

Assessment of landscape and visual impacts

Newcastle Logistics Precinct

Environmental Impact Statement | Fact Sheet | July 2026

The Newcastle Logistics Precinct will provide storage and logistics capability needed to transport large renewable energy components to Renewable Energy Zones across NSW, supporting the state's transition to renewable energy.



Artist impression of Newcastle Logistics Precinct. Indicative only.

Overview

Construction and operation of the Newcastle Logistics Precinct is expected to have a low impact on residential views or the landscape character of the area.

This is due a combination of contextual factors including existing vegetation growing along Industrial Drive, the height of existing buildings and port and industrial infrastructure, and the site's location within an existing heavy industrial area.

The existing environment

The project site is within the Port of Newcastle and is separated from nearby residential areas by Industrial Drive. The project's EIS assessed landscape and visual characteristics and sensitivities from two landscape character zones consisting of:

- Port of Newcastle, including the Hunter River harbour and land based-industrial uses associated with the harbour
- Residential areas of Mayfield East, Mayfield, Tighes Hill, Maryville and Carrington.



Landscape character impacts

The landscape character assessment considered the compatibility of the project, once operational, with the existing daytime and night-time character of the site. Landscape character is defined as ‘the combined quality of built, natural and cultural aspects which make up an area and provide its unique sense of place’ (Transport for NSW, 2023).

Considering the existing working Port and residential character zones, the project is expected to have a **negligible to low level of impact** because:

- No new permanent or tall buildings will be built. The new staff amenity buildings will likely be single storey and demountable
- While mobile cranes and reach stackers will be used in operations up to 50 metres in height, they will be stay within the characteristics of the heavy industrial zone
- The project site will be used for open-air, temporary storage
- The components stored will be large (maximum of ten metres high) but will generally be lower in height than the nearest buildings and trees
- Existing trees including screening vegetation along Industrial Drive, will mostly be retained. Around 80 trees have been identified for removal with this number expected to reduce through detailed design. Any screening trees removed will be replaced.
- The large vehicles operating from the project site will be consistent with traffic in the area, though the volume of night-time oversize, overmass movements will increase along Industrial Drive
- The level of lighting is consistent with surrounding industrial uses and light spill from the project site will be screened by trees along Industrial Drive and comply with the Australian standard to control the effects of outdoor lighting.

Visual amenity impacts

The following representative viewpoints were assessed to determine how the project is seen from surrounding publicly accessible locations. The viewpoints on Industrial Drive provide the closest public view and viewpoints from Crebert and Bull streets represent the views from residential areas.

- View north and east from Industrial Drive (located around 390 metres from the project site)
- View east from Industrial Drive (located around 650 metres from the project site)
- View from Crebert Street (located around 120 metres from the project site)
- View from Bull Street (located around 1.4 kilometres from the project site)
- View from Delprat Cottage (adjoins the project site)
- View from Selwyn Street, near southern access point.

The project is expected to have a negligible to low impacts because:

- During construction, a relatively small portion of site activity would be visible from key viewpoints points
- During operations, in views where the site is visible, the infrastructure will not be visually prominent, and it will be generally consistent with the characteristics of the existing view.

For more information, please refer to *Chapter 16: Landscape and visual* of the EIS.

Contact us

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