

APPENDIX C – ENGAGEMENT SUMMARY TABLE

The following Table has been prepared for SSD-33701741 and should be read in conjunction with the Consultation Outcomes Report in **Appendix O**.

Agency	Engagement Method	Matters Raised	Applicant Response
DPE	<p><i>Virtual Meeting – 3rd December 2021</i></p> <p><i>Emails – 23 February 2022</i></p>	<p>On the 3rd December 2021, the Proponent and Urbis met with the DPE's Planning Assessment Team. The purpose for the meeting was to obtain feedback regarding the SEARs, including sustainability improvements, truck access, safety and jobs.</p> <p>On the 28th February 2022, Eco Logical Australia emailed the DPE's Biodiversity Conservation Division (BCD) to obtain feedback on the proposed survey approach used to prepare the BDAR.</p>	<p>To prepare the BDAR, Eco Logical Australia conducted a 14 day survey (consisting of a minimum 2 person hours per night for 4 nights). Eco Logical Australia sought feedback from the BCD as to whether the aforementioned survey approach would satisfy the requirements of the SEARs, noting that access to Council own land to the east of the site was not permitted.</p> <p>On the 7th March 2022, the BCD issued a response outlining three possible options for fulfilling the requirements of the BAM, including:</p> <ol style="list-style-type: none"> 1) Persuade Council to allow you to survey their land. 2) Assume the presence of the Wallum Froglet. 3) Provide an expert report prepared by a BAM specialist expert for the Wallum Froglet. <p>In addition, the BCD noted the following in their correspondence: '<i>BCD accepts your proposed survey approach for the Wallum Froglet</i>'.</p>

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			<p>In response to the three options noted in their correspondence, Eco Logical Australia note the following:</p> <ol style="list-style-type: none"> 1) Given that access to Council's land to the east of the site was not permitted, targeted surveys on the subject site were instead prepared. 2) The assessment assumes that Wallum Froglet is present on the land owned by Council which cannot be assessed. The assessment accounts for a 50m buffer around the breeding habitat. No habitat to be impacted is present within the development site. 3) An expert report was not obtained because Council's land was not accessible and there are no <i>Crinia Tinnula</i> (Wallum Froglet) experts in the BAM list of Approved experts. <p>Further discussion is provided within <i>Table 15</i> of the BDAR at Appendix N.</p>
Central Coast Council	Virtual meeting on 23 February 2022 and 21 January 2022	<p>The meeting held on the 23rd of February 2022 provided the authorities with an overview of the proposed development and approval pathway. The following key issues were discussed.</p> <p>BDAR</p>	<p>The Proponent and its project team confirmed that the SSDA would be accompanied by a Biodiversity Report that addresses the ecological values of the Site and possible impacts. This report would be provided in lieu of the BDAR Waiver.</p>

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		<p>It was established that ecological studies would need to be undertaken as part of the BDAR, and additional study areas to be explored.</p> <p>Hydrology</p> <p>The SSDA would need to address water management measures approved in previous development consents for the Site.</p> <p>Heavy Vehicle Movements</p> <p>Details confirming how heavy vehicle movements would continue to operate following the development of the alterations and additions.</p>	<p>The Proponent noted the hydrology requirements and has submitted a Civil Engineering Report at Appendix E that addresses the proposed water management measures.</p> <p>The alterations and additions will not alter the existing heavy vehicle movements on the Site as trucks will continue to enter and exit the Site as per existing arrangements. The proposal will upgrade the existing service entry from Woolworths Way to create an express entry for incoming trucks. Traffic generation and a swept path analysis is included within the Transport and Accessibility Impact Assessment at Appendix P.</p>
Fire and Rescue NSW (FRNSW)	Not applicable	Engagement will occur during the post lodgement assessment phase.	Noted.
Transport for NSW (TfNSW)	Email correspondence and a telephone call with relevant staff from TfNSW.	TfNSW was contacted in order to confirm the matters of importance to be addressed in the SEARs.	No response required.
Warnervale Air Pty Ltd		Warnervale Air was consulted with and provided with an overview of the proposed development.	Warnervale Air Pty Ltd did not object to the proposal nor did it raise any concerns. Accordingly, a response is not required.

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<p>Aboriginal Community</p>	<p>The consultation process entailed contacting individuals and organisations to understand if they would like to participate in the consultation process. A total of 11 individuals / organisations responded and together formed a consultation group known as the RAPs.</p> <p>A copy of the assessment methodology associated with the ACHAR was emailed to the RAPs for review and comment.</p> <p>In addition to the above, a site visit was undertaken with representatives from Darkunjung Local Aboriginal Land Council.</p>	<p>Consultation with Aboriginal communities was undertaken in accordance with guidelines:</p> <ul style="list-style-type: none"> ▪ The Code of Practice for Archaeological Investigation of Aboriginal Objects in New South Wales (DECCW 2010a) – known as The Code of Practice; ▪ Guide to investigating and assessing and reporting on Aboriginal Cultural Heritage in New South Wales (OEH 2011) – known as ACHAR guidelines; ▪ The Aboriginal Cultural Heritage consultation requirements for proponents 2010 (OEH 2010b)- known as Consultation Guidelines. <p>The matters addressed related to the assessment methodology used to prepare the ACHAR and the cultural significance of the site. Representatives from Darkunjung Local Aboriginal Land Council identified a culturally significant tree.</p>	<p>The feedback received pertaining to the methodology for the ACHAR was integrated into the ACHAR and circulated to the consultation group known as the RAPs for a period of 28 days.</p> <p>Woolworths noted the advice pertaining to the culturally significant tree and has sought to retain it.</p>
<p>Surrounding landowners, Warnervale Airport, local industrial businesses, nearby</p>	<p>On 1 February 2022 a community newsletter was distributed to 157 residents and businesses located nearby the proposed Site.</p>	<p>The newsletter included details of the project, an enquiry line and invitation to attend a briefing with the project team.</p> <p>In addition, residents were contacted directly via doorknocking in relation to the installation of the noise logger. Residents included the</p>	<p>In response to the concerns raised relating to the noise logging, the owner of 187 Sparks Road was offered further information in the form of a briefing from the project team. In addition, noise logging did not occur at the property located at 5 The Downs, Jiliby.</p>

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<p>schools and community groups</p> <p>Email – 1 February 2021</p>		<p>owners of 187 Sparks, Road Halloran; 13 Buttonderry Way, Jiliby; 4 downs Jiliby and 5 The Downs, Jiliby.</p> <p>The resident at 5 The Downs, Jiliby objected to the undertaking of noise logging on his property due to safety concerns. The owner of 187 Sparks Road requested further information regarding the scope of the project.</p> <p>No feedback was received.</p>	