

27 August 2026

Ms Ingrid Berzins
Senior Planning Officer
Department of Planning, Housing and Infrastructure
4 Parramatta Square
12 Darcy Street
Parramatta NSW 2150

Dear Ingrid,

SSI-82049456 - Newcastle Logistics Precinct - Intertrade Project, Letter of Support and Requested Mitigation Refinements

1.0 Introduction

Port of Newcastle Operations Pty Limited (PON) welcomes the opportunity to provide comments on the Environmental Impact Statement (EIS) for the Newcastle Logistics Precinct, Intertrade Project (Project) (SSI-82049456).

PON supports the Project and recognises its strategic role in facilitating the efficient receipt, storage and movement of renewable energy infrastructure through the Port of Newcastle and supporting delivery of New South Wales' renewable energy transition.

The Project's location adjacent to Mayfield 4 Berth provides significant strategic and logistical advantages. It also creates direct interfaces with PON-controlled roads, drainage infrastructure, remediation systems, Port land and infrastructure subject to existing planning and environmental approvals.

PON has reviewed the EIS and supporting technical assessments regarding matters that may directly, indirectly or cumulatively affect Port infrastructure, operations, existing approval obligations and the future development of the Mayfield precinct. Following that review, and constructive discussions with EnergyCo, PON considers that, subject to the matters identified in this submission, the EIS generally provides an appropriate basis for assessment of the Project and supports the proposal progressing through the planning approval process.

The recommendations in this submission are targeted to those matters where the Project relies upon or directly interfaces with PON-controlled infrastructure, land, environmental management systems or Port operations. PON requests that these matters be addressed through refinement of the proposed mitigation measures and appropriate post-approval consultation arrangements.

As the Project progresses through detailed design, construction and operation, it will be important that project-generated impacts, mitigation requirements or ongoing management obligations do not compromise existing Port operations or adversely affect PON-controlled assets, and that responsibilities arising from the Project remain appropriately allocated to the relevant responsible entity. PON's requested consultation is intended to be proportionate and limited to matters that materially interface with PON-controlled land, infrastructure, operations or existing approval obligations, and is not intended to duplicate statutory approval or project governance processes.

PON appreciates the constructive engagement undertaken by EnergyCo to date and considers that the matters identified below can be efficiently addressed through continued collaborative engagement as the Project progresses.

2.0 Key Interface Matters

2.1 Traffic and Access

PON does not object in principle to the Project's forecast construction and operational traffic. However, PON considers that a number of cumulative and operational interfaces between Project traffic, existing and reasonably foreseeable Port activities, Mayfield 4 Berth, shared roads and rail crossings would benefit from further refinement. These matters require targeted consultation and management as the Project's construction staging and operating arrangements are further developed.

The Project will, however, rely upon infrastructure that also supports existing and future Port activities, including Steel Works Road, internal Port roads, rail crossings and the connection between the Project and Mayfield 4 Berth. These interfaces require coordinated management to maintain safe and reliable access for PON, Port tenants and other users, particularly during construction works and oversize overmass (OSOM) movements.

PON notes that mitigation measure T1 requires the Construction Traffic Management Sub-plan to be prepared in consultation with relevant road authorities. As PON controls infrastructure that will be used or potentially affected by Project traffic, the measure should expressly provide for consultation with PON where the sub-plan addresses Port roads, rail crossings, tenant access or emergency movements, including cumulative construction impacts on those interfaces.

PON also notes that mitigation measure T5 is identified in the EIS as addressing coordination with PON for works on Steel Works Road; however, the operative wording currently identifies coordination with the Mayfield Industrial Estate Association. PON requests that T5 be amended to expressly require coordination with PON, including in relation to construction staging, notification, traffic management and continuity of access to Port facilities and users.

Mitigation measure T8 already provides for communication and scheduling protocols to be agreed with PON and InfraBuild for OSOM movements at the Selwyn Street level crossings and operational access road. PON considers that this provides an appropriate mechanism and should be expanded to address the broader operational interface between Mayfield 4 Berth and the Project, including OSOM and other relevant freight movements, scheduling, queuing, rail-crossing interactions and emergency access.

Mitigation measure T9 should also require consultation with PON where OSOM movements use PON-controlled roads or infrastructure, in addition to the existing National Heavy Vehicle Regulator and Transport for NSW requirements.

These refinements would provide an appropriate framework for managing the Project's reliance on Port infrastructure without unnecessarily duplicating existing traffic management processes.

2.2 Flooding, Drainage and Water Quality

PON notes that the proposed flood and drainage arrangements have a direct interface with existing Port access routes, drainage infrastructure and flood pathways within the Mayfield precinct.

The EIS identifies existing flood constraints along Steel Works Road and recognises the role of the southern Project precinct in accommodating flood storage and overland flow. Project stormwater also ultimately interfaces with tidal drainage channels forming part of the broader Port drainage system.

Given these physical interfaces, final levels, storage configurations, drainage infrastructure and flood management arrangements should be designed and verified so that the Project does not materially worsen flood behaviour, impede existing overland flow or flood-storage functions, adversely affect PON-controlled drainage infrastructure, or unnecessarily compromise access to Mayfield 4 Berth and the broader Port precinct.

PON therefore requests that mitigation measure SWF1 be refined to require consultation with PON when preparing construction flood-response procedures and the operational Flood Emergency Management Sub-plan where those arrangements relate to Port roads, Mayfield 4 Berth access, PON-controlled infrastructure or overland-flow paths extending across Port land.

Mitigation measure SWF2 should similarly provide for consultation with PON where drainage isolation, spill response or management of incident runoff has the potential to affect PON-controlled drainage infrastructure, Port land or premises managed under existing PON approvals, environmental licences or environmental management obligations.

PON also requests that final-design verification confirm that finished levels, drainage infrastructure and operational storage layouts will not result in a material adverse change to:

- flood levels, velocities or hazard affecting Port land or infrastructure;
- existing flood-storage or conveyance functions;
- access to Mayfield 4 Berth or other critical Port infrastructure; or
- the operational performance of affected Port drainage infrastructure, including the tidal drainage channels identified in the EIS.

Where detailed design results in a material departure from the flood or drainage assumptions assessed in the EIS, updated modelling should be undertaken to demonstrate that the resulting impacts remain acceptable.

Where Project discharges interface with Port drainage infrastructure or may affect PON's existing approval, licence or environmental management obligations, the final design and relevant operational management plans should identify fit-for-purpose water-quality monitoring, reporting and incident-response arrangements. These arrangements should be developed in consultation with PON before operations commence.

2.3 Contamination and Remediation Interfaces

PON's principal interest is ensuring that Project works do not compromise existing remediation infrastructure or environmental management systems, and that responsibilities arising from disturbance undertaken for the Project remain clearly allocated.

The Project interfaces with areas managed under PON's existing contaminated-site management arrangements, including the Port Lands Contaminated Site Management Plan. Works may involve disturbance of capping, contaminated material, drainage infrastructure, monitoring infrastructure or other components of existing remediation systems.

Where such infrastructure has the potential to be disturbed, PON considers that the applicable Work Management Procedure should be developed in consultation with PON and clearly address the protection, management and reinstatement of affected assets and remediation systems.

PON's consultation role should be limited to matters affecting PON land, assets, access, existing remediation systems and reinstatement requirements. It would complement, and not displace, the independent review and acceptance functions of the EPA-accredited Site Auditor.

Following completion of relevant works, affected remediation infrastructure should be verified as having been reinstated in accordance with the applicable Contaminated Site Management Plan, relevant design and verification requirements and, where applicable, the requirements of an EPA-accredited Site Auditor.

Unexpected contamination encountered during works should also trigger notification and consultation with PON where it may affect PON land, drainage infrastructure, remediation systems or other Port assets.

Long-term responsibilities for monitoring, maintenance and management of remediation infrastructure affected by the Project should be clearly identified. Project-generated monitoring, remediation, maintenance or reinstatement obligations should remain clearly allocated to the relevant responsible entity.

2.4 Port Interface, Emergency Management and Post-Approval Governance

PON notes that implementation of several EIS commitments will occur through detailed design and the subsequent preparation of Construction Environmental Management Plans, Operational Environmental Management Plans and associated sub-plans.

This is an appropriate approach for matters that depend upon the final Project design or operating arrangements. However, where those documents address activities that rely upon or may materially affect PON-controlled land, infrastructure, Port operations or existing environmental obligations, PON should be expressly identified as a relevant consultation party.

The Project has a particular operational relationship with Mayfield 4 Berth and interfaces with infrastructure and environmental controls managed within the broader framework of DA 293-08-00, EPL 13181, MP09_0096 (Mayfield Concept Plan) and DA 8137 (as modified), together with any other relevant PON approvals, licences and environmental management instruments. These approvals do not necessarily regulate the Project itself. However, the Project should operate in a manner that does not compromise PON's ability to comply with existing approval and licence obligations or adversely affect infrastructure relied upon by those approved activities.

PON therefore supports the establishment of a Port Interface Management Framework identifying those locations and activities where the Project relies upon or may affect PON land, infrastructure, approvals or environmental management systems. The framework may be implemented through the OEMP and associated sub-plans or another mutually agreed coordination mechanism involving PON and EnergyCo, if required. The framework should establish relevant roles and responsibilities for access management, operational coordination, environmental monitoring, incident response, asset protection and communication.

This framework should focus on genuine Project-Port interfaces and is not intended to alter the existing allocation of responsibility for PON approvals or environmental licences between PON and EnergyCo.

PON also considers that the Project's emergency-management arrangements should recognise the operational interface with the Port. Mitigation measure HAZ01 currently provides for development of the Project's Emergency Management Plan in consultation with Fire and Rescue NSW. PON does not seek to alter or duplicate the emergency-response role of Fire and Rescue NSW. However, consultation with PON should also occur where emergency-response arrangements may affect Port land, PON-controlled roads, access to Mayfield 4 Berth or adjoining Port operations.

An ongoing EnergyCo-PON coordination mechanism should also be maintained during detailed design, construction and operation to provide a practical means of addressing infrastructure interfaces, material changes in operating arrangements and emerging cumulative issues.

2.5 Recommended Mitigation Refinements

PON has identified a limited number of targeted refinements to the mitigation framework that would strengthen management of the Project's interface with Port infrastructure, operations and existing environmental obligations. The recommended refinements are provided in Attachment A.

PON requests that EnergyCo address the matters identified in Attachment A through its Response to Submissions and, where accepted, incorporate the relevant refinements into the final mitigation measures and post-approval management framework.

PON considers that these matters can appropriately be addressed through EnergyCo's Response to Submissions and the subsequent detailed-design and post-approval management framework, with any approval conditions to be considered by the Department as appropriate.

3.0 Agency Referral Information

PON would welcome continued coordination with EnergyCo where substantive requirements arising from agency referral responses may materially affect PON-controlled roads, drainage infrastructure, Port land, existing PON approvals or environmental licences, or other shared infrastructure within the Mayfield precinct.

This would enable any consequential Project-Port interfaces arising from agency requirements to be identified and resolved with EnergyCo through the assessment or subsequent detailed-design process.

4.0 Conclusion

PON reiterates its support for the Newcastle Logistics Precinct and recognises the important role the Project can play in supporting renewable-energy supply chains and the broader energy-transition objectives of New South Wales.

PON considers that, **subject to the matters identified in this submission**, the EIS generally provides an appropriate basis for assessment of the Project. The recommendations contained in this submission are targeted refinements intended to ensure that the Project can be delivered and operated while protecting existing Port infrastructure, maintaining operational continuity and appropriately managing interfaces with PON's existing planning and environmental obligations.

PON welcomes the constructive engagement undertaken by EnergyCo to date and looks forward to continuing that collaborative approach with EnergyCo and the Department through detailed design, post-approval planning, construction and operation.

If you have any questions regarding this submission, please contact Keiran Fleming, Head of Planning, Development and Transactions.

Yours sincerely



Geraldine Bourgairel
Chief Planning, Strategy & Commercial Officer



Glen Hayward
Chief Marine and Operations Officer

Attachment A - Port of Newcastle Recommended Mitigation Refinements

Theme	Reference	Recommended Refinement
Traffic and Access	T1 - Road and traffic management	Require the Construction Traffic Management Sub-plan to be prepared in consultation with PON where construction traffic arrangements may affect PON-controlled roads, rail crossings, Port or tenant access, cumulative construction activity or emergency vehicle movements.
Traffic and Access	T5 - Coordination for works on Steel Works Road	Amend the operative wording of T5 to expressly require coordination with PON for construction works affecting Steel Works Road and the operational access road, including construction staging, notification protocols, traffic management arrangements and maintenance of safe and reliable access to Port facilities and users.
Traffic and Access	T8 - Operational traffic movements to/from Mayfield 4 Berth	Expand the communication and scheduling protocols required under T8 to address relevant freight and OSOM movements between Mayfield 4 Berth and the Newcastle Logistics Precinct, including scheduling, queuing, interaction with rail crossings, emergency access and coordination with other Port users.
Traffic and Access	T9 - OSOM vehicle access	Require consultation with PON, in addition to the existing National Heavy Vehicle Regulator and Transport for NSW requirements, where OSOM movements use PON-controlled roads or infrastructure.
Flooding, Drainage and Water Quality	SWF1 - Flood risks to people and property	Require consultation with PON during preparation of construction flood response procedures and the operational Flood Emergency Management Sub-plan where flood response or evacuation arrangements may affect PON-controlled roads, access to Mayfield 4 Berth, Port infrastructure or overland-flow paths extending across Port land.
Flooding, Drainage and Water Quality	SWF2 - Impacts to water quality due to storage	Require consultation with PON where drainage isolation measures, spill response activities or management of incident runoff may affect PON-controlled drainage infrastructure, Port land or premises subject to existing PON approvals, environmental licences or environmental management obligations.
Flooding, Drainage and Water Quality	New / expanded commitment - detailed design verification	Prior to construction of relevant permanent works, verify final levels, drainage infrastructure and storage layouts and demonstrate that the final design will not result in a material adverse change to flood levels, velocities or hazard affecting Port land; existing flood-storage or conveyance functions; PON-controlled drainage assets; or access to Mayfield 4 Berth and other critical Port infrastructure. Where detailed design materially departs from the assumptions assessed in the EIS, undertake additional flood or drainage modelling sufficient to demonstrate that resulting impacts remain acceptable.
Flooding, Drainage and Water Quality	New / expanded commitment - drainage system interface	Confirm that the final drainage design and proposed discharges will not materially adversely affect the hydraulic or operational performance of affected Port drainage infrastructure, including the tidal drainage channels identified in the EIS as forming part of the broader Port drainage system. Consultation with PON should inform this verification where Project drainage interfaces with PON-controlled assets.
Flooding, Drainage and Water Quality	New/expanded commitment - water-quality interface	Where Project discharges interface with Port drainage infrastructure or may affect PON's existing approval, licence or environmental management obligations, the final design and relevant operational management plans are to identify fit-for-purpose water-quality monitoring, reporting and incident-response arrangements. These

Theme	Reference	Recommended Refinement
		arrangements are to be developed in consultation with PON before operations commence.
Contamination and Port Asset Interfaces	CS2 - Port Lands Work Management Procedure	Require the Port Lands Work Management Procedure to be prepared in consultation with PON and to address disturbance of existing caps, management of contaminated material, protection of PON and remediation assets, reinstatement requirements and applicable verification arrangements. Consultation with PON is limited to matters affecting PON land, assets, access and reinstatement requirements and does not displace the independent role of the EPA-accredited Site Auditor.
Contamination and Port Asset Interfaces	CS2 – Post-construction verification	Require post-construction verification demonstrating that remediation infrastructure disturbed, removed or modified by the Project has been appropriately reinstated in accordance with the Port Lands Contaminated Site Management Plan, applicable design and verification requirements and any relevant requirements of an EPA-accredited Site Auditor.
Contamination and Port Asset Interfaces	CS3 – Unexpected contamination	Require notification and consultation with PON where unexpected contamination encountered during Project works has the potential to affect PON land, PON-controlled drainage infrastructure, existing remediation systems or other Port assets.
Port Interface, Emergency Management and Governance	HAZ01 – Emergency Management Plan	Require consultation with PON during preparation of the Emergency Management Plan where Project emergency response arrangements may affect PON land, PON-controlled roads, access to Mayfield 4 Berth or adjoining Port operations. This consultation is to complement, and not replace, the existing requirement for consultation with Fire and Rescue NSW.
Port Interface, Emergency Management and Governance	New commitment – Port Interface Management Framework	Establish a Port Interface Management Framework identifying where Project activities rely upon or may affect PON-controlled land, infrastructure or environmental management systems, including relevant interfaces with infrastructure or activities managed within the framework of DA 293-08-00, EPL 13181, MP09_0096 and DA 8137 (as modified), together with any other relevant PON approvals, licences and environmental-management instrument. The framework should establish relevant roles and responsibilities for access management, operational coordination, environmental monitoring, incident response, asset protection and communication protocols. The framework is not intended to alter the existing allocation of responsibilities between PON and EnergyCo for their respective approvals and environmental licences.
Port Interface, Emergency Management and Governance	New overarching commitment – post-approval consultation	Where a CEMP, OEMP or associated management sub-plan addresses activities that may materially affect PON-controlled land, infrastructure, Port operations or PON's existing environmental obligations, the relevant document is to be prepared in consultation with PON, with the outcomes of consultation appropriately documented.
Port Interface, Emergency Management and Governance	New commitment – ongoing coordination	Maintain an ongoing EnergyCo-PON coordination mechanism during detailed design, construction and operation to facilitate timely communication and management of Port infrastructure interfaces, material operational changes, incident response interfaces and relevant cumulative impacts.