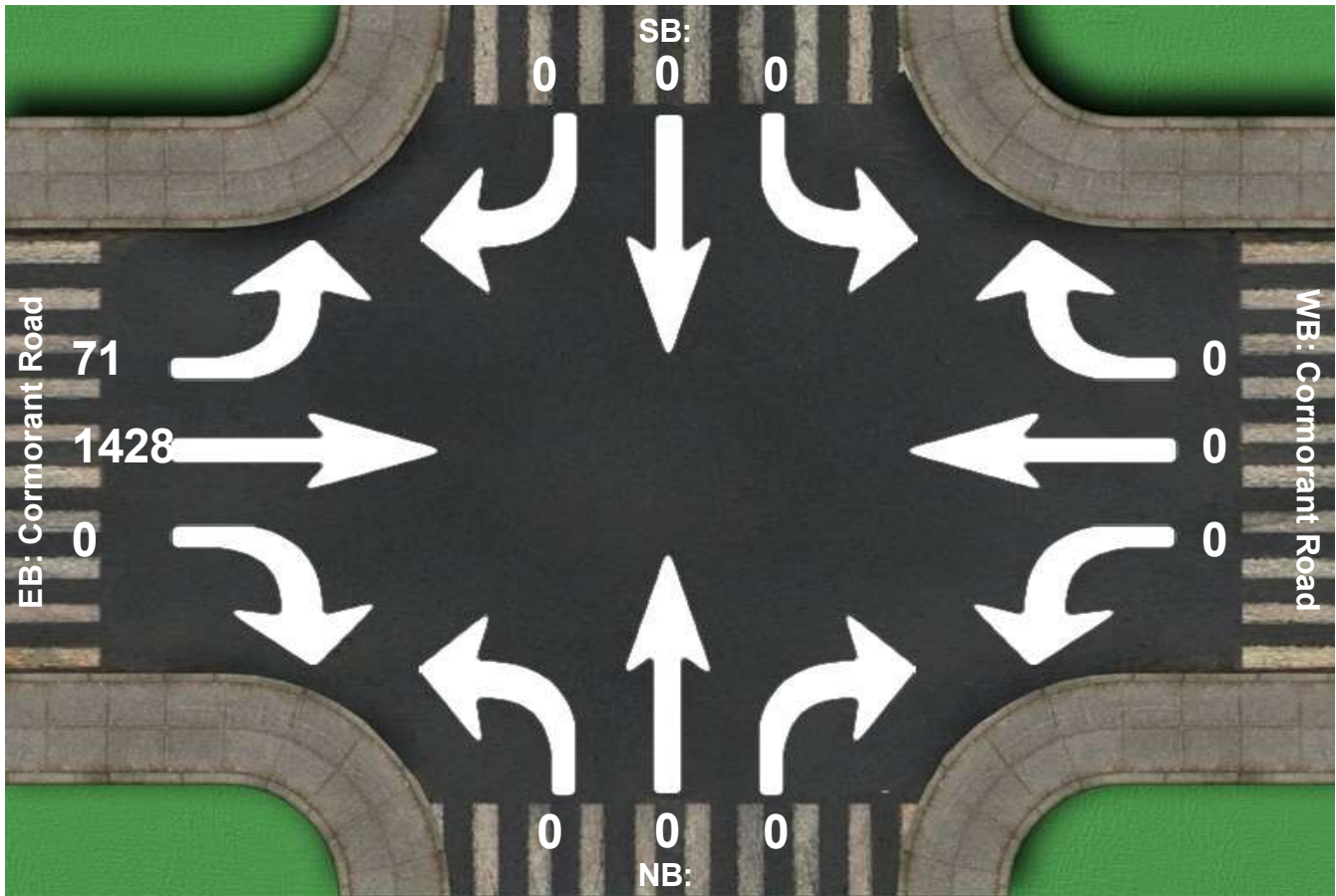
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Peak Hour Pedestrians

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Intersection Peak Hour

Location: at Cormorant Road, Kooragang
GPS Coordinates:
Date: 2024-10-24
Day of week: Thursday
Weather: Sunny
Analyst: ST



Intersection Peak Hour

06:45 - 07:45

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	0	0	0	71	1428	0	1499
Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.91	0.00	0.92
Approach Factor	0.00			0.00			0.00			0.92			

Turn Count Summary

Location: at Cormorant Road, Kooragang
GPS Coordinates: Lat=-32.883695, Lon=151.761549
Date: 2024-10-24
Day of week: Thursday
Weather: Cloudy But Bright
Analyst: ST

Total vehicle traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:27	0	0	0	0	0	0	0	0	0	5	64	0	69
15:30	0	0	0	0	0	0	0	0	0	21	453	0	474
15:45	0	0	0	0	0	0	0	0	0	17	435	0	452
16:00	0	0	0	0	0	0	0	0	0	23	416	0	439
16:15	0	0	0	0	0	0	0	0	0	13	423	0	436
16:30	0	0	0	0	0	0	0	0	0	19	362	0	381
16:45	0	0	0	0	0	0	0	0	0	15	364	0	379
17:00	0	0	0	0	0	0	0	0	0	19	275	0	294
17:15	0	0	0	0	0	0	0	0	0	9	341	0	350
17:30	0	0	0	0	0	0	0	0	0	16	317	0	333
17:45	0	0	0	0	0	0	0	0	0	17	226	0	243
18:00	0	0	0	0	0	0	0	0	0	0	1	0	1

Car traffic

Interval starts	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
15:27	0	0	0	0	0	0	0	0	0	5	63	0	68
15:30	0	0	0	0	0	0	0	0	0	21	433	0	454
15:45	0	0	0	0	0	0	0	0	0	15	426	0	441
16:00	0	0	0	0	0	0	0	0	0	23	408	0	431
16:15	0	0	0	0	0	0	0	0	0	13	415	0	428

Intersection Peak Hour

15:30 - 16:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	0	0	0	74	1727	0	1801
Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.95	0.00	0.95
Approach Factor	0.00			0.00			0.00			0.95			

Peak Hour Vehicle Summary

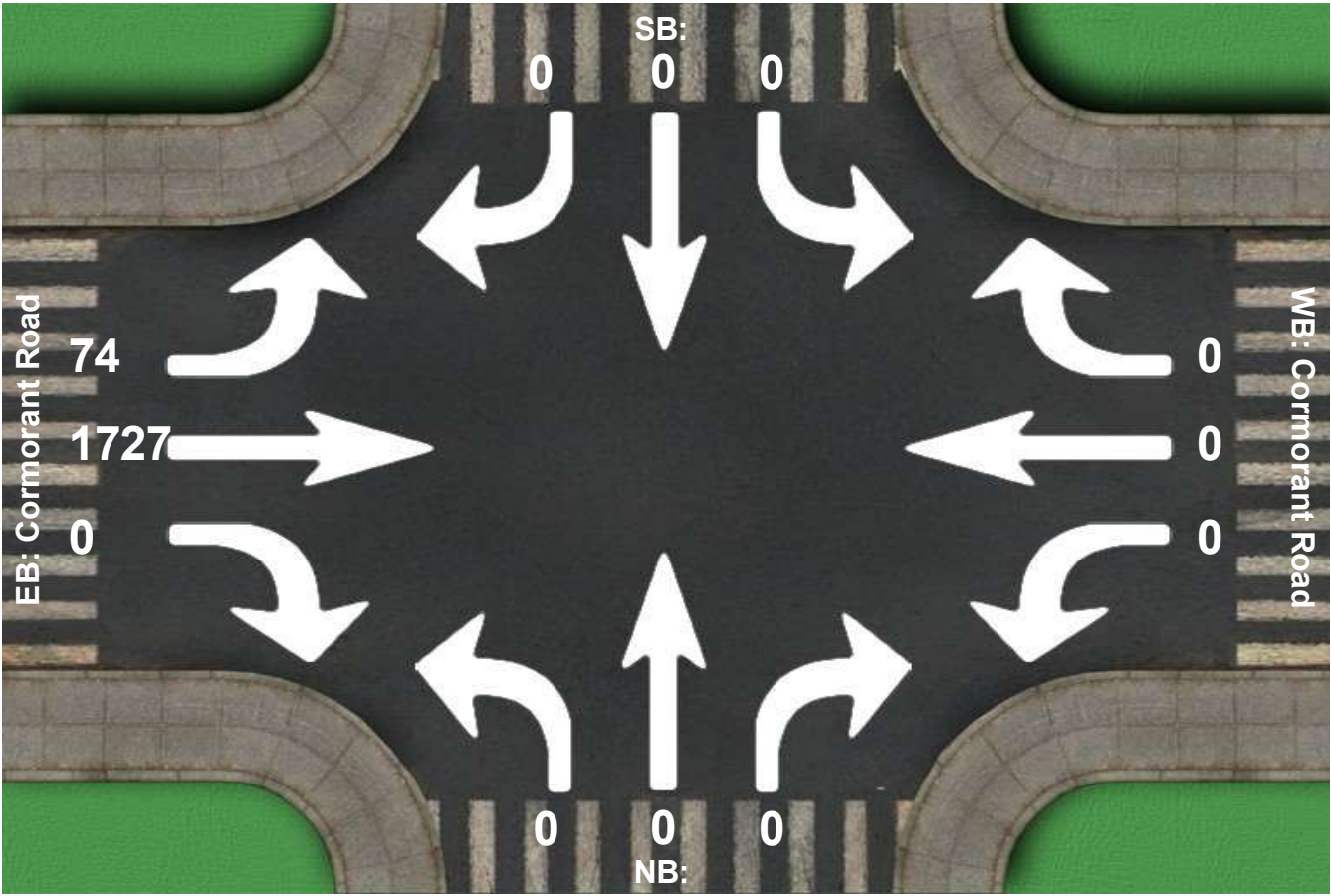
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Peak Hour Pedestrians

[illegible]

Intersection Peak Hour

Location: at Cormorant Road, Kooragang
GPS Coordinates: Lat=-32.883695, Lon=151.761549
Date: 2024-10-24
Day of week: Thursday
Weather: Cloudy But Bright
Analyst: ST



Intersection Peak Hour

15:30 - 16:30

	SouthBound			Westbound			Northbound			Eastbound			Total
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	
Vehicle Total	0	0	0	0	0	0	0	0	0	74	1727	0	1801
Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.80	0.95	0.00	0.95
Approach Factor	0.00			0.00			0.00			0.95			