

## Preliminary Environmental Assessment

**Property:**

15ha site within Lot 14 DP 207961, Lot E DP 388733  
and Lot 14 DP 1091199  
Freeway North Business Park, Beresfield

**Development:**

Proposed warehouse & distribution centre

**Client:**

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# 1.0 Introduction

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## 1.1 INTRODUCTION

ADW Johnson Pty Limited has been commissioned by ALDI Foods Pty Ltd to assist in the development of a warehouse and distribution centre on land within the Freeway North Business Park at Beresfield, NSW.

We are of the view that the project satisfies the criteria for a 'Major Development' under the *State Environmental Planning Policy (Major Development) 2005*. If this is the Minister's view, ALDI Foods Pty Ltd understand that the Minister will be the assessment and consent authority for the whole project under Part 3A of the *Environmental Planning and Assessment Act 1979* (the 'Act').

We seek formal confirmation (Clause 6 opinion) that the Minister agrees that the project is a 'Major Development'. Assuming the Minister agrees that the proposal is a 'Major Development', we also seek the Director-General's Requirements for the project.

## 2.0 Proposed Development

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### 2.1 THE PROPOSAL & PRELIMINARY CONCEPT PLAN

The proposal is for the construction of a warehouse and distribution centre, including the following:

- Ambient Warehouse – 36400m<sup>2</sup>
- Cool House Area - 12100m<sup>2</sup>  
Including:
  - Chocolate Storage
  - Cold Handling
  - Cool Room / Chiller
  - Freezer
- Office Area – 4255m<sup>2</sup>
- Plant Room – 1883m<sup>2</sup>
- Refuse Area – 736m<sup>2</sup>
- Pump Room / Sprinkler Tank – 321m<sup>2</sup>
- Truck Wash / Refuelling Area – 362m<sup>2</sup>
- Gatehouse – 22m<sup>2</sup>

**Total building area = 56079m<sup>2</sup>**

- The proposal will include 18 'goods in' docks, 25 'goods out' docks, 17 'coolhouse' docks, plus 5 future 'coolhouse' docks, and an area for future expansion of approximately 11400m<sup>2</sup>.
- The maximum building height is likely to be approximately 16m.
- The building will operate 24 hours per day, 7 days per week and 365 days per year.
- The proposal will also include 300 car parking spaces.
- The buildings operations will employ approximately 300 people.

The preliminary concept plan prepared by Woodhead is included in **Appendix A**.

The ALDI development will also necessitate an amendment to the recent subdivision approval including minor amendments to the lot layout, internal road network as well as the staging of the subdivision.

## 3.0 Overview of the Site & Locality

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### 3.1 RECENT SUBDIVISION APPROVAL (90 LOTS)

A Concept Plan and Project Application for the Freeway North Business Park and 90 lot subdivision, with associated infrastructure, was approved by the Minister for Planning on the 29<sup>th</sup> September, 2008 (06\_0199). Refer to the approved subdivision plan located at **Appendix B**.

The approved 90 Lot Torrens Title subdivision comprises 4 stages. Lots generally range from 1720m<sup>2</sup> to 2.08ha. Two lots have been created for the purpose of drainage reserves and environmental land that are 16.33ha (northwest portion of the site) and 13.5ha (southern portion of the site). These two lots will be dedicated to Council.

Two entry points to the site will be created from Weakleys Drive as part of the approved subdivision. One involves the construction of a two lane round-a-bout on Weakleys Drive, and one will be a left-in / left-out intersection further south of the round-a-bout. The current land owners are in the process of completing detailed engineering designs to be lodged with, and approved by the RTA. Construction will commence once approval has been obtained from the RTA.

In reviewing the Environmental Assessment Report and the Director-General's Environmental Assessment Report the environmental issues addressed as part of the subdivision include the following:

- Vegetation removal (flora and fauna);
- Aboriginal archaeology;
- Contamination;
- Traffic – including external roadworks;
- Stormwater and flooding; and
- Bulk earthworks.

The ALDI development will necessitate an amendment to the recent subdivision approval including an amendment to the staging of the subdivision.

### 3.2 PROPERTY DESCRIPTION

The land that is the subject of the previous concept plan and project application approval (06\_0199) is described as Lot 14 DP 1091199, Lot E DP 388733 and Lot 14 DP 207961, Freeway North Business Park, Beresfield. The site is owned by Hunter Land Pty Ltd.

The proposed “development site” that is the subject of this Preliminary Environmental Assessment has an area of approximately 15 hectares, straddles stages 1, 3 and 4 of the approved subdivision layout (refer to

approved subdivision plan at **Appendix B**), and is understood to be located across all or part of Lots 18, 19, 20-26, 49-63, 66-68, 71, and 86-88 (refer to plans at **Appendix C** showing proposed development site over approved subdivision plan).

### 3.3 LOCALITY

The 15ha development site is located at the northern end of the F3 Freeway and southern end of the New England Highway, to the west of Weakleys Drive, within the Freeway North Business Park, Beresfield.

The locality of the site is shown in the following figures.



Figure 1: Locality Plan – Regional Context.

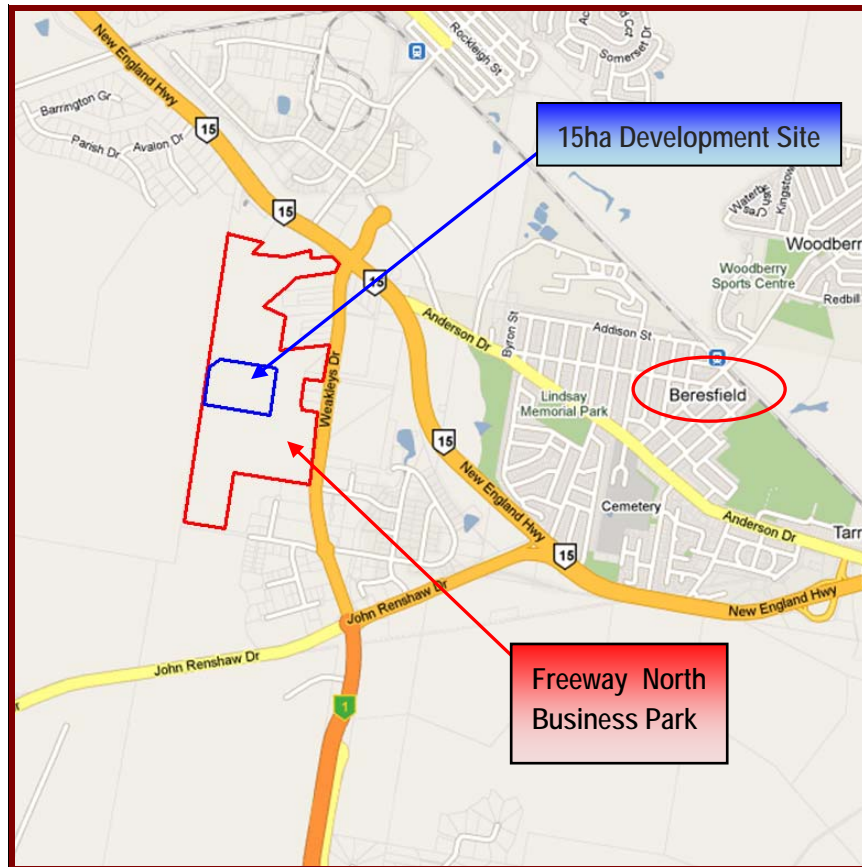


Figure 2: Locality Plan – Beresfield Context.

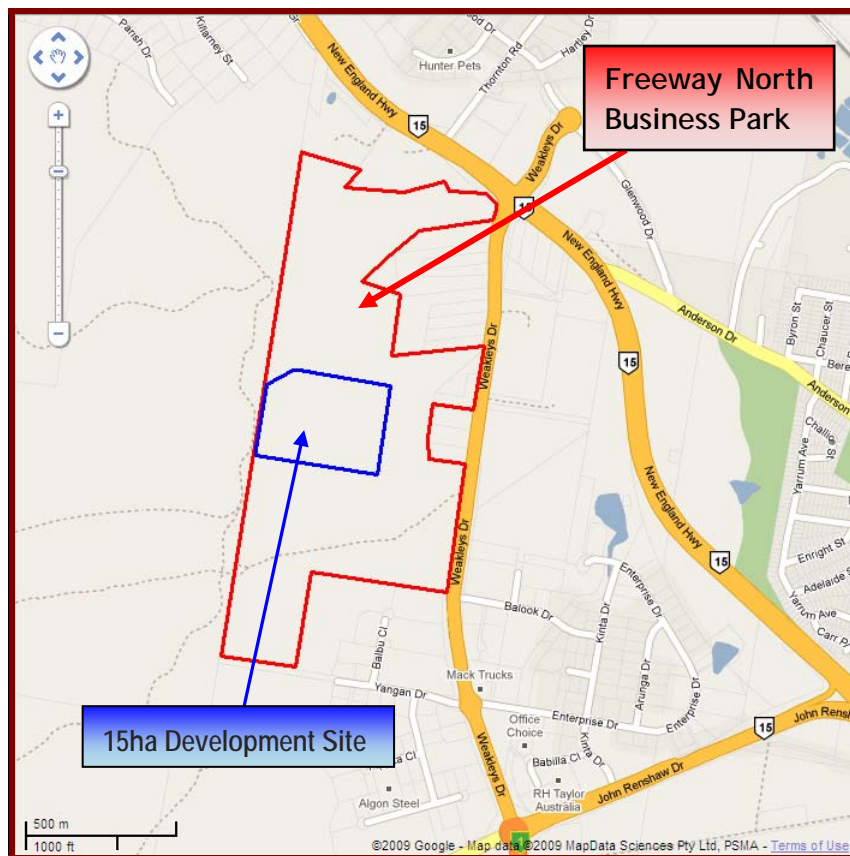


Figure 3: Locality of site.

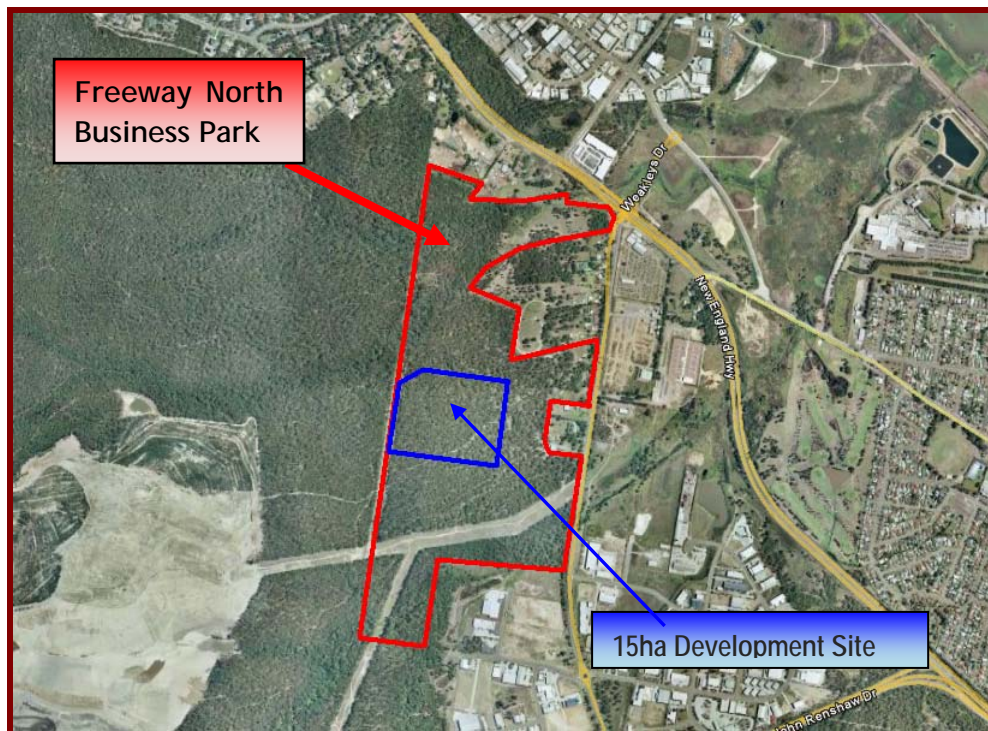


Figure 4: Aerial photo of site.

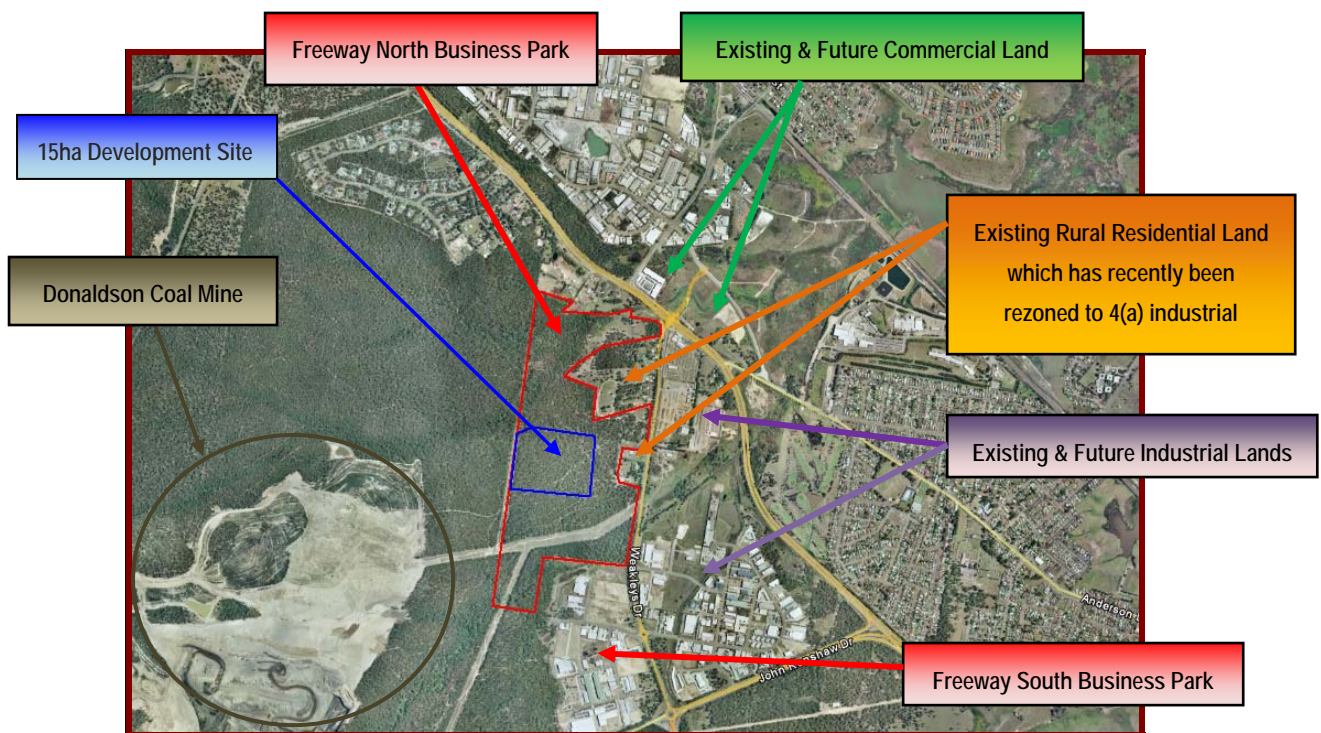


Figure 5: Aerial photo of site.

### 3.4 CURRENT USES ON THE 15HA DEVELOPMENT SITE

The 15ha development site is vacant land, and is currently heavily vegetated, however the site will be cleared of vegetation as part of the subdivision works. The aerial photographs on page 8 show the site.

### 3.5 ADJOINING LANDS

The surrounding land uses include existing and future industrial / commercial land.

The New England Highway lies to the north of the site. Vacant and cleared land is located to the northeast of the site, whilst land to the northwest contains bushland. Land to the North of the New England Highway contains the existing 110ha Thornton Industrial Estate and vacant land that will accommodate further commercial / industrial uses.

The site is bound to the east by Weakleys Drive, and beyond Weakleys Drive is a car wreckers, Koppers timber facility, new commercial / industrial developments and an Energy Australia work compound, part of which has recently been developed into a substation. Existing rural residential development is located adjacent to the site along the western side of Weakleys Drive. This land has been rezoned 4(a) and will change over time.

Land to the south contains the existing Freeway Business Park and bushland to the south east. A proposed industrial area identified in the Lower Hunter Regional Strategy is located to the south of John Renshaw Drive.

Land to the west contains existing bushland which forms a buffer between the site and Donaldson Coal Mine to the southwest and is identified as Environment Protection lands under the Maitland LEP 1993.

Donaldson Coal Mine is located approximately 350m to the southwest of the subject site (refer to **Figure 5** above).

### 3.6 TOPOGRAPHY & DRAINAGE

The Business Park site is characterised by a ridge running in a north east direction across the southern half of the site. The site slopes down to Scotch Dairy creek and the north east corner on the northern side of the ridge and down to Weakleys Flat Creek and Weakleys Drive on the southern side of the ridge. The site rises moderately in the far northwest corner.

### 3.7 VEGETATION & THREATENED SPECIES

The 15 ha site is currently covered by vegetation. The site will be cleared as part of the bulk earth works associated with the 90 lot subdivision approved by the Minister. The aerial photos (**Figures 4 & 5**) of the site show the extent of current vegetation within the site.

### 3.8 ACCESS AND ROAD NETWORK

#### 3.8.1 Access

Access to the proposed site of the warehouse and distribution centre will be via Road 1 off Weakleys Drive. Access to the site for cars will be via an entry/exit driveway off Road 1, and the

main access for trucks will be via a separate entry/exit driveway also off Road 1 (refer to the approved subdivision plan at **Appendix B**). The alignment of the roads may change as a result of an amended subdivision layout and it is also understood that ALDI may seek modification to road levels within the subdivision to suit their operational requirements.

### 3.8.2 Road Network

The access roads to the proposed warehouse and distribution centre are part of a larger surrounding road network which provides good connectivity and includes Weakleys Drive, the F3 Newcastle-Sydney Freeway, the New England Highway and John Renshaw Drive. Weakleys Drive forms a strategic link between the current northern end of the F3 Freeway and the southern end of the New England Highway. Both of these roads are part of the AusLink network of land transport corridors, with the F3, New England Highway and Pacific Highway being major roads that link Sydney and Newcastle to the Hunter Valley, northern New South Wales, Brisbane and other parts of Queensland.

Part of the approved subdivision works include the construction of a two lane round-a-bout on Weakleys Drive.

## 3.9 OTHER

### 3.9.1 Bushfire

The proposed site is identified as being in a Bushfire Prone Area (Vegetation Category 1). The provisions of "Planning for Bushfire Protection (2006) will apply to development of the site.

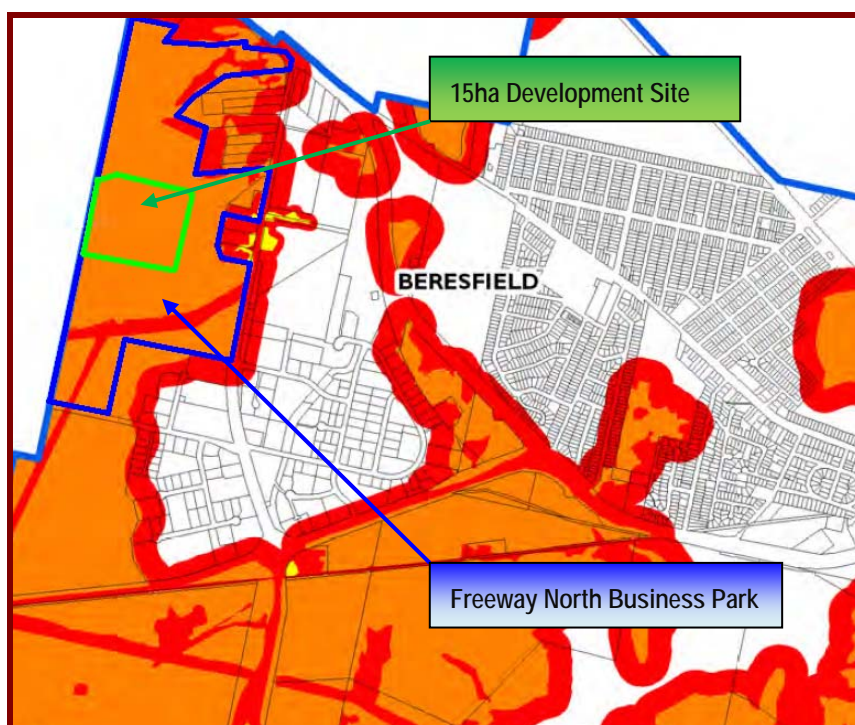


Figure 6: Extract from Newcastle Bushfire Prone Land map.

### **3.9.2 Aboriginal Archaeology**

An Aboriginal Heritage Impact Assessment of the Freeway North Business Park was undertaken in 2007 by South East Archaeology, with representatives of the local Aboriginal community participating. During the field survey, 18 Aboriginal heritage sites were recorded, and all Aboriginal heritage sites related to stone artefact occurrences, with a total of 178 stone artefacts recorded.

Matters relating to Aboriginal archaeological constraints including an Aboriginal Heritage Management Plan and Conservation Areas have been adequately addressed as part of the approved subdivision.

### **3.9.3 European Heritage**

There are no heritage items on the site that are listed in Schedule 6 of the Newcastle LEP 2003.

### **3.9.4 Flooding and Drainage**

The Business Park incorporates three catchments, including Scotch Dairy Creek, Weakleys Drive and Viney Creek. The 100 year flood envelope within Scotch Dairy Creek varies from 5.3m AHD to 9.9m AHD across the northern part of the site. Flooding within the Business Park is restricted to the creekline corridors and no development is proposed for these areas.

Hydrological modeling of the catchments has indicated that detention storage within the site is not considered favourable. However a water quality control pond will be constructed. The pond, plus a combination of treatment devices including gross pollution traps and sand filters will manage water quality control from the development.

At this stage the finished levels of the 15ha ALDI site will be in the order of 21-23m AHD, therefore impacts from flooding on the site and development are unlikely.

### **3.9.5 Road Widening**

Road authorities have identified Weakleys Drive to be upgraded to provide two lanes in both directions, and it is understood that the RTA has acquired land on both sides of the road to facilitate this work. This is not considered to affect the 15ha development site.

### **3.9.6 Contamination**

A Phase 1 Environmental Site Assessment prepared by Parsons Brinkerhoff Pty Ltd found some on-site potentially contaminating activities, including the stockpiling of building rubble, rubbish and car bodies.

Parsons recommended some remedial works be undertaken for the site to be considered at low risk of potential land contamination, therefore being considered suitable for the proposed land use. However, the Phase 1 Environmental Site Assessment concluded that contamination would not be an issue requiring any further investigation. This is not considered to affect the 15ha development site.

### 3.9.7 Mine Subsidence

A desktop study indicates that the land is not identified as being located within a proclaimed Mine Subsidence District under the *Mine Subsidence Compensation Act 1961*. Investigations will be made into the possible impact of mine workings as part of detailed geotechnical investigations.

### 3.9.8 Services

Telephone lines, sewer rising mains, water, a high-pressure gas main and 132kv overhead power lines are located adjacent to or traverse the site.

The 132kv power lines traverse the southern end of the site through an existing easement and will restrict the construction of buildings within the easement.

Services to the satisfaction of ALDI will be provided during the subdivision works.

## 4.0 Planning Controls / Statutory Requirements

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### 4.1 INTRODUCTION

The purpose of this section is to outline the applicable planning controls and statutory requirements relating to the site and the proposed warehouse and distribution facility. This section explores the relevant Commonwealth and State Legislation and Local Planning Controls, provides a brief overview of the approvals required, and the likely approval process for the project.

### 4.2 COMMONWEALTH ENVIRONMENT PROTECTION AND BIODIVERSITY CONSERVATION ACT 1999

This Act (EPBC Act) was introduced in 1999, and replaces several dated Environmental Protection and Conservation Acts. The EPBC Act aims to protect seven matters of national environmental significance being:

- World Heritage properties;
- National heritage places;
- Wetlands of international importance (Ramsar wetlands);
- Threatened species and ecological communities;
- Migratory species;
- Commonwealth marine areas; and
- Nuclear actions (including uranium mining).

The proposed distribution centre development is unlikely to have negative impacts on any of the above and should not require further assessments or approvals.

### 4.3 STATE PLANNING CONTROLS

#### 4.3.1 Threatened Species Conservation (TSC) Act 1995

The TSC Act 1995 provides a framework for the listing and declaration of threatened species, populations, endangered ecological communities, key threatening processes and critical habitat. It also provides a framework for the preparation and implementation of recovery plans and threat abatement plans and for licensing.

The 2007 ecological report prepared by Ecohub also concludes that the site comprises two vegetation communities listed as Endangered Ecological Communities and provides habitat for several significant species pursuant to the TSC Act 1995.

- Lower Hunter Spotted Gum Ironbark Forest EEC;
- River-flat Eucalypt Forest EEC;

- Black-chinned Honeyeater;
- Greater Broad-nosed Bat; and
- Eastern Freetail Bat.

The proposed distribution centre development is unlikely to have negative impacts on any of the above and should not require further assessments or approvals.

#### 4.3.2 State Environmental Planning Policies

Our review of State Environmental Planning Policies indicates that the following State Environmental Planning Policies would apply to the site and this proposal. A more detailed analysis of the SEPP's would need to be undertaken upon receipt of other specialist inputs to determine relevance for the project.

- State Environmental Planning Policy (Infrastructure) 2007.
- State Environmental Planning Policy (Major Development) 2005.
- State Environmental Planning Policy No.1 – Development Standards.
- State Environmental Planning Policy No.33 – Hazardous and Offensive Development.
- State Environmental Planning Policy No.55 – Remediation of Land.
- State Environmental Planning Policy No.64 – Advertising and Signage.
- Draft State Environmental Planning Policy (Application of Development Standard) 2004.
- Draft State Environmental Planning Policy No.1 – Development Standards (Amendment No. 1).

#### 4.4 REGIONAL PLANNING CONTROLS

No regional planning controls are considered applicable to the proposed development.

#### 4.5 LOCAL PLANNING CONTROLS

##### 4.5.1 Newcastle Local Environmental Plan 2003

The site is primarily zoned 4(a) Urban Services pursuant to the Newcastle Local Environmental Plan 2003 (NLEP 2003).

**The objectives of the 4(a) Urban Services zone are:**

- To accommodate a wide range of light industrial, transport and storage activities which do not adversely affect the amenity of the neighbourhood.
- To accommodate a wide range of employment generating uses and associated support facilities with good access to the arterial road network for freight movement.

- (c) To accommodate sales and storage operations requiring extensive space such as bulky goods retail outlets, which will not prejudice the viability of local centres, district centres or the Newcastle City Centre.

Figure 7 is an extract from Newcastle LEP 2003 and illustrates the site's zoning in the context of the surrounding locality.

The proposed warehouse and distribution centre is permissible within the 4(a) Urban Services zone with the consent of Council and is considered to be consistent with the objectives of the 4(a) zone.

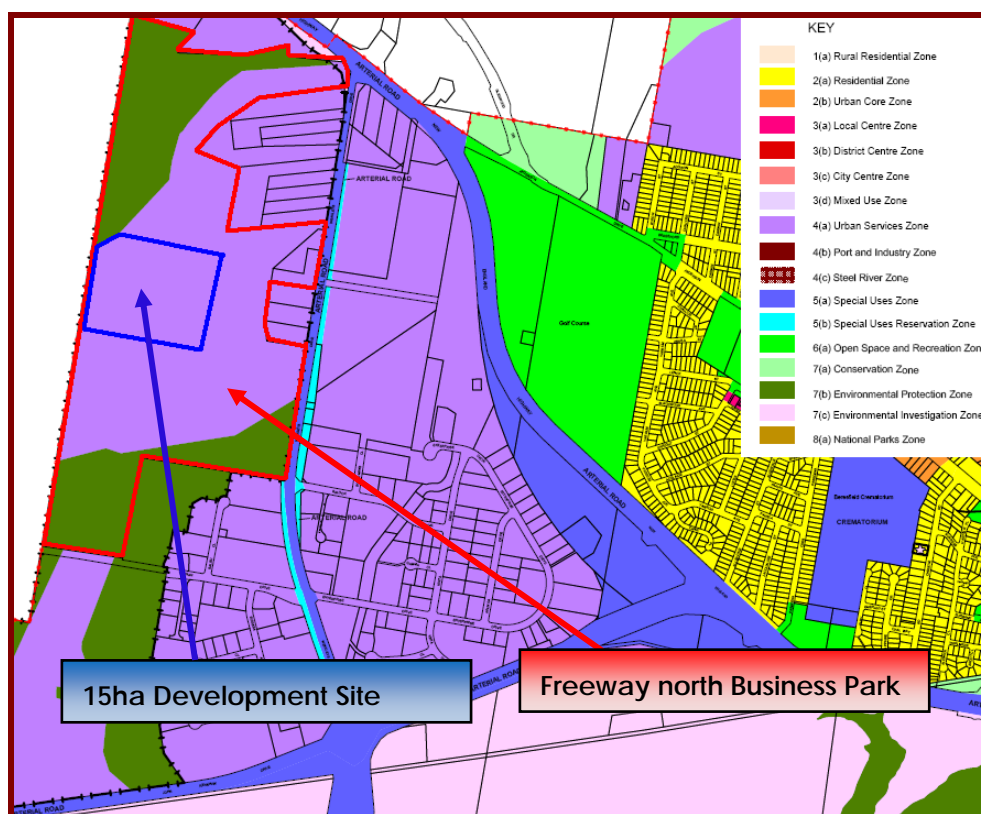


Figure 7: Extract from NLEP 2003 Zoning Map.

#### 4.5.2 Land Use Definition and Permissibility

The applicable land-use definition for the proposed development, based on definitions in Newcastle LEP 2003, is a “warehouse”.

A warehouse means:

*“a building or place used for the storage of goods, merchandise or materials pending their sale or distribution to persons engaged in the retail trade”.*

A warehouse is a permissible use in the 4(a) zone, with the consent of Council.

#### 4.5.3 Specific Newcastle LEP 2003 Clauses

The following clauses are deemed relevant to the site and proposed development outcome, however these would need to be assessed further and addresses as part of any project application.

- Clause 8 – Requirements for development;
- Clause 23 - Access to arterial roads;
- Clause 25 – Acid Sulphate Soils;
- Clause 26 - Bush fire prone land;
- Clause 31 - Development affecting places or sites of Aboriginal heritage significance;
- Clause 33 – Development in the vicinity of a heritage item or heritage conservation area;
- Clause 34 – Conservation incentives; and
- Clause 36B – Freeway North Business Park.

#### 4.5.4 Draft LEP's Applicable to the Site / Proposal & Adjoining Lands

There is no specific draft LEP considered applicable to the site. The draft Newcastle Local Environmental Plan 2003 (2009 amendments) is a house-keeping LEP that aims to address a range of administrative, policy, rezoning and mandatory classification matters. These matters will be unlikely to have a significant impact on the development of the site for a warehouse.

#### 4.5.5 Development Control Plans

Newcastle City Council Development Control Plan 2005 (DCP 2005) is the only Development Control Plan applicable to this site and proposal. The DCP encompasses many environmental requirements ranging from ecological values, scenic values, bushfire risk, erosion prevention and sediment control, mine subsidence through to detailed building design outcomes.

The following elements of DCP 2005 are likely to be considered applicable to the proposed development and will be assessed further and addressed as part of the project application:

- **Element 4.1 – Parking and Access;**
- **Element 4.2 – Contaminated Land Management;**
- **Element 4.3 – Flood Management;**
- **Element 4.4 – Landscaping;**
- **Element 4.5 – Water Management;**
- **Element 4.6 – Waste Management;**
- **Element 4.7 – Outdoor Advertising;**
- **Element 4.10 – Tree Management;**
- **Element 7.1 – Industrial Development; and**
- **Element 7.3 – South Beresfield Industrial Precinct.**

#### 4.5.6 Development Contributions

The Newcastle section 94A contributions plan applies to this site. In reviewing this plan, the expected types of development to which it applies are industrial, commercial and urban housing

developments with an estimated cost of over \$100,000. There may be other forms of development, not specified above, which generate a demand for the public services and amenities identified in the plan (such as traffic management and drainage, stormwater and water quality control facilities). Under this plan, for developments with an estimated cost over \$200,000, Council impose a contributions levy of 1.0% of the estimated cost of works.

The new Part 5B of the EP&A Act 1979 will become operational from March 2010. It will revise all contributions arrangements and provide new systems for development contributions.

#### 4.5.7 Other Relevant Policies, Strategies or Controls

Other relevant Newcastle City Council policies, strategies or controls which may apply to this site have not, to date, been investigated in detail. The following is a brief summary of policies which may be relevant:

- Newcastle Urban Strategy 2005;
- Crime Prevention plan; and
- Social Impact Assessment Policy.

#### 4.6 SECTION 91 OF THE ACT 1979

At this stage we don't believe Section 91 of the Act would apply to a Development Application lodged for this site, however this will need to be investigated as part of the detailed design. As further investigations are undertaken the requirement for other approvals may arise.

#### 4.7 LOWER HUNTER REGIONAL STRATEGY

The Lower Hunter Regional Strategy was released as a draft in December of 2005, and as a final document in October 2006. In summary, the purpose of the strategy is to provide broad guidance to future planning for the Lower Hunter, with the following general aims:

- To promote Newcastle as the regional city, with a hierarchy of urban centres;
- To provide for a forecast population increase of 160,000 persons by 2031;
- To identify new release areas;
- To ensure an adequate supply of employment land;
- To focus a higher proportion of new housing in centres which will reduce pressure on existing established suburbs;
- To enable the release of rural land for a series of new communities and extensions to existing urban areas;
- To ensure that greenfield land is released in a coordinated way with improved neighbourhood design and more efficient use of infrastructure; and

- To ensure the protection of biodiversity through a Regional Conservation Plan.

Figure 8 below shows that the site is identified as “future freight hub and employment lands”. The strategy has limited relevance to the site and the proposal.

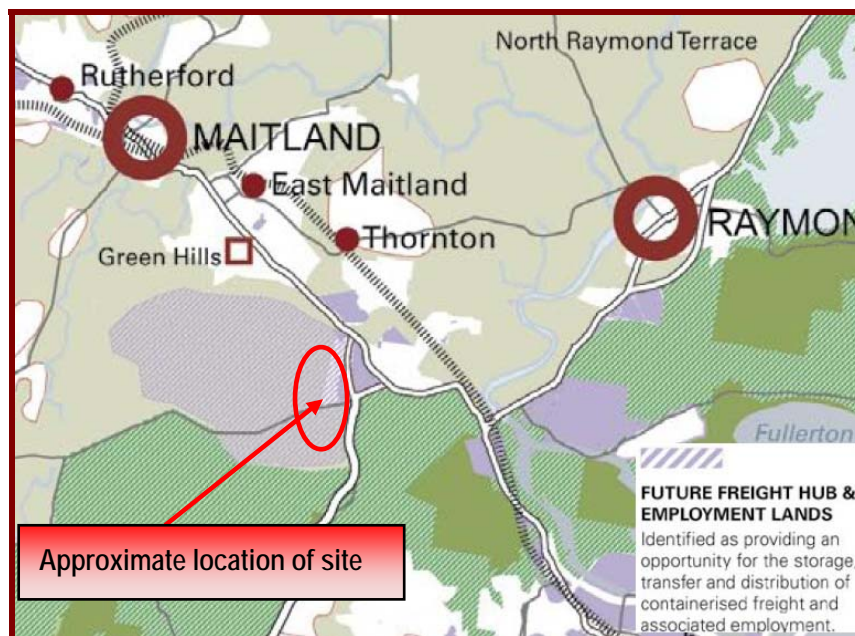


Figure 8: Extract from Lower Hunter Regional Strategy.

#### 4.8 WHY IS THIS PROPOSAL A ‘MAJOR DEVELOPMENT’ TO WHICH PART 3A APPLIES?

The proposed development is considered to be a ‘Major Development’ to which the Major Development SEPP (and Part 3A of the Act) applies on the basis of it meeting the following legislative criteria:

##### State Environmental Planning Policy (Major Development) 2005

- **Schedule 1 – Group 4 Other manufacturing Industries, Distribution and Storage Facilities – 12**  
Distribution and storage facilities.

The project has an estimated capital investment value of \$100 million and is considered to fall within the definition of storage and distribution centre. It is understood that the \$30 million threshold trigger is non-discretionary.

## 5.0 Environmental Constraints for Consideration

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### 5.1 TRAFFIC & CAR PARKING

A specialist traffic / transport engineer will be commissioned to investigate issues relating to traffic, access and car parking. Any traffic and car parking assessment will need to be carried out in the context of Newcastle Council's DCP 2005, Element 4.1 – Parking and Access.

Road works, including construction of a round-a-bout on Weakleys Drive at the proposed new access to the Freeway North Business Park will be carried out as part of the approved subdivision works. The round-a-bout and external road works have been designed with sufficient capacity to account for the ALDI development. This will be verified during detailed design and negotiations with approval authorities as part of the 3A process.

Warehouse distribution centre is identified in Schedule 3 of SEPP (Infrastructure) 2007 (defined as 'transport terminals, bulk stores, container depots or liquid fuel depots') as it exceeds the 8,000m<sup>2</sup> capacity. Any application will be referred to the RTA and possibly the Hunter Region Development Committee for comment.

Element 4.1 of Newcastle Council's DCP requires parking to be provided for warehouses at the following rates:

- 1 car parking space per 200m<sup>2</sup> GFA or 1 space per 2 staff (whichever is greater);
- 1 bicycle space per 20 staff (Class 2 – medium security level); and
- 1 motorbike space per 20 car spaces.

Upgrades / improvements to public transport provision and accessibility will be considered as part of the detailed design and Environmental Assessment for the proposal.

### 5.2 STORMWATER MANAGEMENT & FLOODING

A specialist consultant will investigate the issues and implications for stormwater management and flooding for the site.

Discussions with a specialist consultant indicate that the flood modelling for the development conclude that detention is not required and that only stormwater quality measures are needed for individual sites. This issue will be investigated during the detailed design and consultation with Newcastle Council.

Notwithstanding the above there may be a requirement for on-site water harvesting and reuse.

### 5.3 ENGINEERING AND GEOTECHNICAL MATTERS (CIVIL CONSTRUCTION ISSUES)

A specialist geotechnical company will undertake an assessment for input into the engineering design. While the land is not identified as being located within a proclaimed Mine Subsidence District under the *Mine Subsidence Compensation Act 1961*, it does not necessarily preclude the occurrence of mining in

the locality. Investigations will be made into the possible impact of mine workings as part of detailed geotechnical investigations.

The site is unlikely to be affected by Acid Sulphate Soils.

#### **5.4 UTILITY SERVICE PROVISION & CAPACITY (WATER, GAS, TELECOMMUNICATIONS, SEWER & POWER)**

Consultants will undertake detailed investigations in respect to the capacity of all services including water, gas, communications, sewer and power.

During the application process for the distribution centre a section 50 Certificate from the Hunter Water Corporation will be obtained, and Energy Australia and other service providers will be consulted.

#### **5.5 ACOUSTIC ISSUES**

The warehouse operations are required 24 hours per day, 365 days per year. An acoustic assessment will be undertaken to demonstrate that the proposal will meet the amenity and intrusive criteria in the NSW EPA Industrial Noise Policy. The assessment and reporting will include construction noise and operation noise. The assessment will also look at road noise generated by vehicles on the road system, or within the development site, to ensure that it is not intrusive or offensive to the surrounding population.

#### **5.6 AIR QUALITY**

At this point in time we are not aware of the air-quality issues potentially associated with the operations of the warehouse. An air quality consultant will undertake an assessment of potential air quality implications at the construction phase as well as during the operational phase.

#### **5.7 LANDSCAPING**

A specialist landscape assessment and report will be undertaken, in accordance with Council's DCP requirements (Element 4.4). Adequate landscaping will be incorporated in order to mitigate against potential bulk scale issues, and also to soften hardstand areas, including car parking.

#### **5.8 VISUAL / SCENIC IMPACTS**

The proposed warehouse and distribution centre development is considered unlikely to significantly impact upon the visual amenity of the locality. Notwithstanding this, the Environmental Assessment will illustrate the bulk and form of the proposal, demonstrate design approach consistent with integration of visual elements into the visual character of the locality. Advertising signs will address the specific requirements of State Environmental Planning Policy No. 64 – Advertising and Signage.

#### **5.9 ECOLOGICAL ISSUES**

Vegetation will be removed as part of the bulk earthworks for the 90 lot subdivision and benching the site to ALDI's specifications. It is unlikely that there will be any ecological constraints for ALDI during the approval process. It is likely that any landscaping within the site will need to consider ecological values of the locality.

## 5.10 BUSHFIRE ISSUES

The site is located in bushfire-prone land and issues relating to bushfire risk will be addressed by a specialist consultant, particularly in respect to the buildings ability to comply with *Planning for Bushfire Protection 2006*, including issues relating to setbacks, emergency access and egress and building standards.

## 5.11 CONTAMINATION

A Phase 1 Environmental Site Assessment prepared by Parsons Brinkerhoff Pty Ltd found some on-site potentially contaminating activities, including the stockpiling of building rubble, rubbish and car bodies.

Parsons recommended some remedial works be undertaken for the site to be considered at low risk of potential land contamination, therefore being considered suitable for the proposed land use. However, the Phase 1 Environmental Site Assessment concluded that contamination would not be an issue requiring any further investigation. Contamination is not considered to affect the 15ha development site.

## 5.12 ABORIGINAL ARCHAEOLOGY

South East Archaeology undertook an Aboriginal Heritage Impact Assessment of the site with representatives of the local Aboriginal community participating in the field survey. A total of 18 Aboriginal heritage sites were recorded during the field survey. All Aboriginal heritage sites related to stone artifact occurrences, with a total of 178 stone artefacts recorded.

Matters relating to Aboriginal archaeological constraints including an Aboriginal Heritage Management Plan and Conservation Areas have been adequately addressed as part of the approved subdivision.

## 5.13 EUROPEAN HERITAGE

The site is not identified as containing any items of European Heritage.

## 5.14 BCA MATTERS

BCA matters associated with the proposal will need to be addressed by a specialist.

## 6.0 Consultation

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### 6.1 RELEVANT AGENCIES AND OTHER AUTHORITIES

It is anticipated that further consultation with relevant agencies will occur as part of the Project and to address the Director-General's Environmental Assessment Requirements:

- Newcastle City Council;
- NSW Department of Environment, Climate Change and Water;
- NSW Roads and Traffic Authority;
- NSW Ministry of Transport; and
- NSW Rural Fire Service.

## 7.0 Conclusion

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Having regard to the proposed development, warehouse and distribution centre, with a capital investment value of \$100 million, it is our view that the proposal is a 'Major Development' to which Part 3A of the Act applies. We look forward to your confirmation in this regard.

We also look forward to receipt of the Director-General's Requirements that will confirm the scope of work for the project, and allow preparation of appropriate reports and studies to accompany the project submission to the Minister.

# Appendix A

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*Proposed Development Plan - Woodhead*

## Appendix B

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*Approved Subdivision Plan*

## Appendix C

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*Approved Subdivision Plan with Development Overlay*