

6 March 2025

Deana Burn
Development Assessment and Systems
Department of Planning, Housing and Infrastructure

Reply via Major Projects portal: <https://majorprojects.planningportal.nsw.gov.au/>

Dear Deana Burn

HUNTER CENTRAL LOGISTICS ESTATE - (SSD-64738258) - 1134 JOHN RENSHAW DRIVE BLACK HILL

I refer to the Department of Planning, Housing and Infrastructure's (DPHI's) request of 5 February 2025 via the NSW Major Projects portal. It invites City of Newcastle (CN) to provide advice on the Environmental Impact Statement (EIS) for the State Significant Development Application (SSD-64738258) for a proposed industrial development known as the Hunter Central Logistics Estate (HCLE).

CN reviewed the EIS prepared by Barr Planning (Dec 2024) and recommends the applicant (PPIP Pty Ltd) is required to address the following matters.

1. Strategy Planning

CN notes the EIS has not addressed CN's Local Strategic Planning Statement (LSPS) (Updated 2021). The LSPS identifies Beresfield-Black Hill as a catalyst area which is ideally positioned to be a leading freight and logistics hub and includes a job target of 800 additional jobs by 2036. CN considers the proposal consistent with the land use planning vision of the LSPS.

2. Social Planning

The Social Impact Assessment (SIA) identifies the social impacts of the development on the surrounding community, with proportional mitigations and measures recommended to address them. CN supports the development applying the full list of recommendations and mitigations in the conclusion of the SIA (p72) (Appendix G23).

The SIA does not assess the demand for, availability and projected future need of social infrastructure required to support it. The HCLE shares its eastern site boundary with CN's Beresfield - Black Hill Catalyst Area. The proposal has the potential to increase demand for a range of social infrastructure in the Newcastle local government area (LGA).

CN recommends the applicant be required to provide a social infrastructure needs assessment of demand and nexus associated with the development. Planning agreements and joint development contributions plans can support social infrastructure delivery. We note the SIA incorrectly quotes pre-DA advice (p37), this should be addressed. CN's advice to Barr Planning of 27 May 2024 states:

"Input from Social Planning will be limited given the proposed development is not within the Newcastle LGA. Some potential however may exist for social impacts to extend beyond the subdivision footprint including possibly affecting land in the Newcastle Local Government Area."

3. Hydrology

CN notes the Flood Impact Report (Appendix G19) includes hydrologic and hydraulic flood modelling. We have not assessed this thoroughly and consider this DPHI's responsibility as the assessing authority. We note the report concludes:

"Flood impact analysis that compared pre and post development conditions was undertaken and found that decreased/neutral flood levels and flows are expected for areas surrounding the HCLE, with no adverse impacts to existing properties."

The flood modelling does not include Stage 2 of the HCLE or consider the changes to catchment conditions and flood mitigation works completed in association with the recently constructed Stage 1 (DA2020/01497), or future approved Stages 2-7 of the Black Hill Industrial Estate (BHIE) (DA2021/01256). This development is at 198 Lenaghans Drive, Black Hill to the east of the subject site boundary in the Newcastle LGA.

CN recommend modelling be sufficiently representative of existing and future conditions to enable DPHI to be satisfied the flood mitigation works associated with Stage 1 are adequate for the anticipated flood impacts and/or mitigation works for the combined effect of both industrial/logistic sites across both Cessnock and Newcastle LGA's.

4. Traffic Impact Assessment

CN notes the Traffic Impact Assessment (TIA) report (Appendix G21) includes road network macrosimulation modelling. We have not assessed the veracity of the modelling and outcomes in the report as this considered DPHI's responsibility. The TIA will be subject to scrutiny by Transport for NSW (TfNSW) as all existing external roads to the site are classified State Roads. We note Stage 1 of the HCLE does not have any internal road connectivity with the BHIE. We also note Stage 2 of the development is likely to include interconnecting roads but does not form part of the current development and the EIS.

The TIA recommends several road upgrades to the state road network. Some of these overlap with or replicate road improvements identified as necessary to support the BHIE. We note the adequacy of the recommended road upgrades and coordination of approvals and timing for construction of these off site works will be to the requirements of TfNSW.

Thank you for the opportunity to provide comment on the EIS. We request the applicant is required to provide additional information to address the above matters. CN would appreciate the opportunity to review any Submissions Report provided by the applicant in response to these matters.

If you have any questions about matters raised in this letter, please contact Geof Mansfield, Principal Development Officer (Planning) on 02 4974 2767 or on gmansfield@ncc.nsw.gov.au.

Yours faithfully,



Shane Cahill

CITY SIGNIFICANT AND STRATEGIC PLANNING MANAGER